What's Happening

Navy Fire and Emergency Services Newsletter

Protecting Those Who Defend America

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What We Can Learn From the Blue Angels

By Robert Rielage

I often compare the U.S. military with the U.S. fire service, as our roles parallel one another. For good reason, members of the U.S. military often are called the "World's Firefighters" because they frequently are being dropped into international hotspots with the mission of bringing order out of chaos. For that reason, I am going to recommend you read *The Power of Teamwork – Inspired by The Blue Angels* by Scott Beare and Michael McMillan

Using the Blue Angels as their example of teamwork, Beare and McMillan start their discussion by defining trust. They indicate that there is an uncommon degree of trust shown when pilots traveling at a closing speed of 1,000-mph fly with the precision that allows their planes to come within inches of each other. They anticipate and trust that all the pilots are bringing their "A" game, whether it is an air show with 50,000 spectators or a training flight. But that trust goes beyond just the pilots to also include each member of the aircraft crews, from the technician providing maintenance, to the crew chief who signs off on all repairs.

There is a story that may illustrate this point more clearly.

In the early days of NASA, then–Vice President Lyndon Johnson visited the Houston Space Center for a briefing on the progress of the lunar space program. He walked into a restroom at the facility and found it immaculate. He came across another restroom and found it in the same spotless condition. Stopping the attendant, he asked the man what he did at the Space Center. His reply was that he was, "helping put a man on the moon." The answer noticeably stunned the vice president. He reckoned, how could the restroom attendant help put a man on the moon? The man continued to explain that the engineers, scientists, and technicians worked long and hard hours in an attempt to reach NASA's stated goal of a man on the moon by the end of the decade. His job was to see that the time his fellow workers spent away from their desk, even just to go to the restroom, was a revitalizing break from those tedious hours by providing them a comfortable, clean respite from an otherwise stressful day. The attendant realized he was contributing in his own way to his team's mission of putting a man on the moon.

Blue Angels (Cont.)

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Shortly after the end of the Vietnam War, the U.S. military began to acknowledge the contributions of the crews that kept planes flying, ships sailing and tanks rolling. The Air Force was first to paint the crew chief's name on their aircraft opposite the name of the pilot. The Army started putting the name of tank commanders and crews on the side of the new tanks; and the Navy began placing photos of the captain, XO, division heads, chief petty officers and senior NCOs near the bridge on each vessel. In this way, each service branch began to realize and acknowledge that success was a team effort.

So how can we in the fire service further acknowledge the teams we so heavily rely on to professionally handle our emergency scenes? One suggestion I've heard is to place the names of the officer and crew members on each piece of fire and EMS apparatus. This could be achieved as easy as sliding an oversized plastic nametag into a metal sleeve outside the doors at each riding position. This would not only give each member a feeling of ownership in the apparatus from its appearance to its readiness, it would further instill pride in being a part of the team.

Just as the Blue Angels wow us with their precision flying skills, we should learn from them how to wow the public with the professionalism, skills and teamwork needed to accomplish our mission. In doing so, we acknowledge the worth of all the members who contribute to the success of our department.

Combs Cartoon

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Out of Position

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Last Alarms

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TCOoO Update

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Last Alarms

The USFA reported 39 deaths to date in 2013. The following line of duty deaths were reported since we published our last issue:

Brad Harper
Age: 23
Phoenix, AZ

Stanley Wilson
Age: 51
Dallas, TX

Robert Bebee
Age: 41
Houston, TX

Matthew Renaud
Age: 35
Houston, TX

Luke Sheehy
Age: 28
Vallejo, CA

Robert Garner
Age: 29
Houston, TX

Anne Sullivan
Age: 24
Houston, TX

Tony Barker
Age: 36
Hays, NC

2013 Totals

♥ 14 (36%) 5 (13%)

♥ 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 24 DoD firefighters in the Taking Care of Own program.

Name	Location	Point of Contact
Joey Tajalle	NAVBASE Guam	Julie.Quinene@fe.navy.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	Alexis.A.Rivera8.civ@mail.mil
Stephen Dock	Altus AFB, OK	Nils.Brobjorg@altus.af.mil
Peter Giles	Kirtland AFB, NM	Curtis2.Ray@kirtland.af.mil
Christopher Lumpkin	Fort Belvoir, VA	Joyce.R.Peck.civ@mail.mil
Chris Burke	Fort Wainwright, AK	David.Halbrooks@us.army.mil
Christopher Matthews	Portsmouth NSY, NH	Marc.J.Smith@navy.mil
Annie Sands	Altus AFB, OK	Nils.Brobjorg@altus.af.mil
Mark Davis	JB Langley-Ft Eustis, VA	Dale.E.Hankins.civ@mail.mil
Michael McClure	Niagara Falls, NY	Peter.Stein@us.af.mil
Russell Reynolds	Niagara Falls, NY	Peter.Stein@us.af.mil
Richard Jefferson	Kirtland AFB, NM	Curtis2.Ray@kirtland.af.mil
Thomas Trost	Wright Patterson AFB, OH	David.Warner@wpafb.af.mi
Brian O'Neill	JB McGuire-Dix-Lakehurst, NJ	Paul.Presley.1@us.af.mil
Eric Schafer	Eglin AFB, FL	Kevin.Remedies@eglin.af.mil
Jeff Noel	Ft Campbell, KY	Charlotte.M.Epps.civ@mail.mil
Ricardo Mercado	NAS Corpus Christi, TX	Elizabeth.Atkinson@navy.mil
Stephen Garman	Fort Detrick, MD	Katherine.M.Szamier-Bennett.civ@mail.mil
Brandon Fines	Fort A.P. Hill, VA	Daniel.C.Glemnbot@us.army.mil
Maria Teno	Virginia Beach, VA	Marc.J.Smith@navy.mil

Douglas E. Thomas

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Navy and DoD F&ES Hall of Fame Member Passes

Chief Douglas Eugene Thomas, 91, passed away on 28 May 2013 in Deland, FL.

Chief Douglas began his fire service career in 1941 as a firefighter at the Washington Navy Yard. Thomas interrupted his Navy fire service career in 1942 when he joined the United States Marine Corps.

Thomas was stationed in Beaufort, SC and Quantico, VA prior to serving in the Pacific Theatre on Iwo Jima with the 5th Marine Division. The division landed on Iwo Jima on 19 February 1945 on the left northeast of Mount Suribachi and sustained heavy initial losses; so much that by that afternoon the 26th Marines had to be released as the division reserve.

The 5th Marine Division fought on Iwo Jima from 19 February until 18 March 1945 where 1,098 Marines were killed and 2,974 wounded in action. This was the highest casualty rate among the Marine divisions involved in the Invasion. Thomas served with the Division Quartermaster and attained the rank of Staff Sergeant. The 5th Marine Division departed Iwo Jima 27 March 1945.

Thomas returned to the fire department at the Anacostia Naval Air Station after the war and advanced through the ranks to Assistant Chief. During the late 1950's Navy fire departments in the Washington DC area underwent a number of changes and in 1963 he was appointed Fire Chief of the Consolidated Navy fire department which at that time consisted of the Washington Navy Yard, Anacostia Naval Air Station and the Naval Research Laboratory and served in that capacity until 1966.

Following the retirement of Navy Fire Protection Coordinator Orville Emory in late 1965, the Navy Department underwent a major reorganization and the Bureau of Yards and Docks became the Naval Facilities Engineering Command (NAVFAC), one of six systems commands under the Chief of Naval Material. Oversight of the structural fire protection program, formerly under the Assistant Chief, Home Bases, Office of the Chief of Naval Operations, was assigned to the Chief of Naval Material.

The Naval Districts provided oversight of fire departments with Naval District fire marshals. NAVFAC was assigned responsibility for administration and coordination of Naval District fire marshals and established a new position of Fire Marshal Program Administrator. Chief Thomas was the first Fire Marshal Program Administrator and served in that position until his retirement in 1976.

Chief Thomas was enshrined in the Navy Fire & Emergency Services Hall of Fame in 2011 and was one of the inaugural inductees into the Department of Defense Fire & Emergency Services Hall of Fame in May 2013.

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The legacy of heroes is the memory of a great name and the inheritance of a great example.
-Benjamin Disraeli

MFHF News

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Annual DoD Fallen Firefighter Ceremony

The Military Firefighter Heritage Foundation (MFHF) sponsored the Annual DoD Fallen Firefighter Memorial Ceremony on 3 May 2013 at Goodfellow AFB, TX to honor seven Department of Defense firefighters who made the ultimate sacrifice defending our great nation:

- Firefighter Leo J. Kelly, Rock Island Arsenal IL, 21 Jun 1941
- Assistant Chief Kenneth Jeffery, SUBASE New London, CT, 31 Dec 2003
- Corporal Robert M. Weber Jr, MCAS Beaufort, SC, 16 Aug 2004

The following members of the 145th Airlift Wing at Charlotte Air National Guard Base, NC were serving as airborne wildland firefighters when their aircraft crashed during a wildland operation in Edgemont, SD on 1 July 2012.

- Lieutenant Colonel Paul K. Mikeal, Mooresville, NC
- Major Joseph M. McCormick, Belmont, NC
- Major Ryan S. David, Boone, NC
- Senior Master Sergeant Robert S. Cannon, Charlotte, NC

The inaugural MFHF DoD Fire & Emergency Services Hall of Fame Class and Lifetime Achievement Awards were also introduced during the banquet.

47 DoD Firefighters were enshrined in the DoD F&ES Hall of Fame Class of 2013

Department of Defense Fire & Emergency Services Hall of Fame Inaugural Class (2013)			
Verne A. Witham	Daniel B. Marshall	Charles B. Gindele	Frank Joseph VI
Willie "Billy" Shelton, Jr.	Nicanor Benavidez	John J. Wentzel	Robert Vreeland
Donald Steve Collins	Haraldur Stefansson	Leroy "Bud" Ellis	Joseph Gerrity
William D. Killen	William Beniker	Richard L. Tuve	Robert M. Malin
James M. Manser	William Thomann	Louis F. Garland	Golden "Goldie" Simmons
Clarence A. Rout	Harry J. Tagen	Norma Brown	Hugh Pike
David Butler	Francis L. Brannigan	Ralph Sanborn	Jim Hotell
Alvah P. Cuthriell	Lewis E. Meyer	Jasper Patterson	Doug Courchene
Gerorge C. McGuigan	Roy Grubbs	Roscoe Lewis Bell	Tom Smith
Waverly E. Sykes	Orville J. Emory	Otis E. Tinkle	Bobby Barrow
Leno "Hank" Vescovi	Charles W. Peters	Paul Odell	Robert A. McAllister
William M. Albrittain	Douglas Thomas	Ross Stephens	

The DoD F&ES Lifetime Achievement Awards was conferred on Chief Tom Smith, US Air Force and Chief Donald Steve Collins, US Army. The award was accompanied by a gold pocket watch with the MFHF logo on the face.

For more information about the Military Firefighter Heritage Foundation please visit http://www.militaryfirefighterheritage.com/

Chief Tom Smith

Chief Donald Steve Collins

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On the Job - Quantico

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Fire Department Services New CPR Machine

By PFC Samuel Ellis, Marine Corps Base Quantico

On May 1, 2013, the Quantico Fire Department introduced a new method of cardiopulmonary resuscitation to the service it provides. Two AutoPulse machines, non-invasive cardiac support pumps, arrived around one month ago. After members of the department received training, the apparatuses were loaded onto the two base ambulances, ready for service.

"I think it's a great piece of equipment," said Ulysses Taormina, Assistant Chief of Emergency Medical Services. It will work well with the other updated equipment we've collected over the past couple of years. This equipment provides superior CPR compared to the original hands-on-chest method by increasing arterial pressure. According to the company's website, the $32,000 investment will stimulate 130 percent of pre-cardiac arrest blood flow in the body as opposed to 30 percent that the manual form does.

Base firefighters also predict improved safety and efficiency in their responses to emergencies. By performing CPR, this machine reduces the number of staff needed to treat certain patients, said Taormina. "Instead of needing five firemen, we can do the same work with two."

Having the ability to downsize staff in ambulances is a great step, said Chris Payne, Firefighter/Paramedic. "To give the community the best quality care, that is our goal," he added.

Although there are multiple types of mechanical devices that provide chest compressions, based on different technology, the fire department stands resolved that these machines are the right fit for the department. "The technology has been studied overseas and in the U.S.," said Taormina. "There are other types of devices out there, but this type of device is the best one for us." It's more user-friendly because its compression technology, size and independence from extra equipment, he said.

Ultimately the new equipment fits with the ultimate purpose of the "Defenders of the Crossroads." "Survivability is the key we're looking for here," said Taormina. "We want to give the patient the best chance," concluded Taormina, "the best survival rate that we can. That's why we've got this equipment."

Pictured: Chris Payne, Firefighter/Paramedic, and Ulysses Taormina, Assistant Chief of Emergency Medical Services, demonstrate the AutoPulse at Marine Corps Base Quantico Fire Station 531. Photo by PFC Samuel Ellis.

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Any sufficiently advanced technology is indistinguishable from magic.
- Arthur C. Clarke

Anniversary

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DoD Fire Certification Program Turns 20

By John Burt, Air Force Civil Engineer Center Public Affairs

It has shaped Department of Defense firefighters for two decades. This month, the DoD Fire and Emergency Services Certification Program (F&ESCP) that ensures military and civilian firefighters are properly trained, certified, and qualified marks its 20th anniversary.

The Air Force Civil Engineer Center manages the F&ESCP, the largest program of its kind, including 63 accredited in-residence and distance learning courses. Since it began, the F&ESCP has issued more than 570,000 certificates to more than 160,000 firefighters and federal emergency responders.

The F&ESCP is accredited by the both the International Fire Service Accreditation Congress and the National Professional Qualifications Board. The standardized curriculum means firefighters and emergency responders across DoD complete the same training and certification.

"Ensuring the same training and certification base to base makes us an agile and adaptable total force, and in-step with the rest of the firefighting world." said John Smith, DoD F&ESCP manager

Updated in 2011, the F&ESCP's procedural guide gives everyone a roadmap for success, according to Bobby Richardson, the Assistant Chief for Training at Tyndall's Fire Emergency Services Flight.

"It's become such a simple process for our trainers and firefighters," said Richardson. "The instructor guide sheets progressively walk students from the basics of each course to the final performance evaluation elements. It's put together very well."

The program also works in-line with continuing education and training done by the fire departments themselves, so firefighters maintain the proficiencies they learn.

"The program has evolved," said Jim Podolske, the Air Force Fire Chief. "We started with paper-based courses and tests and then transitioned to CD-ROMs and computer-based tests. Now, we have web-based certification courses. We've kept up with technology and tried to get consistency in training and make it available for everybody."

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According to Smith, the CerTest Computer-Based Testing Program Software will transition to the web-based Virtual Learning Center in the next few months and AFCEC's Reach-Back Center now handles the F&ESCP's customer helpdesk requests. The AFCEC team is also eliminating some requirements involving personal identifiable information and implementing other changes to help DoD fire departments.

Smith credits the DoD F&ESCP's long-term success to the thorough groundwork laid by the program's pioneers as well as the continuing work and experience of his AFCEC colleagues. "It's a team effort," said Smith. "We'll continue to modify and streamline our program and processes to prepare and certify DoD firefighters over the next 20 years."

Credentialing

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Regional Chief Earns Credentials

Stephan D. Cox, Fire Chief, Navy Region Mid Atlantic Fire & Emergency Services, was recently recognized by the Center for Public Safety Excellence (CPSE) with two new designations: Fire Marshall (FM) and Chief Training Officer (CTO).

The Fire Marshal and Chief Training Officer designations are the newest national designations offered by the CPSE's Commission on Professional Credentialing (CPC). Cox is the first fire officer to obtain all four CPC designations, having earned his Chief Fire Officer (CFO) designation in 2003, and Chief EMS Officer (CEMSO) designation in 2009. He was the first Department of Defense fire chief to be recognized with the Chief EMS Officer designation.

CPC designations can be thought of as the fire service's professional credentialing standards, similar to board certification in the medical field, the bar exam for attorneys, and other trade/professional certifications. The CPC's credentialing process validates an applicant's academic knowledge, psycho-motor skills, experience, and leadership. Credentialing is an ongoing process, requiring reapplication and additional review every three years, demonstrating that an individual officer has developed a strategy for continued career improvement and development.

The CPC is the only organization developed for the sole purpose of credentialing emergency services officers to a level of superior professionalism. Currently there are more than 870 designated CFO's, 80 CEMSO's, 30 CTO's, and 55 FM's.

Navy Region Mid-Atlantic Fire & Emergency Services provides fire protection and emergency medical services to the Navy's Mid-Atlantic Region, with installations in seven states from Virginia to Maine. The department operates 25 fire stations with 554 personnel. The department is accredited by the CPSE's Commission on Fire Accreditation International. The department's Emergency Medical Technician training program is accredited by the Virginia Department of Health.

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A 45-year veteran of public safety, Cox retired from the University of Maryland's Maryland Fire Rescue Institute (MFRI) as manager of field operations prior to coming to work for Navy Fire & Emergency Services in 2003. He is also a certified Fire Protection Specialist (CFPS), and member of the Institution of Fire Engineers (MIFireE). He holds numerous other professional certifications in many emergency services specialty areas.

A professional is someone who can do his best work when he doesn't feel like it.

- Alistair Cooke

Back in the Day

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Tom Shand

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Aerial Ladders in the Navy

By Tom W. Shand Photo by Glenn Vincent

The first aerial ladder device was developed by Daniel Hayes in 1868 and consisted of two wooden extension ladder sections mounted to a rotating turntable. The ladder extension and rotation functions were accomplished by using massive hand cranks. Wooden aerial ladders up to 75 feet in length were in common use through the 1950's when both Chicago and New York City were still purchasing 75 foot wooden aerials built by FWD. The fire apparatus industry was turned upside down in 1935 when Peter Pirsch and Sons from Kenosha, Wisconsin introduced the first hydraulically powered, aluminum aerial with the delivery of 100 foot tractor drawn ladder truck to Melrose, Massachusetts.

One year later, in 1936, Seagrave Fire Apparatus developed an all steel hydraulically powered aerial ladder which is the forerunner of many of today's modern aerial devices. During the period of World War II, the U.S. Navy took delivery of several aerial ladders including Seagrave midship ladders for Portsmouth, New Hampshire and the Naval Air Test Center in Patuxent River, Maryland. A one of a kind Peter Pirsch 85 foot tractor drawn aerial ladder was delivered to the Norfolk Naval Base during July, 1942.

Tractor drawn and midship aerial ladders dominated the U.S. Navy apparatus fleet until 1978 when two Seagrave SR-20756 model 100 foot rear mount ladders were placed into service at the Pensacola, Florida Naval Air Station and the Newport Naval Educational Training Center in Rhode Island. Seagrave Fire Apparatus was the first builder to design a rear mounted ladder using their own aerial and at just under 35 feet in overall length was 12 feet shorter than conventional midship mounted 100 foot ladders.

The two Seagrave rear mounts delivered to the U.S. Navy were painted bright yellow and built on 226 inch wheelbases with an overall height of 121 inches. The outrigger system was straightforward consisting of two A frame stabilizers with a jack spread of 12 feet 6 inches. Setting up the ladder for operations required the driver to engage the aerial PTO and then proceed to the rear body were the two jack controls were located to deploy the stabilizers, enabling the ladder to be rapidly placed into service.

Aerials (Cont.)

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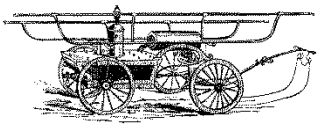

Both trucks were powered by Detroit Diesel 6-71N engines rated at 265 horsepower with Allison HT-70 six speed automatic transmissions. The cab and body were built with steel construction and provided room for approximately 208 feet of portable ground ladders that were carried on both sides of the body as well as at the rear under the turntable. The Pensacola aerial ladder was painted white and carried Seagrave serial number H-95251 and property number 74-00048. The Newport aerial ladder was painted the standard gray color and was assigned serial number H-95256 with property number 74-00047.

In later years after Pensacola took delivery of a newer Pierce rear mount aerial ladder after rebuilding with a four door cab their Seagrave ladder was transferred to Newport where it saw service until being retired. Interestingly, when Seagrave launched their rear mount design at the International Association of Fire Chiefs conference in 1964 the new apparatus model was designated "The Rear Admiral".

On the Job - DC

Mutual Aid Fire on Pennsylvania Ave

At approximately 1930 on Wednesday June 5, 2013 JBAB & NSAW F&ES responded to a structure fire at the historic Frager's Hardware in the 1100 block on Pennsylvania Avenue to assist District of Columbia Fire and EMS (DCFEMS) units with what ended up being a four alarm fire. Naval District Washington (NDW) Engine 41, Engine 42, and Tower 21 assisted in extinguishing the fire that involved an entire city block with numerous exposed buildings on fire.

NDW F&ES took a direct role in firefighting operations and their actions and they were commended by the DCFEMS Command Staff for their actions.

The fire is still being investigated by DCFEMS investigators and the ATF. .

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Code Red Drills

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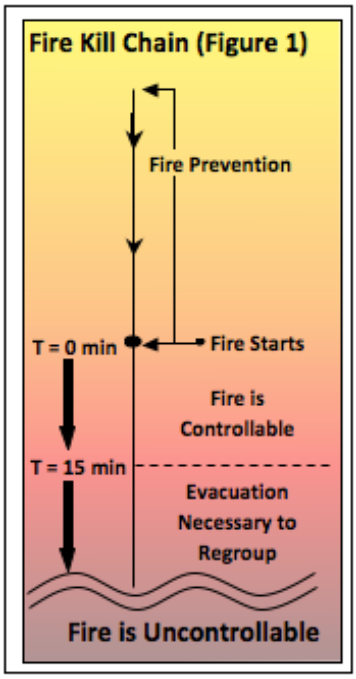
Assessing Fire Response in Industrial Environments

By LT David Guthmann and the crew of SSN 750

As Damage Control Assistant (DCA) onboard USS *Newport News* (SSN 750) in an Engineered Overhaul (EOH) at Norfolk Naval Shipyard, news of the USS *Miami* fire was sobering. My Commanding Officer (CO), Cmdr. J. Carl Hartsfield, strategically outlined the development of a simple assessment strategy that would measure our ability to discover a major casualty and improve our readiness to fight it. Major constraints were that the program must have minimal impact to shipyard production during intrusive maintenance and be random in nature to truly measure a watchstander's engagement around the clock.

Depot-level maintenance made this challenge unique as a majority of the ship's normally installed damage control (DC) equipment was removed and replaced with functional but less robust systems. Additionally, our crew shifted habitability from the boat to a nearby living barge, meaning that during sleeping hours the only means of fire detection onboard are roving watchstanders and periodic supervisor tours. To complicate things further, shipyard work requires a myriad of routed temporary systems to include water, air, and electrical connections through hatches and hull cuts. These conditions can quickly become overwhelming on a submarine, where space is always at a premium.



Even the smallest fire with the least amount of fuel can become uncontrollable if the crew does not understand the importance of their continuous presence onboard. Assessing the crew's presence and engagement required a tool that was capable of performing randomized spots checks over the entire ship. Essentially, the tool needed to help measure and maintain the deck plate engagement necessary to detect and contain a small to medium fire in its initial stages after prevention fails but before evacuation of the ship becomes necessary (Figure 1).

Method of Assessment

To accomplish the CO's goals, the ship instituted a CODE RED program using a small, flashing red LED light to represent fire. The time and location of drill initiation by supervisors in the duty section were assigned randomly up to a week in advance. The end result was a drill, unpredictable by watchstanders, set to occur multiple times a day in various spaces. The drill schedule was approved by the CO weekly and executed by duty section supervisors. Our official study spanned about six months, though this drill regime is still being executed on board.

A goal of 15 minutes was chosen for an acceptable response time. Although no formal studies have been conducted to prove the validity of 15 minutes, it remains a reasonable assumption for the time at which a fire cannot be attacked without evacuation to regroup and re-equip in heavy firefighting gear. Furthermore, our target response time was driven by the fact that, without airline supplied breathing

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Shipboard (Cont.)

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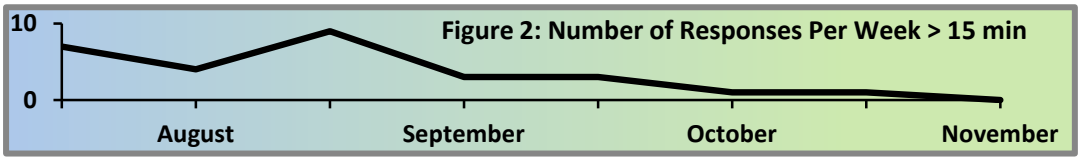
masks, we must attack a fire swiftly before smoke spreads early in the growth stage and guarantees a fully involved casualty. Fire readiness can prove challenging, especially at night when onboard manning is minimal.

A submarine in drydock can have as few as three watchstanders in-hull with the remaining crew asleep on the living barge. Two roving watchstanders (one forward, one aft) must cover the entire boat, take log readings, spot any danger, inform the crew, and respond. The drill response desired was to find the light, simulate calling for help, and walk through the actions to put extinguishing agent on the fire.

Each drill was secretly initiated and monitored by one of four deckplate supervisors on shift that day, allowing safe muscle memory practice of this critical skill set under a trained and watchful eye. The extent and randomness of the drills ensured that all watchstanders got multiple events over the course of a month. For CODE REDs that exceeded 15 minutes, immediate training was expected. Monthly, the CO and I analyzed the collected data in a dashboard format, looking for weaknesses by ship location, time of day, watch section, or watch station.



Results

Data gathered through our CODE RED study included more than 175 drill events from July to November of 2012. Figure 2 shows how many times per week the 15-minute limit was exceeded over the course of the study. As training progressed, procedures improved, and the crew clearly understood expectations, a clear downward trend in unsatisfactory responses emerged.

There were also occasions where a flashing light would not be discovered in a reasonable amount of time (nominally about 45 minutes), and the drill had to be suspended. These responses were essentially considered “infinite” and, although rare, were particularly troubling since this mock fire would have certainly gotten out of control. One might argue that visible smoke or acrid odor would have alerted the watchstander prior to reaching 45 minutes; however, margin to safety is increased by driving down average response time and completely eliminating these infinite occurrences.

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The most dangerous “infinites” occurred between the hours of midnight and 0600 when most of the duty section was asleep on the barge. Figures 3 and 4 show a before and after scatter plot of the drills as these rare but unacceptable data points were reduced, and completely eliminated in November and December (infinite response times are indicated by an ∞ symbol).

To date in 2013, more than 60 sessions of detailed, hands-on fire fighting training have been held on the deckplates to feed back the results of over 350 individual drills. Additionally, we have used these methods to match higher risk shipyard work with crew presence. Counter-intuitively, low presence times can even occur during the work day when meetings and watch turnovers stack up while higher fire-risk industrial work occurs.

Shipboard (Cont.)

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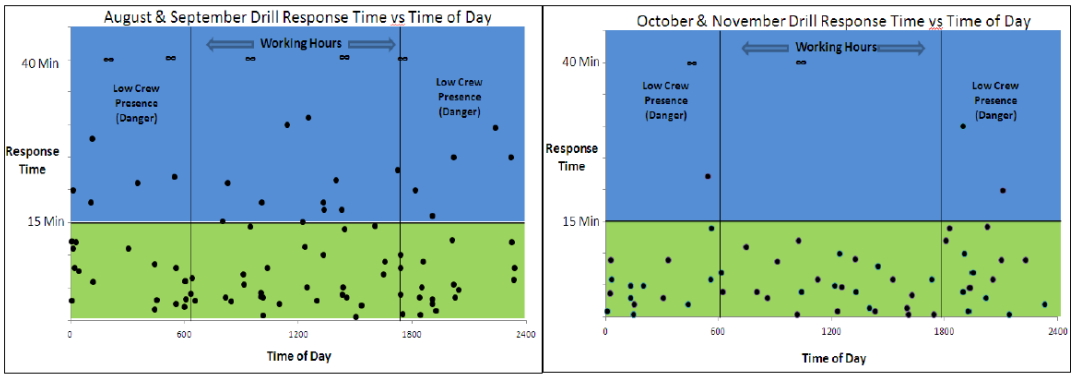

Armed with this study, our CO also sought the design and employment of two quick-deployable, reel-type, non-collapsible (NC) fire hoses to help our initial responders put more extinguishing agent on a fire sooner. These innovative, low-cost, shipyard-supplied reels serve to bridge the gap between rapid responders with fire extinguishers and fully dressed fire teams with traditional collapsible hoses.

MM1(SS) Braun and MMFN Heist training with USS *Newport News'* non-collapsible hoses.

Average response time for the NC hose to arrive on scene is less than two minutes, making a continuous chain of extinguishing agent now possible. Other lessons learned from our continuously improving program include:

- Communicating the safety threat to a well trained crew with clearly established expectations and data-based improvement metrics can empower a culture of deckplate ownership that asymmetrically improves readiness in multiple areas
- Simple, low-impact techniques can be devised, even in an industrial environment, to test day-to-day readiness and help strategically steer training and equipping plans
- In the shipyard, just as at sea, smart, well trained crew members who each proudly own their watch station provide the biggest margin to safety from shipboard disaster

Though this command study was initiated by our CO, it was "owned" by the crew. Supervisors down to the Second Class Petty Officer level provided meaningful suggestions on how to improve the ship's overall fire response plan. Supervisors were fully engaged in preventing pre-alertment of the drills and conducting on-the-spot training for any response that was sub-standard. The crew took criticism well and worked hard to improve. No watchstander who performed poorly was ever singled out or disqualified; peer pressure and competition were enough to correct individuals and prevent a trend in poor performance.

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Analysis of results over time led to some significant strategic changes in how we planned for major casualties—changes that were neither obvious nor mandated by procedure when the ship drydocked. Our response in drills and the few small casualties that we have experienced has improved dramatically and will hopefully continue to improve as we continue aggressive assessment strategies throughout our extended shipyard availability and beyond.

Historic Fire

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Base Fire Officials: Largest Fire in 25 Years

By Corporal Paris Capers – Marine Corps Base Quantico

More than 200 firefighters from the Marine Corps Base Quantico Fire Department and regional fire and rescue units responded to a wildfire that burned across training areas on the west side of base for more than 72 hours.

Due to dry conditions and a steady wind, the fires that were initially isolated to a single training area, spread across areas and burned more than 3,400 acres — the largest fire base firefighting officials have seen in 25 years.

The firefighters employed back-burning techniques and bulldozing of berms to control and contain the fire to Training Area 11. However, the fire crept into other training areas. Training Areas 8, 10, 13 and 14 were charred by the fire. At no time was private property at risk; the interior woodlands aboard the base that burned were not near the base's perimeter.

The first responders were members of the MCBQ Fire Department, who are trained to respond to numerous emergency situations, acted swiftly to prevent the fire from escalating. More than 30 units from more than five regional jurisdictions assisted the MCB Quantico Fire Department in containing the blaze. Helicopters from the FBI's Hostage Rescue Team, stationed at Quantico, also helped by providing aerial surveillance in support of ground units fighting the blaze.

"When there's an emergency the names on our coats are secondary to our mission," said Chief Kevin McGee, Prince William County Fire and Rescue. "We are neighbors and we were glad to help."

The efforts of each of the units and a heavy rain early Friday morning helped to extinguish the fire. "It was a great effort put forth by our department and all of the departments that rendered aid," said Chief Raymond Loving, MCB Quantico Fire Department. "The crews rotated in eight-hour shifts due to the long hours we were out there."

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Loving attributed the rainfall received the morning of April 12, 2013, with helping to extinguish the blaze, yet firefighters and rescue personnel worked around-the-clock until the flames were out. The chance of the fire re-emerging is slim; however, he said the affected areas will be under surveillance to ensure the fire is fully extinguished.

"Everyone in the Quantico Fire Department was committed and performed superbly," said Col. Barry Neulen, Security Battalion's commanding officer. "We could not have gotten the fires under control as quickly as we did without the tremendous relationship we have with our community partners through mutual aid."

Pictured: MCB Quantico Assistant Chief Ulysses Taormina and Fire Chief Raymond Loving formulate a plan to set up a perimeter around the wildfires. Photo by Corporal Antwaun L. Jefferson

SA Matters!

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Nine Dangerous Mindsets Part 3: The Specialist

Welcome to the third segment of the nine dangerous mindsets series. This article takes a look at the Specialist, also known as the 'expert' and sometimes less affectionately referred to as the 'know it all.' Having smart people around is a good thing. In fact, one of the qualities of good leadership is the desire to surround oneself with smart people. However, specialists can have an adverse impact on situational awareness at an incident scene. Let's look at the specialist.

First, here's a review of the nine mindsets this series will be covering.

Dangerous Mindsets

The potentially dangerous mindsets I will be writing about in this series include:

The starter (a.k.a., the new member)

The subordinate (a.k.a., the loyal follower)

The specialist (a.k.a., the expert or 'know-it-all')

The superior (a.k.a., the BOSS!)

The stubborn (a.k.a., the defiant)

The silent (a.k.a., the shy one)

The superman/Superwoman (a.k.a., the unstoppable)

The slacker (a.k.a., the complacent)

The synergist (a.k.a., the like-minded)

The Specialist

I define a specialist as a person who devotes him or herself to acquiring and using a narrowly defined knowledge or skill set. This person often knows more about their field of specialty than others who may possess general knowledge on a wide array of topics. Think of the field of medicine. The general practitioner (GP) has knowledge on a wide range of medical topics while the neurosurgeon possesses deep knowledge in a narrow field of medicine.

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Generally speaking, emergency services providers tend to lean more toward being generalists than specialists. This is because the nature of our work is more in line with the general practitioner in a medical office. The GP sees a wide array of patient issues every day and never really knows what's going to walk through the door at any moment. The same can be said for emergency services providers. We must possess knowledge and skills to address many kinds of issues as we never know what the next call will bring.

However, among us, as in the medical field, we do have specialists. We have technical rescue specialists, haz-mat specialists, hostage negotiation specialists, tactical team specialists, farm rescue specialists, and water rescue specialists, just to name a few. These individuals have obtained special training and acquired special knowledge that allows them to perform unique skills the general emergency services providers cannot (or at least not as well). They truly are Specialists and they can be a tremendous asset to an emergency response.

SA Matters! (Cont.)

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The Faux Specialist

Faux Specialists are fakes – ones who proclaim themselves to be specialists yet do not possess the knowledge or training or experience to perform effectively at the specialist level. Perhaps they've had a class or two on the specialty topic. While possessing some knowledge that exceeds their peers, they lack the experience to truly make them an expert. Early in my career I saw this phenomenon in what, at the time, were termed Smoke Divers. Individuals would go away to a school where they trained extensively in burn buildings and then come home as a credentialed Smoke Diver. Some of these Smoke Divers had little experience fighting real structure fires. It's the equivalent of an expert neurosurgeon having only practiced on cadavers.

Every specialist has to acquire knowledge and training somewhere and an advanced structural firefighting program is certainly a good way to get started – emphasis on started. Where the problem can arise is when the newly trained expert, lacking sufficient practice in real-world scenarios, professes to know the best way to accomplish a task. A Faux's expertise is usually coupled with a healthy dose of ego and an inflated level of self-importance. Those who have not been trained to the same level as the faux expert may feel intimidated by their knowledge, especially when they are good a professing how much they know.

I once knew of a department who had a self-proclaimed haz-mat expert. His alleged expertise came from being a member of a haz-mat team that, in truth, saw little action. But he made sure everyone knew how smart he was when it came to haz-mat. And, as expected, at an incident scene, his judgment was never questioned.

So long as the expert is truly an expert, this may work out to be a good plan. But if the expert is a Faux Specialist, it can have catastrophic consequences. This is especially true if others operating at an emergency scene let their guard down and defer to the faux expert. Situational awareness can be lost quickly.

The Specialist Lens

The true specialist (possessing expert knowledge, expert training and the experience to back it up) can be a tremendous asset. However, as is the case with many specialists, a true expert can be very knowledgeable in a very narrow subject matter area. Thus, a true expert can look at things with a slant toward their area of expertise. This can impact situational awareness because an expert may overlook clues and cues that are unrelated to their expertise.

I saw this in real life when I worked in a hospital emergency room where I routinely watched trauma teams work on accident victims. Each trauma specialist had their area of focus – thoracic, orthopedic, pulmonary, neurology, etc. Each of these doctors' focus was on their area of expertise.

For example, The patient's blown right pupil, indicating a brain injury was not the concern of the thoracic surgeon who was focused on the rigid abdomen. Thankfully, the specialists had a team leader, an incident commander of sorts, who maintained a big-picture view (i.e., big-picture situational awareness) of the patient and made sure the team treated the patient holistically.

SA Matters! (Cont.)

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Specialist Problems

As you may infer from the previous discussion, there can be several dangerous outcomes from deferring to the knowledge of specialists. First, a specialist may not have all the acquired knowledge, training and experience to truly be a specialist. When coupled with an inflated ego, this can be dangerous because the specialist can lead the incident in a direction toward a bad outcome. Unfortunately, no one at the scene may be in a position to refute the knowledge claims of the self-proclaimed expert and incident situational awareness may spiral downward quickly.

Additionally, a true specialist can become so focused on their area of expertise that other important clues and cues may be missed. It reminds me of a saying I use often in my leadership development classes: If your only tool is a hammer, every problem looks like a nail. The myopic view of a specialist can lead to decisions that are based on a limited field of vision. The narrow focus of an expert and their specialty knowledge can cause their situational awareness to narrow. The expert can also draw others into their narrow field by exaggerating the importance of certain things happening at the incident.

Chief Gasaway's Advice

Clearly, emergency service organizations can benefit from having specialists. However, it is important to be sure the expert is, truly, an expert. This means they possess expert knowledge, expert training and expert experience. Lacking any of these three components may lead to dangerous outcomes if too much credence is given to the advice dispensed by a faux expert.

All members should be trained to a basic level in all specialty areas. This prepares all members with a general understanding of what is going on and what needs to be done. This is important in the development of situational awareness. It is sage advice to avoid a situation where the specialist is the only one who knows what is going on. In the medical profession, GPs need to have a basic knowledge of a wide array of medicine in order to understand the clues and cues they are assessing. Same for emergency service providers.

In many organizations, specialist teams are not dispatched immediately to specialty incidents. They are called out after the first wave of generalists are dispatched. This means the incident must operate for a period of time without the benefit of specialist knowledge. It can be very beneficial for the specialists to teach the non-specialists a basic level of knowledge of the important clues and cues, ensuring a strong situational awareness of what can harm response teams so no one gets in a tough situation before the Specialist arrives.

About the author

Dr. Gasaway is a fire service professional with 33 years experience, including 22 years as a chief officer and incident commander. He is considered to be one of the nation's leading authorities on public safety decision making and situational awareness in high-stress, high consequence environments. His programs are noted for providing strong content that are immediately usable by first responders.

If there is anything I can do to help improve your situational awareness or decision making under stress, please contact me at: Rich@RichGasaway.com

Please consider visiting my websites. They contain a lot of free, high quality, information. And, hey, who doesn't like free stuff, right?

New Hazard Communication

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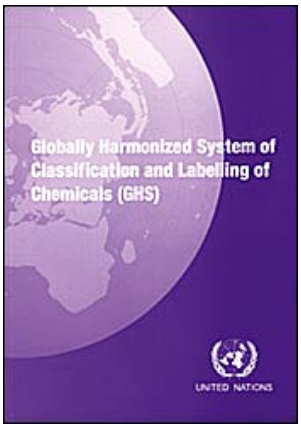
Globally Harmonized System of Classification



The Globally Harmonized System (GHS) is an international approach to hazard communication, providing agreed criteria for classification of chemical hazards, and a standardized approach to label elements and safety data sheets. The GHS was negotiated in a multi-year process by hazard communication experts from many different countries, international organizations, and stakeholder groups.

The result of this negotiation process is the United Nations' document entitled *Globally Harmonized System of Classification and Labeling of Chemicals*, commonly referred to as The Purple Book. This document provides harmonized classification criteria for health, physical, and environmental hazards of chemicals. It also includes standardized label elements that are assigned to these hazard classes and categories, and provide the appropriate signal words, pictograms, and hazard and precautionary statements to convey the hazards to users

OSHA is requiring that employees are trained on the new label elements (i.e., pictograms, hazard statements, precautionary statements, and signal words) and SDS format by December 1, 2013, while full compliance with the final rule will begin in 2015. For more information, http://www.osha.gov/dsg/hazcom/effectivedates.html.

The three major areas of change are in hazard classification, labels, and safety data sheets.

- **Hazard classification:** The definitions of hazard have been changed to provide specific criteria for classification of health and physical hazards, as well as classification of mixtures. These specific criteria will help to ensure that evaluations of hazardous effects are consistent across manufacturers, and that labels and safety data sheets are more accurate as a result.
- **Labels:** Chemical manufacturers and importers will be required to provide a label that includes a harmonized signal word, pictogram, and hazard statement for each hazard class and category. Precautionary statements must also be provided.
- **Safety Data Sheets:** Will now have a specified 16-section format.

The GHS does not include harmonized training provisions, but recognizes that training is essential to an effective hazard communication approach. The revised Hazard Communication Standard (HCS) requires that workers be re- trained within two years of the publication of the final rule to facilitate recognition and understanding of the new labels and safety data sheets.

For a side-by-side comparison of the current HCS and the final revised HCS please see OSHA's hazard communication safety and health topics webpage at: http://www.osha.gov/dsg/hazcom/index.html

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On the Job - Quantico

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Fast Response from First Responders

Story and photo by Corporal Antwaun Jefferson, Marine Corps Base Quantico

Postal personnel called in a suspicious package containing a white, powdery substance at the military side of the Post Office aboard Marine Corps Base Quantico on April 29, 2013, at approximately 8:20 a.m. Training instilled in the minds of Marines and quick reactions by emergency service personnel turned what could have been a panicked response into a quickly contained and orderly process that led to the safety and well-being of Marines and civilians. The explosive ordnance disposal specialists and hazardous material experts were some of the first to respond on the scene.

"Moments like these are exactly what we trained for," said Cpl. Patrick Logan, postal clerk. "As soon as we realized that something was abnormal about the package, we notified our staff non-commissioned officer who was with us at the time and she called the situation in. Emergency services responded within five minutes."

There were 12 people in the building, but only four postal Marines and a civilian postal clerk actually handled the letter. None have exhibited any symptoms.

Around 9:13 a.m., the Provost Marshal's Office established a cordon around the post office, while the Prince William County Police Department was en route to assist with cordoning on the Town of Quantico side. The post office straddles the line between the town and the base.

After a safety brief, Quantico Fire Department and emergency rescue personnel donned hazardous material suits and a four-man team entered the post office to conduct initial testing of the substance. At approximately 9:40 a.m., the hazmat team had completed two assessments and the preliminary results were negative on the powder substance. To verify the initial results, FBI and Naval Criminal Investigative Service deployed their hazmat tent where they opened the letter.

"The letter was a non-threatening letter and tested negative for any type of dangerous substance," said Joseph P. Riley, Deputy Police Chief, Provost Marshal's Office. "And, according to FBI and NCIS, there was no apparent powder inside the letter."

In light of the news, the four individuals who were exposed to the letter resumed their work and the post office reopened.

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How Is That Legal??

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The "All Is Not What It Seems" Department

These are not meme's but very real products available for purchase, probably near the tin foil hat section…

COP-USA FS35-SL | Fire Sprinkler Covert Camera, 1/3" Color CCD High Resolution Pinhole Lens, 3.7mm DC12V 150mA

Circle of Safety

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Why It's a Good Idea to Do Walk Arounds

Shared by Matt Tobia, Chairman, IAFC Safety, Health, and Survival Section

The Anne Arundel County (MD) Fire Department shared this photo from a crew working for a utility company. They found this child hiding in the wheel well of their truck during their "Circle of Safety" inspection as required by company rules.

The thought of what could happen is bone chilling. This same crew reportedly found children climbing into the back of their vehicles in the past. Take a few seconds and walk a Circle of Safety around your vehicles before moving them, particularly when there are children around.

Eternal Truths

Life Lessons Number 35 and 36…

LIFE ISN'T FAIR, BUT IT'S STILL GOOD.

WHEN IN DOUBT, JUST TAKE THE NEXT SMALL STEP.

Wellness Corner

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How to Avoid Portion Size Pitfalls

When eating at many restaurants, it's hard to miss that portion sizes have gotten larger in the last few years. The trend has also spilled over into the grocery store and vending machines, where a bagel has become a BAGEL and an "individual" bag of chips can easily feed more than one. Research shows that people unintentionally consume more calories when faced with larger portions. This can mean significant excess calorie intake, especially when eating high-calorie foods. Here are some tips to help you avoid some common portion-size pitfalls:

Portion control when eating out. Many restaurants serve more food than one person needs at one meal. Take control of the amount of food that ends up on your plate by splitting an entrée with a friend. Or, ask the wait person for a "to-go" box and wrap up half your meal as soon as it's brought to the table.

CENTERS FOR DISEASE CONTROL AND PREVENTION

Portion control when eating in. To minimize the temptation of second and third helpings when eating at home, serve the food on individual plates, instead of putting the serving dishes on the table. Keeping the excess food out of reach may discourage overeating.

Portion control in front of the TV. When eating or snacking in front of the TV, put the amount that you plan to eat into a bowl or container instead of eating straight from the package. It's easy to overeat when your attention is focused on something else.

Go ahead, spoil your dinner. We learned as children not to snack before a meal for fear of "spoiling our dinner." Well, it's time to forget that old rule. If you feel hungry between meals, eat a healthy snack, like a piece of fruit or small salad, to avoid overeating during your next meal.

Be aware of large packages. For some reason, the larger the package, the more people consume from it without realizing it. To minimize this effect:

- Divide up the contents of one large package into several smaller containers to help avoid over-consumption.
- Don't eat straight from the package. Instead, serve the food in a small bowl or container.

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Out of sight, out of mind. People tend to consume more when they have easy access to food. Make your home a "portion friendly zone."

- Replace the candy dish with a fruit bowl.
- Store especially tempting foods, like cookies, chips, or ice cream, out of immediate eyesight, like on a high shelf or at the back of the freezer. Move the healthier food to the front at eye level.
- When buying in bulk, store the excess in a place that's not convenient to get to, such as a high cabinet or at the back of the pantry.

Reprinted courtesy of the Centers for Disease Control and Prevention. For more information, please visit cdc.gov.

Retirement Planning

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Let The Confusion Begin!

By Tammy Flanagan, National Institute of Transition Planning

The option of a phased retirement -- being partly retired while working part-time -- is closer to becoming a reality in the federal government. This week, the Office of Personnel Management issued proposed rules for allowing employees to work a part-time schedule while beginning to draw federal retirement benefits. The comment period on the proposed rules ends 5August. Afterwards, OPM will publish final rules and then issue new forms for agencies to use in implementing the program.

In the meantime, the proposed rules are likely to generate a lot of questions -- and some confusion -- among employees. Here's a look at what's clear in the regulations, and what's still up in the air.

Eligibility

To take advantage of phased retirement, employees must meet certain criteria:

- They must have been employed full-time for the preceding three years before the phased retirement begins.
- Civil Service Retirement System employees must be eligible for immediate retirement with at least 30 years of service at age 55 or with 20 years of service at age 60.
- Federal Employees Retirement System employees must be at their minimum retirement age (MRA) with at least 30 years of service or 20 years of service at age 60.
- Employees subject to mandatory retirement (such as law enforcement officers, firefighters and air traffic controllers) are not eligible.
- Employees entering a period of phased retirement will be required to spend 20 percent of their working hours on mentoring activities (with the exception of employees of the U.S. Postal Service).

Note: The proposed rules do not specifically address employees who are 62 with at least five years of service but less than 20 years, who would otherwise be eligible for immediate retirement. The regulations also do not specifically address FERS employees eligible for MRA + 10 retirement (under which employees with at least 10 years of service, but less than 30 -- or age 60 or 62 with more than 10 years, but less than 20 years -- are eligible to receive an immediate, but reduced, retirement benefit.) But the following statement in the rules indicates they may not be eligible: "Employees who do not meet these requirements will be excluded from electing phased retirement."

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Insurance

During phased retirement, coverage under the Federal Employee Health Benefits Program and Federal Employees' Group Life Insurance will continue to be provided by the employing agency. The FEHBP employer contribution will be the same as for full-time employees. FEGLI coverage amounts will be based on the full-time salary for the position.

Retirement (Cont.)

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The proposed rules do not mention the government's flexible spending account program, dental and vision insurance coverage or the Federal Long Term Care Insurance Program.

Former Spouse

The rules state: "Phased retirement annuities and pay are subject to the same rules for processing garnishment orders for child support and/or alimony as regular annuities and other federal pay."

Schedule

Initially, employees will only be permitted to work 50 percent of their full-time work schedule and receive 50 percent of their full retirement benefit under the phased retirement arrangement. The law allows different percentages at OPM's discretion in the future.

Time Limit

Phased retirement will be a voluntary agreement between the employee and the agency. The authorizing agency official will provide written approval for this arrangement. The agency will be allowed to establish a time limit on the phased retirement as a condition for approving the request.

FERS Annuity Supplement

FERS phased retirees will not receive an annuity supplement.

Composite Retirement

When employees complete the period of phased retirement and transition to full retirement, their CSRS or FERS retirement will be computed as a composite of their original retirement benefit and the new retirement that they are eligible for based on the additional service performed during the period of phased retirement. The phased retirement period is treated as full-time employment. The retiree will receive 50 percent of the original retirement and 50 percent of the benefit adjusted by the additional service.

Survivor benefit elections would be based on the combined benefit. If the employee dies during the period of time that they are in phased retirement, the death would be treated as a death in service. There are no survivor elections made at the time that the employee enters phased retirement. These selections are made at the time of full retirement.

For employees who owe a deposit or a redeposit for prior civilian service or for military service performed before the phased retirement period, these deposits would need to be paid before entering phased retirement. Deposits and redeposits will not be possible at the point where a phased retiree decides to enter full retirement status. Military service deposits may be paid if military service is performed during the phased retirement period.

Cost of living adjustments would be added to the phased retirement annuity during the period of phased retirement.

Retirement (Cont.)

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Thrift Savings Plan

According to the TSP Board, phased retirees are considered employees for TSP purposes. Therefore, the following provisions apply:

- They will not be subject to minimum distributions at age 70 1/2.
- They are not entitled to treat phased retirement as a separation for TSP withdrawal purposes.
- They can continue to make contributions to the TSP and are eligible to make age-based or financial hardship withdrawals that they would otherwise be entitled to make as an employee.
- They will be eligible to receive a TSP loan and to repay the loan through payroll deduction. Employees who have TSP loans when they enter phased retirement status will not be required to prepay the loans, nor will the loans be declared as a taxable distribution.

Return to Full-Time Employment

Under a phased retirement, the idea is for the employee to go through a three-stage process: full-time employment, half-time employment while receiving half of a retirement benefit, then full retirement. It is possible, however, for the employee to end a phased retirement and return to full-time employment with the authorizing agency official's approval. In this situation, the phased retirement would be treated as a period of part-time employment. The phased retirement annuity would immediately terminate.

TAMMY FLANAGAN is the senior benefits director for the National Institute of Transition Planning Inc., which conducts federal retirement planning workshops and seminars. She has spent 25 years helping federal employees take charge of their retirement by understanding their benefits.

TSP Performance

THRIFT SAVINGS PLAN

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Summary of Returns as of 1 June 2013

	L Income	L 2020	L 2030	L 2040	L 2050	G Fund	F Fund	C Fund	S Fund	I Fund
2012										
Jun	1.04%	2.72%	3.32%	3.77%	4.27%	0.11%	0.05%	4.13%	3.25%	7.08%
Jul	0.37%	0.63%	0.71%	0.75%	0.78%	0.12%	1.38%	1.40%	-0.62%	0.56%
Aug	0.63%	1.57%	1.94%	2.23%	2.51%	0.11%	0.07%	2.25%	3.57%	3.29%
Sep	0.62%	1.52%	1.87%	2.12%	2.38%	0.10%	0.15%	2.57%	2.51%	2.96%
Oct	-0.11%	-0.45%	-0.60%	-0.71%	-0.80%	0.12%	0.20%	-1.86%	-1.31%	0.85%
Nov	0.34%	0.77%	0.93%	1.06%	1.19%	0.11%	0.16%	0.57%	1.53%	2.41%
Dec	0.47%	1.19%	1.48%	1.69%	1.93%	0.12%	-0.13%	0.91%	2.69%	4.02%
2013										
Jan	1.10%	2.83%	3.56%	4.11%	4.63%	0.13%	-0.56%	5.18%	6.96%	4.45%
Feb	0.27%	0.41%	0.49%	0.54%	0.56%	0.13%	0.51%	1.36%	1.00%	-0.99%
Mar	0.73%	1.69%	2.12%	2.44%	2.71%	0.13%	0.07%	3.75%	4.69%	0.88%
Apr	0.67%	1.58%	1.91%	2.13%	2.41%	0.12%	1.02%	1.93%	0.65%	5.32%
May	0.19%	0.33%	0.43%	0.51%	0.53%	0.12%	-1.78%	2.34%	2.71%	-3.12%
Last 12 mo	6.50%	15.78%	19.66%	22.59%	25.56%	1.41%	1.11%	27.26%	31.05%	30.96%

ESAMS Summary

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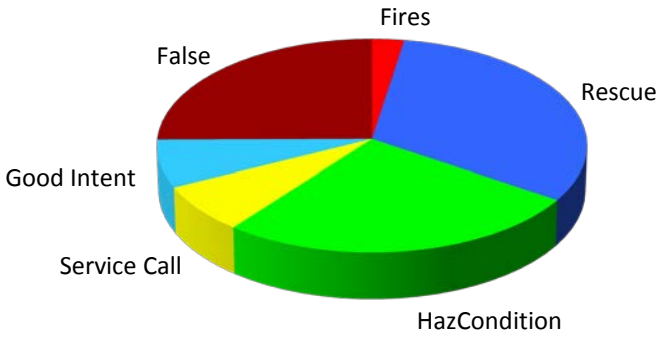
ESAMS Corner

By Clarence Settle, ESAMS Fire Technical Support

May 2013 Statistics

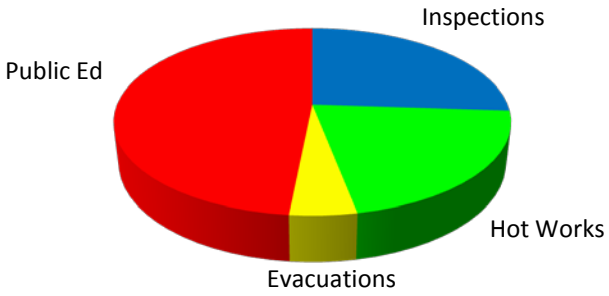
Operations

Total Incidents – 6,072
Fires – 155
Rescue & EMS – 1,922
Hazardous – 1,584
Service Call – 434
Good Intent – 435
False Alarm – 1,519



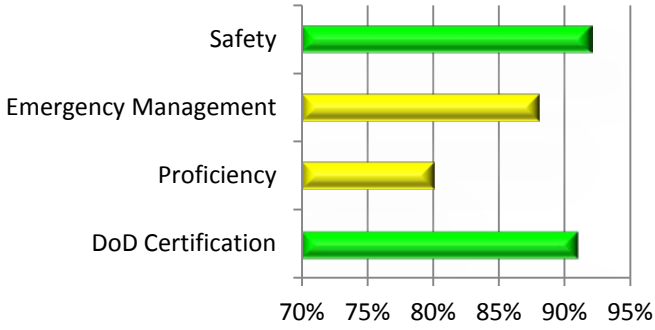
Prevention

Fire Inspections Completed – 3,032
Hot Work Permits Issued – 2,433
Building Evacuation Drills – 533
Public Education Contacts – 5,636



Training

Safety Training – 92%
Emergency Management - 88%
Proficiency, Skills, & Practice – 80%
DoD Certification – 91%



F&ES On Duty Mishaps Report

Mishaps Reported – 15
Total Lost Work Days – 103

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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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Job Links

Interested in becoming a DoD firefighter? Visit https://www.usajobs.gov/

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