



What's Happening

Navy Fire and Emergency Services Newsletter
Protecting Those Who Defend America



September 2022

Omni Cedo Domus

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**Fire Prevention
Week 2022 is:
October 9-15**

PAD: Easy Access Saves Lives

By: Gil Chavez, Fire Chief, CNRJ Naval Base White Beach (Japan) F&ES

Every minute that passes without CPR and defibrillation decreases the survival from sudden cardiac arrest by 7-10%. It is one thing for trained emergency medical responders to maintain their own AED. It is an entirely different thing to have a properly inspected and maintained AED available to a well-intended bystander who can act quickly to save the life of an individual suffering from sudden cardiac arrest prior to EMS intervention.

This is the reality of public access defibrillation (PAD) programs aboard our installations. Unfortunately, most people haven't had formal AED Warden training. A lot of importance is placed on a key component of any public access defibrillator: it needs to be serviceable and readily accessible to the public for use.

Worldwide, out of hospital cardiac arrest (OHCA) remains a serious problem.

Continued next page...



CFAO Fire Inspector Kazuma Tengan, conducting AED Warden training at Camp Shields.

Kings Bay FF's Put Extrication Skills to Work

By: Assistant Chief
Thomas Middleton

Recently during a severe Georgia thunderstorm, the Regional Dispatch Center (RDC) alerted the Kings Bay Fire and Emergency Services Department (KBFD) to respond to the Stimson Gate (main gate) for a motor vehicle accident (MVA). The RDC further advised that the vehicle had rolled over during the MVA, and the

Continued Page 5...



Supporting the Fleet, Fighter, and Family



PAD: Easy Access Saves Lives

(continued from Page 1)

Public access defibrillation (PAD) has been shown to be effective in improving survival in OHCA with good neurological outcome.

Limitations on how much we can improve EMS response times highlights the importance of the role that the public has in OHCA survival. Training of laypersons in the use of automated external defibrillators (AEDs) has been shown to improve the rate of survival. AED Wardens play a vital role ensuring these devices function properly in a time of need.

In accordance with OPNAV 5100.29A, Installation Commands, Tenant Commands, or Building Managers for Facilities with AEDs, are required to appoint a facility AED Warden who will be responsible for the periodic AED inspections (per the manufacturer's recommendations), and communicate the need for AED maintenance and replenishment of supplies to the AED coordinator.

AED Wardens are responsible to maintain an inventory of all AED devices and locations within their area of responsibility utilizing the CNIC F&ES approved ESAMS tracking system.

CFAO Public Access Defibrillator Coordinator, Fire Inspector Tengan-san, has taken an aggressive approach by assuring all AED's are properly accounted for while building a strong rapport with each assigned AED Warden. According to Fire Inspector Tengan-san, "Public Education is key in the success of the program". Proper training and fluid communication is a vital component of this success.

Regional and installation commanders, through the F&ES Chief, must establish and maintain required installation AED program capabilities. CFAO White Beach Installation Training Chief, Koby Bottjen stated, "providing periodic AED Warden Training has proven productive and informative for assigned AED Wardens to understand and carry out their expected roles and responsibilities".

CFAO AED Wardens are made up a diverse group of individuals across all commands collectively working together to assure all AED's within the area of responsibility are both serviceable and easily accessible to the public for use at any given moment.

Nagasaki Fire Academy visits Sasebo Fire Department

By: Training Chief Kenneth Adkins

On September 7th, Commander Fleet Activates Sasebo (CFAS) Fire and Emergency Services (F&ES) was proud to host the Nagasaki Prefectural Fire Academy. 48 Japanese recruits and 3 fire academy instructors traveled two hours to CFAS for the opportunity to get a glimpse of how a DoD F&ES department operates. The recruits also learned about what it is like to be a Master Labor Contract (MLC) firefighter working on a DoD Navy Installation.

The overall goal of the event was to showcase how a DoD fire department operates and the equipment we utilize. The day started out with an orientation luncheon, where they were presented slides explaining the installations we support, staffing, fire stations, and emergency

vehicles. Representatives from the Operations and Training divisions also arranged a full day of demonstrations, where attendees broke out into groups. They were given guided tours of the fire station, the Jaws of Life, Hazmat equipment, American apparatus, and other tools not commonly seen within the Japanese Fire Service; the star of the show was the 100 foot aerial platform.

Throughout the event, members of the CFAS F&ES also answered questions from those who were interested in possible future career opportunities. In the end, it was a fantastic opportunity to promote our department, visit with our host nation counterparts, and make new friends.

See Pictures Page 17...



MIDLANT Station 29 Personnel Recertify in Tower Rescue

By: Firefighter-EMT Scott Lizotte, MIDLANT Station 28, President-IAFF Local F-316

After COVID-19-related delays, fire and emergency services personnel from Navy Region Mid-Atlantic Fire & Emergency Services (NRMA F&ES), District 8, Station 28 alongside the antenna maintenance crew at Naval Computer and Telecommunications Area Master Station, Atlantic Detachment Cutler, Maine (NCTAMS LANT Det Cutler), attended their annual Competent Climber and Rescuer recertification course. This year's course was hosted by NCTAMS and conducted by High-Line Rescue, a contractor that's: "Helping Our First Responders, Military, and Industry Reach New Heights Everyday."

NCTAMS LANT Det Cutler is home to 26 main antenna towers ranging in heights from 800 to 1000 feet and 36 towers at 200 feet, highlighting the need for an extensive safety and rescue program. This course is not only an annual refresher but also serves as a certification course for firefighters and antenna maintenance workers who are new hires and ready to learn the ropes.

The course is molded following ANSI, OSHA, NFPA, and the DON Fall Protection Guides to present coursework that is relevant, accurate, and in-line with industry standards. The classroom session concentrates on inspection and maintenance, safety to include fall protection, fall hazard controls, risk management, fall arrest systems and management. Students also received a refresher on the required hardware and minimum PPE from a climber and a rescuer perspective. Instructors also covered anchoring systems including load sharing, load distributing, and mechanical advantage systems. The final portion of the classroom consisted of knots. Knots in rescue rope, knots in webbing, rescue knots, and utility knots. Once all students were comfortable with the classroom requirements, it was

time to hit the towers.

Portions of the course involved multiple days of training, rescue scenarios using a single rescuer as well as multiple rescuers with the stokes basket, and a required 300

Continued next page...



Firefighter-EMT Beauregard traversing the highline.



Firefighter-EMT Scott Lizotte ascends the center of the North Helix House Central Tower, one of two very low frequency (VLF) antenna arrays at Cutler, ME.



Firefighter-EMT Sprague is the patient attendant for this evolution

Personnel Recertify in Tower Rescue

(continued from Page 3)

foot competent climb. The climb is no joke, especially for new members who have yet to experience the time and strength it takes. Members use a ladder climb device that provides fall protection while climbing the tower sections. Once on a landing, members detach from the ladder and utilize various hardware and equipment for fall protection and fall arrest while taking a break to rejuvenate before continuing up.

Due to the complexity of rescue scenarios students need to be familiar with a multitude of skills from setting up anchoring and mechanical advantage systems to transferring an injured patient's load off of his/her system and onto the rescuers system, allowing both the rescuer and the patient to be lowered safely to the ground.

The final scenario for the week involved setting up a highline from the tower to the ground. A highline system is used to suspend a load over distance. While most rescue work at NCTAMS Cutler involves vertical lowers straight down, learning new systems and approaches allows rescuers to adapt to special / unusual circumstances.

Fire and emergency services personnel reviewed patient packaging strategies and studied various systems for rescuing patients while also utilizing a rescue attendant to maintain patient positioning on the systems.

Consistent training is invaluable to ensuring that in the event of a real world rescue, crews can work diligently and quickly to resolve the situations that arise.

The antenna maintenance crew (riggers) and F&ES



Rescuers pulling tension on a highline system

personnel work closely together in training and rescue events. The combined expertise of rigging various systems and emergency medical care for patients is an invaluable collaboration given the low-volume high-risk potential for a rescue at significant height. Both crews maintain an always ready situational status in case the need arises to spring into action.

Station 28 personnel also specialize in Wilderness EMS due to frequent calls for service to assist rangers and state police on the Bold Coast Trail network, National Scenic Byway, and Maine Public Reserved Lands. If you would like to work and live in beautiful, rural "down East" Maine email DirectHireFire@navy.mil.



Firefighters from Navy Region Mid-Atlantic District 8, Station 28 along with the antenna maintenance crew at NCTAMS LANT Det Cutler and instructors from High-Line Rescue after a week-long Tower Climber and Rescuer recertification course. High-Line Rescue photos (<http://www.highlinerescue.com>)

Kings Bay Firefighters Put Auto-Extrication Skills to Work (continued)

driver was trapped inside the wreckage.

Command 1303 (Assistant Chief Thomas Middleton) was first on scene. After size-up, he assumed Incident Command (IC) and established the incident command post. He reported that the vehicle was heavily damaged, debris was scattered across three lanes of traffic, and one victim was trapped inside. Apparently, the driver lost control of the vehicle, and it rolled over several times and struck a brick wall.

The driver sustained multiple non-life threatening injuries, but needed to be packaged prior to extrication.

Engines 1321 and 1323, and Rescue 1368 arrived on scene. Captain Nicholas Khan was assigned operational control of the emergency. Lieutenant Brad Hartman and the crews of 1321, 1323, and 1368 initiated vehicle extrication procedures. Ambulance 1372 arrived on scene and Paramedics Greg Jackson and Craig Wright assumed control of medical treatment. In less than 15 minutes, the extrication team accessed the passenger compartment, packaged, and safely extracted the patient from the wreckage.



The patient was transported to the local hospital emergency department by Ambulance 1372 and is expected to make a full recovery.

Polished technical rescue skills, confident fire fighters, and team work were key elements to the rapid extrication and transport of the patient.

Pax River Conducts Alternate Water Supply Drill

Story and Photo By: Battalion Chief John Trossbach

Naval District Washington's Patuxent River units held a large scale Water Supply Drill with our surrounding mutual aid companies to test out secondary means of achieving a sustained fire flow in the event our hydrant system was offline or inaccessible if one of our larger facilities were to catch on fire. Six of our mutual aid partners participated in the drill with us.

We had about 4,000 feet of supply line on the ground supplying various ground monitors, apparatus deck guns, a ladder pipe, and an ARFF unit. Most units that were drafting were exceeding their pump capacity by having multiple intakes drafting at one time. Each engine that went to draft was supplying at least 1,000 feet of supply line and we had one pumper supplying dual supply lines to two different apparatus flowing deck guns and a ground monitor maintaining 2,000 gallons per minute. No relay pumpers were used.

Once all units were in place and set up we were able to maintain a fire flow of 5,955 gallons per minute, exceeding our initial goal by almost 1,000 gpm.

Special thanks to all the companies that came out to participate in this drill and get some valuable training as well. Naval District Washington units included Engine 134, Engine 141, Truck 13, and Foam 144.

Mutual Aid partner units included Leonardtown Volunteer Fire Department (E-10), Mechanicsville Volunteer Fire Department (Tanker 24), Bay District Volunteer Fire Department (E-93), Seventh District Volunteer Fire Department (Water Supply 5 and Tanker 51), Second District Volunteer Fire Department and Rescue Squad (Tanker 63), and Hollywood Volunteer Fire Department (E-72).



Navy Region Southwest Conducts ASHE Training

By: Nick Christensen, Chief of Training, Navy Region Southwest

Commander Navy Region Southwest (CNRSW) Fire and Emergency Services, Naval Security Forces, NCIS, and Department of Homeland Security personnel participated in Active Shooter Hostile Event (ASHE) training on 9 September in San Diego, hosted by Strategic Operations, Inc. This training provided hyper-realistic environments and invaluable training that allowed for personnel to remain prepared for active shooter responses. Federal Fire Department San Diego and Naval Security Forces personnel conduct this training regularly throughout the year and continue to remain ready for these types of events.



Breast Cancer Awareness Month

No matter who you are or where you live, breast cancer may touch your life. October is Breast Cancer Awareness Month, an annual campaign to raise awareness of this complex disease and fund research into its causes, treatment, and cure. Since 1985, individuals, businesses, and communities have come together every October to show their support for the many people affected by breast cancer.

Numerous Navy family members and members of our communities are affected by breast cancer, and many other cancers, to include our Navy Fire & Emergency Services families. Cancer is now the leading cause of firefighter line-of-duty deaths.

The International Association of Firefighters (IAFF) has been one of the most consistent (and effective, in terms of total dollars raised) participants nationwide for the Susan G. Komen Passionately Pink campaign and related charities and programs. Susan G. Komen for the Cure is a Combined Federal Campaign (CFC) listed charity, CFC number 10615.



Weather Deck Water Plume RERO Mitigation Options at Marianas

By: Christopher Connelly, Fire Chief, Joint Region Marianas Fire & Emergency Services

As the focus within the enterprise remains steadfast on our ambition to enhance our shipboard mitigation measures, crews from across the regions continue to tackle the various options in responding to the emergencies with an effective and efficient mindset.

Over the past few years, our shipboard exercises have expanded from single space compartment fires, to multiple level, multiple space fires, and some including a radiological emergency response operation (RERO).

The exercises are setting a tone, for the responders to become more and more effective in their tactics. Often many of our primary actions require more manpower than

is immediately available, and thus the first responders much look to single role or minimum effort tactics to set the tone and facilitate an immediate incident risk reduction.

Aircraft carriers, submarines and some dry docks have marked indicators for positioning apparatus in preparations for water plume radiological particulate

mitigation. However, what if that submarine is moored off hull from a repair tender. The crews of Joint Region Marianas Fire & Emergency Services leveraged a single role adaptation to this challenging situation.



Utilizing the Engine Company's 2.5 inch monitor, crews taped into the ship's weather deck fire connection, attached a pony line, set the monitor, secured the monitor, opened the valve, reposition the nozzle as needed and evacuated the area. The evolution in its entirety takes less than 3 minutes, to set and establish water flow and can be accomplished by one firefighter. One firefighter directs a stream to the bow, while another establishes water flow at the stern.

Innovation at its finest. Each fire station within Joint Region Marianas is a single role apparatus requiring the crews to constantly evaluate their tactics with an open minded approach focused on effective efficiencies.

Kings Bay Awarded 2nd Consecutive CFAI International Accreditation

Naval Submarine Base Kings Bay Fire and Emergency Services met the standards established by the Commission on Fire Accreditation International (CFAI) and was reaccredited on August 16, 2022. Led by Assistant Chief Thomas Martin, the Kings Bay Accreditation Team sat before the board of commissioners and clearly articulated how they met CFAI criteria for re-accreditation. For the second consecutive time, the CFAI Board of Commissioners bestowed "Accredited Agency Status" upon the Kings Bay team.

Kings Bay is now one of more than 300 agencies world-wide to achieve "Accredited Agency" status. The department is one of only 18 Navy,

and 72 DoD fire departments to achieve CFAI accreditation. Currently only 12% of the U.S. population is protected by an accredited fire service agency.

Fire Chief Freddie Thompson Jr. said; "Kings Bay is a progressive fire department. We think outside of the box and we use the accreditation platform to be more efficient in our operations. Achieving CFAI Accreditation for the second time is indicative our team's commitment to continuous improvement, and the highest quality of services to our community".

Congratulations Kings Bay Fire and Emergency Services Department.



National Hispanic Heritage Month 2022

The Department of Defense observes National Hispanic Heritage Month from September 15, 2022 to October 15, 2022.

This year's Hispanic Heritage Month theme is, "Unidos: Inclusivity for a Stronger Nation." Fostering an inclusive environment is crucial for the Department's success. Not only does an inclusive environment attract and retain critical personnel, it enables the Department to gain the strategic advantage when we capitalize on the strengths of the talented individuals whose diverse experiences and perspectives reinforces our ability preserve and protect our military interests at home and abroad.

In a September 14 proclamation President Joseph R. Biden, Jr. said, "During National Hispanic Heritage Month, we reaffirm that diversity is one of our country's greatest strengths. We also acknowledge the Hispanic leaders who have stayed in the struggle for equal justice to ensure that everyone in this Nation can contribute their talents and have the opportunity to thrive."

The idea for Hispanic Heritage Month, celebrated throughout the latter half of September and the first half of October, began as a way to promote the history, culture, and contributions of Hispanic-Americans — specifically, those whose ancestors came from Spain, Mexico, the Caribbean, and Central and South America. Communities mark the achievements of Hispanic and Latino Americans with festivals and educational activities.

Hispanic Heritage Month originally started with one week of commemoration when it was first introduced by

Congressman George E. Brown in June 1968. With the civil rights movement, the need to recognize the contributions of the Latin community gained traction in the 1960s. Awareness of the multicultural groups living in the United States was also gradually growing.

Two heavily Latinx and Hispanic populated areas, the San Gabriel Valley and East Los Angeles, were represented by Brown. His aim was to recognize the integral roles of these communities in American history. Observation of Hispanic Heritage Week started in 1968 under President Lyndon B. Johnson and was later extended to a 30-day celebration by President Ronald Reagan, starting on September 15 and ending on October 15. It was enacted into law via approval of Public Law 100-402 on August 17, 1988.

Today, Hispanic and Latino Americans remain a key component of the Department's workforce, comprising 17 percent of active duty Service members and 8 percent of the DoD civilian workforce.

Gilbert R. Cisneros, Jr. is the DOD's first Chief Diversity and Inclusion Officer. Cisneros said, "It is my honor to lead the Department's diversity and inclusion initiatives. I ask that we all embrace the brilliance and possibilities of every culture, and as Americans, the very backgrounds that join us together as an integral part of our success."

Sources: Undersecretary of Defense, Personnel and Readiness; Commander, Navy Region Mid-Atlantic Equal Employment Opportunity Office



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Forward via your chain of command to:

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SUBBASE Kings Bay Reaccredited



Naval Submarine Base Kings Bay Fire and Emergency Services re-accredited for the second time in August, 2022. From Left: Firefighter/EMT Trevor Olinto, Asst. Chief Thomas Martin, Asst. Chief Robert Womble, and Firefighter/EMT Malcom Stewart. See story on Page 7.

DON Civilian Employee Assistance Program INFORMATION & OCTOBER WEBINAR

The Department of the Navy's Civilian Employee Assistance Program (DON CEAP) provides free, confidential services to help you and your household members manage everyday challenges and work on more complex issues.

At www.magellanascent.com you can explore the variety of services available, find a provider to meet your unique needs, and Search the Learning Center for relevant health information and tools.

You can also call **844-366-2327** for assistance.

DON CEAP's upcoming monthly webinar on October 12 is Understanding Substance Misuse. This webinar will address defining addiction and warning signs of substance misuse, identifying when it's time to get help, and listing resources to help with recovery.



Life Saving Awards

Issued in August 2022



Congratulations to these Navy F&ES members...VADM Lindsey signed the following awards in August, 2022:

Provider	Region/Installation	Award #	Incident Type
Lieutenant Luke Morarend	CNRMA – NAVSTA GREAT LAKES	1	Cardiac Arrest – Medical
Firefighter-PM Justin Scaife	CNRMA – NAVSTA GREAT LAKES	1	Cardiac Arrest – Medical
Firefighter-PM Shane Ratcliff	CNRMA – NAVSTA GREAT LAKES	4	Cardiac Arrest – Medical
Firefighter-EMT David Cullen	CNRMA – NAVSTA GREAT LAKES	1	Cardiac Arrest – Medical
Firefighter-EMT Austin Ulas	CNRMA – NAVSTA GREAT LAKES	2	Cardiac Arrest – Medical
Firefighter Kazunori Yasuzato	CNRJ – CFA SASEBO	1	Cardiac Arrest – Karate Tournament
Firefighter-PM Zachary Albiston	CNDW – NSF DAHLGREN	1	Cardiac Arrest – Medical
Firefighter Peter Vonbank	CNDW – NSF DAHLGREN	1	Cardiac Arrest – Medical
Firefighter-PM Nathan Martin	CNDW – NSF CARDEROCK	5	Cardiac Arrest – Medical
Firefighter-EMT Jeremy Smiley	CNDW – NSF CARDEROCK	1	Cardiac Arrest – Medical
Firefighter-EMT Richard Nelson	CNDW – NSF CARDEROCK	1	Cardiac Arrest – Medical
Firefighter Christopher Maggi	CNDW – NSF CARDEROCK	2	Cardiac Arrest – Medical
Captain Scott Burkhardt Jr.	CNDW – NSF CARDEROCK	4	Cardiac Arrest – Medical
Fire Inspector Sean Patterson	CNDW – NSF CARDEROCK	1	Cardiac Arrest – Medical
Firefighter-EMT Daniel Brockwell	CNDW – NSF CARDEROCK	1	Cardiac Arrest – Medical
Firefighter-EMT Jamie Alt	CNDW – NSF CARDEROCK	1	Cardiac Arrest – Medical

Back in the Day: Bayonne Naval Supply Depot and Navy Aerials

By: Tom Shand

The history of the Bayonne Naval Supply Depot can be traced back to 1932 when local authorities desired to develop a port terminal to create new industrial and maritime activities. With the outbreak of World War II the U.S. Navy was investigating several east coast ports for

bay space needed to accommodate these rigs. Most 85 foot and the few 100 foot aerial ladders built were a three section design constructed of either of laminated and reinforced wood or steel with the first all metal hydraulically raised aerial ladder built by Peter Pirsch and Sons for Melrose, Massachusetts in 1935.

American LaFrance produced the first 100 foot, four section all steel aerial ladder during 1938 for Annapolis, Maryland. This rig was a model 400-TB tractor drawn ladder and in later years served as Truck 20 with the Marlboro, Maryland Fire Company with a newer Ford tractor.

Virtually all fire trucks of that period were of the engine ahead design with open cabs being most favored due to the visibility afforded for the driver and officer. Up until 1945 when American LaFrance introduced the 700 series model pumpers and aerials all apparatus were designed as conventional, engine ahead models which required the crew to ride on the rear step. With the cab forward design American LaFrance touted the improved vision of the driver and officer with little mention of the two rear facing jump seats. Competitors claimed placing the driver ahead of the front axle would increase injuries and dubbed this design the "suicide cab."

Continued next page...

use as a distribution center with dry docks. The Military Ocean Terminal was constructed on a man made jetty extending into the harbor and became one of the largest ports serving the military during the war. The depot remained under the auspices of the U.S. Navy until 1967 when the installation was transferred to the Army.

Over the years the Bayonne Naval Supply Depot Fire Department operated a number of apparatus including a 1943 Buffalo 1,000 gpm pumper that was built with an open cab, enclosed body compartments with a single booster reel and wooden ground ladders that slid out of the rear hose bed. In later years a 1946 Ford Darley pumper and a 1947 Seagrave 750 gpm pumper were assigned to the installation.

At this time only a handful of naval installations operated an aerial ladder due to the apparatus



Top: This ALF 700 series aerial was one of the first cab ahead apparatus to enter the Navy's apparatus fleet in 1956 at Bayonne Naval Supply Depot. The 65 foot, three section aerial carried 228 feet of ground ladders, a ladder pipe, and was assigned property number 74-00030.

Bottom: ALF produced this rig, the first 100 foot, four section all steel aerial ladder in 1938 for Annapolis, Maryland. It was a model 400-TB tractor-drawn ladder, and in later years served as Truck 20 with the Marlboro, Maryland Fire Company with a newer Ford tractor. Photos from the collection of Tom Shand.

Back in the Day: U.S. Navy Mack Fire Apparatus (continued from Page 10)

The U.S. Navy placed into service several 700 series pumpers and aerial ladders over the years which were the first cab ahead apparatus to enter the apparatus fleet. In 1956 the Bayonne facility took delivery of a unique model 7-65 ADO, 65 foot three section aerial ladder. This rig was powered by a Lycoming twelve cylinder engine rated at 215 horsepower with a 220 inch wheelbase and equipped with 228 feet of ground ladders. As compared to today's aerial devices with multiple hydraulically powered outriggers, the stabilizers consisted of two manually operated drop down jacks on each side of the rig under the turntable.

Ladder trucks of this era were largely devoid of body compartments with hand tools and equipment carried in an open bin under the aerial ladder. The Bayonne aerial ladder was assigned property number 74-00030 and equipped with a ladder pipe, life net and painted steel front bumper. Over the next few years the U.S. Navy would continue to purchase midship mount aerial ladders from both American LaFrance and Seagrave until the early 1960's when several American LaFrance 900 series tractor drawn aerial ladders were acquired for the Great Lakes Naval Training Center, Norfolk Naval Shipyard, and Philadelphia Naval Shipyard.

It is interesting to note that despite the interest in stronger aluminum and steel aerial ladders that the FDNY and Chicago Fire Departments continued to acquire two section, 75 foot wooden aerial ladders built by the FWD Corporation with the last rigs of this design placed into service in 1955.

Turning the Page

**Turning the Page will return
in our October issue.**

***RETIREES, PLEASE SEND
US YOUR STORY!***

**Firefighters-Captains-
Inspectors...Willing to be highlighted
in Turning the Page?**

***If you are a Navy F&ES retiree please email
the following to john.k.janney.civ@us.navy.mil***

- ♦ Name, last position held, installation retired from. A photo would be nice (current or "historical").
- ♦ Highlight(s) of your career (or particularly enjoyable aspects of your career). Anything from a bulleted list to a couple of sentences to paragraphs, whatever you want to provide.
- ♦ What have you been doing since retirement?
- ♦ What advice would you offer to a young member just entering the Federal Fire Service? (or an older member!) ... Please keep comments positive and "G-rated."



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permission

ESAMS Corner

By: Angela Jordain, ESAMS Fire Technical Support

Calendar Year 2022 Statistics Through 6 September 2022 (01 Jan – 06 Sept)

Operations

Total Incidents –	38,141
Rescue & EMS –	14,987
Hazardous –	6,867
False Alarm –	8,631
Service Calls –	2,763
Good Intent –	3,649
Fires –	1,037



- Fires
- Rescue and EMS
- Hazard
- Service Calls
- Good Intent
- False Alarm

Prevention

Building Evacuation Drills –	2,197
Hot Work Permits Issued –	18,400
Fire Inspections Completed –	19,554
Public Education Classes –	1,743



- Inspections
- Building Evacuation Drills
- Fire Public Ed Classes
- Hot Work Permits

Training

Proficiency, Skills, & Practice –	92%
Emergency Management –	96%
EMS –	95%
Safety Training –	93%
DoD Certification –	95%



- Proficiency
- Emergency Management
- EMS
- Safety
- DoD Certification

F&ES On Duty Mishaps Report CY 22

Mishaps Reported – 95
Total Lost Work Days – 870

ESAMS
POWERED BY **HGV**
& Associates



*Remembering 9-11...
Around Navy F&ES in
Pictures*



*Commander, Fleet Activities
Okinawa (CFAO) 9/11 Stair
Climb 2022*





Remembering 9-11... Around Navy F&ES in Pictures (cont.)

NRSW Stair Climb

Commander, Navy Region Southwest F&ES regional staff and Federal Fire Department San Diego personnel participated as part of over 750 climbers in the annual 9/11 memorial stair climb at the Hilton Bayfront in downtown San Diego September 10th. Three rounds of the Hilton were climbed totaling 110 floors in honor of the fallen, leading to more than \$45,000 in fundraising for San Diego Firefighter Aid, a non-profit organization that provides assistance to firefighters and families in crisis.





Remembering 9-11... Around Navy F&ES in Pictures (cont.)



AUTEC Stair Climb

Atlantic Undersea Test and Evaluation Center (AUTEC) contract and military personnel participate in the annual 9/11 stair climb tribute.

Federal contractor Amentum provides range operations, maintenance, and other support services to AUTEC operations on Andros Island, Commonwealth of the Bahamas, and West Palm Beach, Fla.

AUTEC's activities include underwater research, testing and evaluation of anti-submarine weapons, and sonar tracking and communications.



Around Navy F&ES in Pictures



VADM LINDSEY VISITS KOREA

JIN HAE, Republic of Korea (Sept. 15, 2022) Commander, Navy Installations Command (CNIC), Vice Admiral Yancy B. Lindsey, with the Commander, Fleet Activities Chinhae Fire & Emergency Services team during his first visit to Korea as head of CNIC. The mission of CNIC is to deliver effective and efficient readiness from shore. CNIC is responsible for the operations, maintenance and quality of life programs across 10 regions, 70 installations, and 123 Naval Operations Support Centers. U.S. Navy photo by Apollo Burgamy.



Recent joint shipboard familiarization onboard USS Tripoli with Marine Corps Installations Pacific (MCIPAC) and Commander, Fleet Activity Okinawa (CFAO) Fire & Emergency Services.

Left to right top row: MCIPAC Asst. Chief Andy Leal, MCIPAC Fire Chief Ulysses Taormina, CFAO Fire Chief Gil Chavez, MCIPAC Training Chief Johnathan Davis, and CFAO Training Chief Koby Bottjen along with ships force damage controlmen and CFAO personnel in front of the A/S 32P-25 Shipboard Firefighting Vehicle.

Around Navy F&ES in Pictures (cont.)

SASEBO Recruit Visit

48 Japanese recruits and 3 fire academy instructors with the Nagasaki Prefectural Fire Academy visited Commander Fleet Activities Sasebo (CFAS) Fire and Emergency Services (F&ES) on September 7, 2022 for the opportunity to get a glimpse of how a DoD F&ES department operates. The recruits were given guided tours of the fire station, the Jaws of Life, Hazmat equipment, American apparatus, and other tools not commonly seen within the Japanese Fire Service. (See story on Page 2.)



Around Navy F&ES in Pictures (cont.)



NAS Oceana partnered with the City of Virginia Beach, Sentara Virginia Beach General Hospital, and local first responders August 18, 2022 to conduct a simulated aircraft mishap in preparation for the 2022 NAS Oceana Air Show.

“Today was an excellent opportunity to test and validate our written response procedures, as we continuously make efforts to deliver the best possible emergency services to NAS Oceana and our community,” said Navy Region Mid-Atlantic Fire & Emergency Services District 3 Chief Cedric Patterson.



A new Mobile Aircraft Fire Training Device (MAFTD) arrived for Federal Fire Department San Diego this month and will be stored at the Navy Region Southwest Regional Training Center. The new unit was delivered by Kirila Fire who also provided operator training to the training division and operations personnel. The training device has been placed in service and is a welcome addition to NRSW! Photos by Battalion Chief of Training Ray Macias.

Navy F&ES Points of Contact

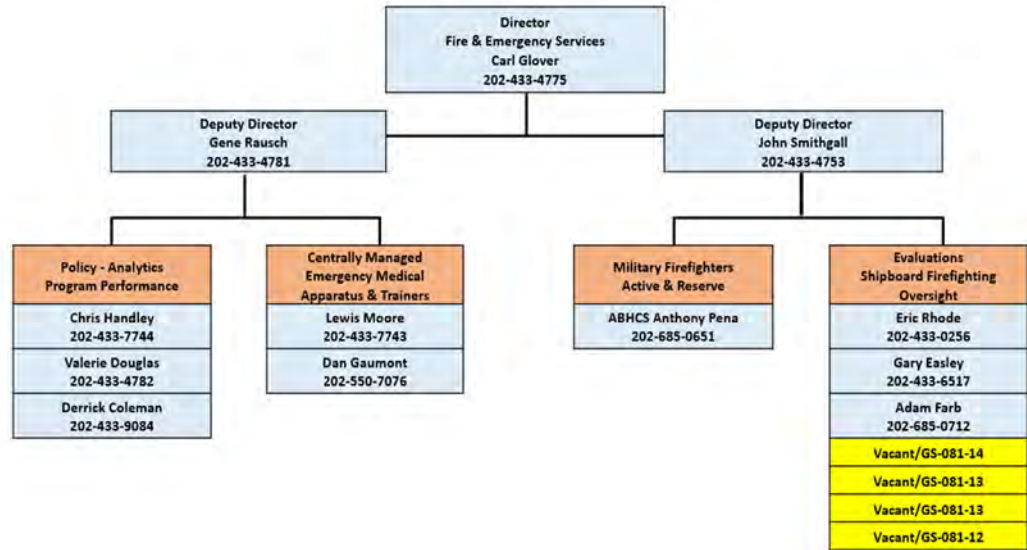


Navy F&ES Hall of Fame



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