



What's Happening

Navy Fire and Emergency Services Newsletter
Protecting Those Who Defend America



April 2026

OMNI CEDO DOMUS

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From the Navy Fire Chief

Welcome; we have many good news articles and pictures to share this month. This month we welcome aboard our newest staff member, DCCS James Karetas with the CNIC F&ES Navy Reserve Detachment Alpha out of Earle, NJ. James will be supporting our HQ staff until 1 Oct. Welcome Aboard James !

Unfortunately we had to say *Fair Wind and Following Seas* to our N3, as Ms. Marjorie Lutz departed CNIC for her new position with USMC as the Assistant Deputy Commandant for Installations & Logistics. Ms. Lutz was a great advocate for Navy F&ES as she understood our program challenges and the Navy resource process. She will be missed, until our paths cross again.

Despite several articles to the contrary the 2026 National Fallen Firefighters Memorial Weekend is **NOT** canceled. The memorial will take place as scheduled on May 2–3, 2026. The Candlelight Service and National Memorial Service will proceed; whether at the National Fallen Firefighters Memorial or nearby at Mount St. Mary's University. For official updates, please continue to follow NFFF communications.

<https://www.firehero.org/2026/04/16/2026-memorial-weekend-update/>



This year's memorial ceremony will include adding the name to one of our own; Navy firefighter from Naval Station Adak, Alaska; Firefighter Perry Wallace who died on August 9, 1982 as a result of a fire truck accident while responding to house fire in Base Housing. A long overdue correction.

This May, the nation will solemnly come together to honor fallen fire service heroes during the National Fallen Firefighters Memorial Weekend—the official national tribute recognizing firefighters who made the ultimate sacrifice in the line of duty during the previous year. During this time, we especially honor and remember your fallen firefighter, whose service and sacrifice will be recognized at the National Fallen Firefighters Memorial. As part of this meaningful observance, the National Fallen Firefighters Foundation (NFFF) invites fire departments and communities nationwide to participate in *Light the Night for Fallen Firefighters*.

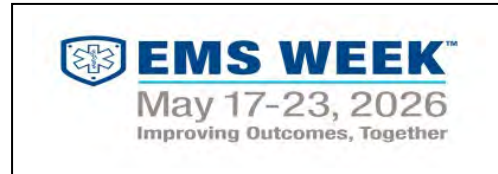




Illuminating your fire station, department building, or a prominent local landmark in red serves as a dignified symbol of remembrance and a visible expression of support for your fallen firefighter’s family, your department, and your community. Departments are encouraged to light their structures in **red on May 2, 2026, or at any time between April 26 and May 3, 2026, as part of this collective tribute.** Please send us pictures of Navy F&ES participating in the Light the Night for Fallen Firefighters.

Reminder: The annual Navy F&ES awards ceremony will take place on 6 May 2026, at NS Annapolis, Jack Taylor Conference center, starting at 0900. We are excited about the opportunity to recognize our CY2025 annual award winners, our newest Lifetime Achievement Award recipients and induct the Hall of Fame Class members. This is a great opportunity to recognize our top F&ES performers. Please plan to attend.

National EMS Week is 17-23 May and the theme is: “Improving Outcomes, Together.” This year, seven days of EMS Week have a theme that represents the diverse nature of EMS. The days during EMS Week are structured to help with planning special events, conducting training and hosting celebrations.



Thanks to all our Navy F&ES Teams and members who serve, **Protecting Those Who Defend America.** *Navy F&ES is Hiring, Check USAjobs or Direct Hire Opportunities with local Fire Chiefs.*

Carl



Taking Care of Our Own Program

There are *five* firefighters in the **Taking Care of Our Own Program.**

Name	Location	Point of Contact
Daniel Hopcus	MCB Camp Pendleton, CA	christopher.hubmer@usmc.mil
Arthur Gerpoltz	Fort McCoy, WI	brady.j.breuer.civ@army.mil
Charles Latham	NAS Patuxent River, MD	joyce.a.aud.civ@us.navy.mil
Andrew Duran	NAVBASE Ventura County, CA	david.g.santillo@us.navy.mil
Carl Parmley	USMC, MCAGCC 29 Palms, CA	Marcelino.ryan@usmc.mil

The “Taking Care of Our Own” Program, a sub-set of the Voluntary Leave Transfer Program, was developed to support military component Fire & Emergency Services (F&ES) personnel with a medical emergency defined as *a medical condition of an employee or a family member of an F&ES employee that is likely to require an employee's absence from duty for a prolonged period of time and to result in a substantial loss of income resulting from the unavailability of paid leave.* The Program invites all military component F&ES personnel to donate ONE HOUR of annual leave to any member to enable them to focus on recovery rather than financial distress.





Last Alarms

The USFA reported 4 line of duty deaths in 2026. No line of duty deaths have been reported since our last issue.

NOTICE: Due to the lapse in federal funding, the FEMA website may not be updated until after appropriations are enacted.



Lest We Forget

Navy F&ES Line of Duty Deaths in April



Warren Marsh Sr.
Naval Proving Ground
Dahlgren, MD
15 April 1954





Back in the Day-U.S. Navy Tele-Squrt Water Towers

Story and photos by Tom W. Shand

The history of water towers dates to 1879 when John Logan and Abner Greenleaf from Baltimore, MD developed what was initially called a portable standpipe fire-fighting apparatus. Braced by wire ropes the three-section tower was manually assembled and raised with a working height of fifty feet. The prototype water tower was sent to New York City where the department evaluated the device and was touted in the September 1880

issue of the *Fireman's Journal*. As a result, the National Board of Fire Underwriters became influential in often recommending water towers for large cities to protect the high value district.

Water towers were eventually replaced with more modern aerial ladders that could provide elevated streams with both bed and fly ladder pipes as post-World War II apparatus production ramped up to support departments that had not been able to acquire new units for some time. During October 1970, the Snorkel Fire Equipment Company was granted a patent for a two-section telescopic boom with a remote-controlled nozzle assembly, for a device designed by Chief Engineer Ken Davidson.



Over the next fifty years, over 1200 Tele Squrt water towers would be installed on a variety of commercial and custom chassis by most all the apparatus builders in North America using the 50-, 65-and 75-foot Tele Squrt models. The largest user of Tele Squrt water towers was the U.S. Navy who operated thirty-seven Pierce Arrow engines equipped with both 50- and 65-foot model booms between 1988 and 1994.

The Tele Squrt could be mounted on any chassis, requiring an 18 x 24-inch pedestal that was attached to a mainframe torque box mounted to the frame rails. With an operating range of minus ten to ninety degrees above the horizontal the apparatus was stabilized by two A-frame outriggers with a jack spread of 128 inches. The telescopic waterway could produce master streams of 1000 gpm with a unique folding nozzle with two hundred fifty degrees of vertical nozzle travel while supporting a tip load of 400 pounds.

As part of a larger order in 1988 with Pierce Manufacturing that included sixty-one 1000 gpm engines, the U.S. Navy took delivery of six Pierce Arrow 50-foot Tele Squrt units built on a 184-inch wheelbase and powered by Cummins L-10 diesel engines rated at 320 horsepower through Allison HT-740D, four speed automatic transmissions. The first group of Tele-Squrt pumps were equipped with Waterous single stage 1000 gpm pumps and 500-gallon water tanks along with Feecon APH 1.5 around the pump foam systems with 100-gallon foam tanks.



Several of these new Tele Sqrt engines were initially assigned to Crane, Lakehurst, Little Creek, Indian Head and Yorktown.

Additional Tele Sqrt units were delivered to the Navy during 1990 when seventeen 65-foot, three section devices on Pierce Arrow chassis were completed. In 1994 Pierce delivered an additional fourteen 50-foot Tele Sqrt's to naval installations which were the first ones produced on four door cabs with high side body compartments and roll up shutter doors. Several of the original Tele Sqrt engines were rebuilt in later years by Pierce and other local vendors to provide four door cab enclosures, hydraulic system, and warning light enhancements.



Today, the engineering and manufacturing rights to the Tele Sqrt brand are owned by the REV Group and much of these models' capabilities have been replaced by various models of single axle 75-foot quints which tend to be larger and heavier in size with higher acquisition costs. The use of the Tele Sqrt device remains popular with urban fire departments and is a testament to the original design concept pioneered by Snorkel Fire Equipment Company back in the day.

NAVY

Jargon "SLUSH FUND"

Nowadays, a slush fund refers to money that's been put aside for unanticipated costs. (In politics, it refers specifically to bribes!) In days of yore, the ship's cook would boil salted beef and skim the fat (called slush) from the top of the pot. He'd collect this slush during the ship's voyage, and sell it when returning to harbor, pocketing the money for his own gain.



NAVSTA Begins Advanced Life Support Services

By JO2 S. Michael Feller, Navy Compass Staff Writer
(From the San Diego Navy Compass, January 11, 2001)

The New Year brings change to most everyone and everything. It is arguably the best time of the year to 'start over' or 'add something new' to one's life. For Naval Station San Diego, that 'something new' is the implementation of the first Paramedic (advanced life support) services to the region.

The Advanced Life Support (ALS) service took more than three years to get up and running because there were a lot of legal concerns.

"In order to make the system work, we had to work through both county and federal government legal systems," said the Southwest Region Fire Chief. "The federal government wanted to maintain federal sovereignty and they were concerned the county would have oversight (of the federal government)," he continued.

Despite the legal concerns, the ALS service has become overwhelmingly popular, especially among the six paramedics who are now authorized to use it.

"Before the new system, we were only able to provide basic life support. Now we can give various medications and provide faster medical treatment," explained paramedic Corey Allen.

"Our pre-hospital care has improved dramatically since the ALS program started.," added paramedic Chris Goodale. "Just the other day, one of our patients was disoriented and unaware of her surroundings. We were able to give her an IV on the spot instead of having to wait 20 minutes for the other paramedics to show up," he continued.



While the paramedics are now able to administer drugs to their patients, they are not the only players involved.

ALS program at Naval Station San Diego, the biggest is the ever-increasing quality of patient care.

"Our response is instantaneous," said Goodale. "and our pre-hospital patient care is the best it has ever been."



Paramedics Corey Allen, left, and Chris Goodale lift a stretcher from their ambulance. In addition to working full-time at NAVSTA San Diego, they spend much of their time teaching other Emergency Medica Technicians at Balboa Naval Hospital. JO2 Michael Feller/Navy Compass



Senior Chief Karetas Joins CNIC HQ F&ES Staff



CNIC N30 welcomes DCCS James Karetas to the CNIC HQ N30 staff. Senior Chief is with the CNIC F&ES Navy Reserve Detachment Alpha out of Earle, NJ and will be supporting N30 through the end of FY26.

James is originally from South Carolina and currently resides in New York City with his wife Leigh Ann and two dogs Luchi and Oreo. His hobbies include attending live sporting events and concerts, walking his dogs through the park when it's warm out, grilling and trying out new restaurants.

James is a fan of New York sports teams, specifically baseball and hockey.

Senior Chief's background is with shipboard damage control, and he is currently a federal civilian employee with the Veterans Affairs administration in the Fire & Emergency Services department. Senior Karetas will be working with Senior Chief Serrano to provide oversight and review CNIC shore-based shipboard firefighting support, as well as active duty and reserve firefighter challenges. *Welcome Aboard !*

NDW Conducts 2026 Navy Reserve Fire Academy

By Kevin Grinder, Naval District Washington Regional Fire Chief

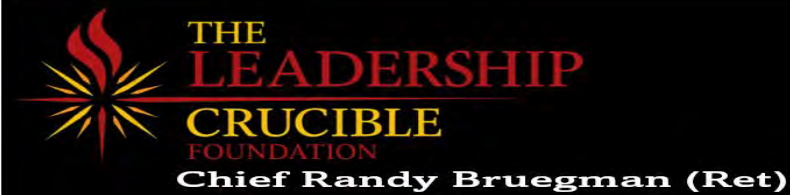


The 2026 Navy Reserve Fire Academy began on February 23 at NSA Annapolis, with 17 students. Over the next 9 weeks the class completed 328+ hours of training culminating with their graduation ceremony at the Navy-Marine Corps Stadium on April 23.

Students will leave Annapolis with Firefighter I, Firefighter II, Hazmat Awareness & Operations, Airport Rescue Firefighter, and Basic First Aid.

Photos from the Firefighter I burns held on March 26.

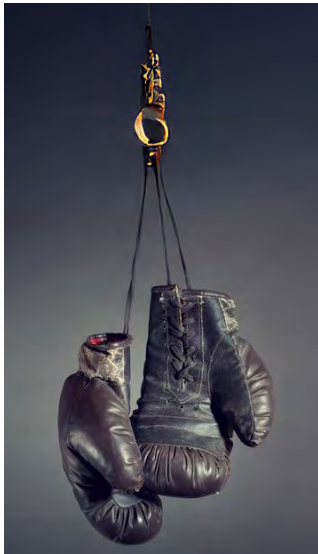




Leading With Purpose: Drowning in Information, Starving for Truth

By Randy Bruegman

“Why Leadership Must Become the Last Trusted Voice”



It's no wonder people are increasingly distrustful of what's really going on around them when you watch the news. When I was growing up, there were only three channels on television. You could flip through every newscast, and while the delivery might have been different, the facts were largely the same. The facts were the facts. Today, we can watch the same incident, someone being shot in the middle of the street, and see it reported five different ways, five different explanations, and endless conjecture. Much of it isn't grounded in verified information, but rather shaped by personal perspective, political leaning, or the outlet's branding.

It's not hard to understand why distrust has become so pervasive. According to Gallup, only about 28–31% of Americans say they have a “great deal” or even a “fair amount” of trust in mass media to report the news fully, accurately, and fairly, one of the lowest levels ever recorded. Similarly, Pew Research Center reports that just 17% of Americans say they trust the federal government to do what is right “just about always” or “most of the time,” reflecting decades-long declines in institutional confidence.² This erosion of trust is not limited to the United States. The Edelman Trust Barometer, which surveys tens of thousands of people across dozens of countries each year, consistently finds that majorities of respondents worldwide believe media, government, and other institutions frequently mislead the public, and that societal grievances and polarization are accelerating this breakdown in confidence. Another consequence of this erosion of trust is that people begin to react instead of reflecting. We live in a world where people are saturated with information but starving for truth. When individuals are repeatedly exposed to conflicting narratives, selective facts, and emotionally charged commentary, day after day, they don't just become confused; they become skeptical, guarded, and eventually stop believing almost everyone. Over time, that skepticism turns into emotional self-protection.

People stop slowing down, stop asking questions, and stop seeking context. They engage before they understand, choose sides before they know the full story, and share headlines without reading beyond them. Not because they're bad people, but because constant noise trains the brain to move fast and think shallowly. That environment makes trust even harder to build and leadership even more necessary, because in a world full of reaction, leaders must be the ones who choose reflection, bring clarity instead of chaos, composure instead of volatility, and truth instead of spin. And This is not something that appeared overnight.



The steady breakdown of trust has been building for a long time, and in many respects, it has become learned behavior. Over the last generation, people have watched institutions they once believed in, leaders they once respected, and systems they once relied upon fail to be honest, transparent, or consistent. Corporate scandals that wiped out retirement savings, financial collapses driven by hidden risk, shifting public health messaging without clear explanation, political misconduct across administrations, and a media environment increasingly driven by clicks rather than clarity have all taken their toll. At the same time, social media has poured fuel on the fire, amplifying outrage, rewarding extremes, and turning complex issues into oversimplified sound bites. The result is that many react solely based upon the emotional hook and pay little attention to facts. That matters. Because it also means this: the same way trust has been eroded, it can be rebuilt.

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facts. That matters. Because it also means this: the same way trust has been eroded, it can be rebuilt.

Not through slogans.

Not through sound bites.

Not through grandstanding.

It gets rebuilt the way it always has, one leader, one decision, one conversation, one act of integrity at a time.

We don't fix this by waiting for Washington to change, or by hoping someone else goes first. When this happens at scale, something powerful begins to take shape. When thousands of leaders across the country start modeling the same standard in their homes, teams, and organizations, those behaviors don't stay local. They ripple outward, shape expectations, influence how people treat one another, and reset what is considered normal and acceptable. Over time, that collective shift becomes culture. And culture, more than any single policy or election, is what ultimately determines the direction of a nation.

Trust Is Earned In Moments Of Pressure,
Not Convenience

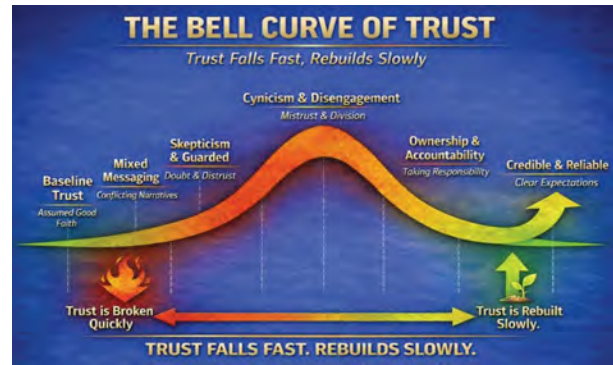
Trust is easy to talk about when things are going well. It's much harder to live when decisions are difficult, emotions are high, and the stakes are real. That's where trust is actually formed, not in polished statements, not in strategic plans, and not in town hall speeches. Trust is earned in moments of pressure, not convenience. It's revealed in how leaders show up when it would be easier to avoid a conversation, how they respond when they make a mistake, and how they behave when no one is watching. Those everyday moments, far more than any title or position, tell people everything they need to know about who they can trust and who they cannot.



Rebuilding trust always starts in the same place, with the leader, not with a policy, not with a memo, and not with a rebrand. It starts with you. If we're serious about changing the trajectory, we have to accept that no one else is coming to fix this for us. Each of us has a responsibility to lead ourselves first. That means getting clear on our values and being honest about whether our behavior actually matches them. It means demonstrating courage by addressing issues early and directly instead of letting them fester. It means practicing humility by owning mistakes without excuses, defensiveness, or spin. And it means building consistency through repeated, values-aligned behavior, day after day, especially when it's inconvenient. But personal ownership doesn't stop with how we lead ourselves. It also means we expect the same standard from others. If your employer consistently violates your values, you don't stay silent, you have a conversation, and if nothing changes, you find a new place to work. If an elected official repeatedly betrays the public's trust, you don't complain and move on, you vote for someone else. If a leader in your organization refuses to grow, refuses to be accountable, and refuses to live the values, you stop excusing them and you stop enabling it. Expecting trust means expecting responsibility. And expecting responsibility means being willing to make hard choices.

The Bell Curve of Trust

Trust follows a predictable pattern. Over time, repeated inconsistency, mixed messages, and broken promises erode trust. And only through sustained ownership, accountability, and values-driven behavior does it begin to rise again. The graphic below illustrates that journey, how trust is broken quickly, how it reaches a dangerous low point, and how it is rebuilt slowly.

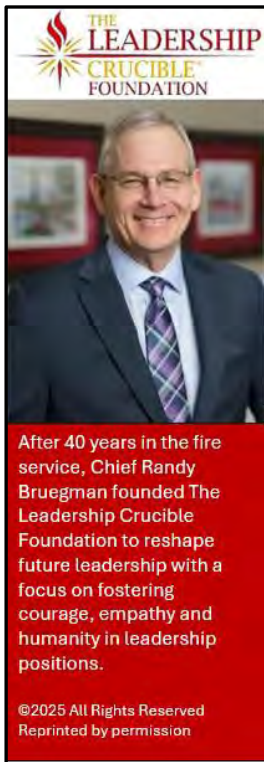


through consistent leadership. It's a reminder that while the downward slope can happen fast, the climb back requires discipline, patience, and leaders willing to do the work.

The curve makes something very clear. If trust is going to move upward, it will not be because of words, branding, or public relations. It will move upward only when leaders choose to change their behavior. Which brings us to the most important question. What does rebuilding trust actually look like in practice? Rebuilding Trust After It's Been Damaged The path forward to rebuilding trust is not complicated, but it is hard. It starts with owning your mistakes and demanding that others do the same. We've all seen the difference between leaders who deflect and leaders who step up. When a CEO publicly acknowledges a product failure, recalls it, compensates customers, and fixes the process, trust begins to come back. When a fire chief, police chief, or superintendent stands in front of their people and their community and says, "We got this wrong. Here's what we're changing. And here's how we'll be held accountable," credibility grows. Rebuilding trust requires telling the truth, even when it's uncomfortable, and expecting truthfulness from those around you. It means doing the hard things necessary to actually fix problems, not taking the easy path and not settling for cosmetic solutions that simply put a bandage on deeper



wounds. Real reform looks like changing hiring practices, improving training, addressing toxic culture, and holding people accountable, not just issuing new slogans or rolling out another policy manual.



If you're in politics, it means putting people first and addressing the real issues communities are facing, even when those issues are complex, uncomfortable, or unpopular. It means quitting the endless gamesmanship that prioritizes winning over governing. It means working across lines to fix broken infrastructure, improve public safety, strengthen education, and address affordability, even when doing so doesn't score easy points with a base. Trust begins to return when leaders put country over politics, service over self, and doing what is right for the people we serve ahead of doing what is convenient for ourselves. That standard applies no matter what profession you're in. When trust has been broken, pretending everything is fine only makes it worse. Rebuilding begins with acknowledgment. Acknowledge the breakdown without minimizing it and without deflecting blame. Reset expectations and invite accountability, from yourself and others. Demonstrate change through visible, consistent action. Not once. Not for a week. Not when it's being measured. But over time. Because trust is rebuilt through behavior, not words.

Over the course of my career, I've had the opportunity to work with many great leaders who were deeply committed to building trust, not only within their organizations, but within the communities they served. I've also worked with leaders who were just the opposite. They were in it for themselves. They were skilled at projecting the image of caring, while their actions told a very different story. Some were elected. Some were appointed. Some were hired. The titles were different, but the pattern was the same. And what I learned is this. No matter the position, no matter the profession, trust is the single most important factor in a leader's impact and long-term success with the people they are given the privilege to lead and to serve.

Final Thought

Rebuilding trust will not happen all at once. And it will not be driven by a single institution, election, or movement. It will happen the same way it always has, through everyday leaders making better choices in the moments that matter. That is what paying it forward looks like. It looks like choosing integrity when no one is forcing you to. It looks like telling the truth when a lie would be easier. It looks like stepping in when it would be more comfortable to step back. It looks like modeling the behavior you want to see, even if you're the only one doing it. You may never see the full impact of those choices. But someone else will. Someone is always watching. Someone is always learning. Someone is always deciding what kind of leader they want to become based on what they observe in you. Paying it forward means understanding that the way you lead today shapes the culture of tomorrow. And when enough leaders make that choice, trust doesn't just return. It takes root. So, I'll leave you with this question. What is one decision you can make this week that pays trust forward? If this message resonates with you, share it with someone who influences others. Forward it to a colleague, discuss it with your team, or use it as a starting point for a leadership conversation this week. That's how we begin to change the trajectory, one leader at a time.



Recognizing Milestones and Performance



NAVSTA Rota EURAFCENT Fire Instructor of the Year Assistant Chief Christopher Terlaje with NAVSTA Rota Commanding Officer CAPT Charles Chmielak and Fire Chief Richard Henderson

SUBASE New London Fire Chief Thomas Clapsadle Jr. inducted into the Connecticut State Firefighters Association Hall of Fame. **BZ!**



It's a bittersweet day as Naval Station Newport sends off Lieutenant M. Brown into retirement. After 22 years of dedicated service, Brown leaves behind invaluable experience and leadership. His mentorship and love for the fire service is second to none. The members of F-100 will surely notice the void in his absence. However, ready to continue the legacy he leaves behind.

BRAVO ZULU Lt. Brown, Ret.

Enjoy your well-deserved retirement!



Compressed Gases and Cryogenic Liquids

By Mark Weil, Assistant Chief Fire Prevention (Ret), Navy F&ES Hall of Fame #51



It would be hard to imagine our modern world without compressed gases and cryogenic liquids used to refrigerate and cool buildings, preserve our foods, conduct medical research and support aerospace activities. As with flammable and combustible gases and liquids, the same characteristics that make these products very useful can become very deadly if misused or mishandled. *NFPA 1 with Navy Amendments* (Navy Fire Code) Chapter 63 *Compressed Gases and Cryogenic Liquids* provides definitive guidance for the fire inspector.

It is helpful if the fire inspector understands the series of scientific laws and facts about gases found in the *Chemistry of Hazardous Materials*.

Boyle's law states if the temperature remains constant, the volume occupied by a given mass of gas varies inversely with the absolute pressure.

Charles's law states if pressure remains constant, the volume of a given mass of gas is directly proportional to the absolute temperature.

Combined Gas law states the pressure of a gas is dependent upon the volume of the container and the temperature it is exposed to.

With the physical properties of gases in mind, the following strategies are important:

- Keep the temperature constant so pressures do not increase.
- Construction, storage of combustible materials and fire exposures must be limited.
- Fixed fire protection systems must be considered to ensure containers are cooled as necessary.
- If temperature increases the volume of the container must do the same. Overpressure protection is key for safety.
- Valves and fittings must conform to standards and hydrostatic testing is mandatory.

The Navy Fire Code chapter 63 also requires all containers, cylinders, pressure vessels, valves, and piping:

- Be designed, constructed and maintained according to national consensus standards (ANSI, DOT, NFPA).
- Be marked and identified in accordance with DOT guidance.
- Have adequate barriers and be protected against physical damage or be braced or nested.
- Have proper clearance from combustibles, be clear of vegetation and protected against exposure to fire.

Understanding these principles and requirements will help the fire inspector ensure the public and those who use these products remain fire safe.





New MORITA Fire Truck Push-in Ceremony

By Mark Wampler, Fire Chief, CNRJ F&ES Sasebo Japan



On

April 16, 2026, Commander, Fleet Activities Sasebo (CFAS) Fire Department, under Commander Naval Region Japan (CNRJ) Fire & Emergency Services, officially enhanced its emergency response capabilities with the delivery of a state-of-the-art Morita fire truck. This delivery is one of several Japanese fire apparatus projected by Commander, Navy Installations Command (CNIC) for Navy Region Japan.



The new apparatus is the result of extensive research, planning, and collaboration between CNRJ and Morita engineers. By integrating crucial input from Japanese firefighters with strategic execution by chief officers, the team developed enhanced design modifications tailored specifically to CNRJ's

unique firefighting mission. This collaborative effort produced a superior apparatus design that is applicable across all Department of Defense (DoD) components operating in Japan.

Upon receiving the new vehicle, CFAS fire crews immediately commenced in-depth acceptance inspection, testing and training alongside Morita representatives. After successfully meeting all regulatory compliance requirements, the CFAS team officially accepted ownership. To celebrate the apparatus joining the fleet, crews conducted a time-honored "Push-In" ceremony, a proud fire service tradition marking the vehicle's official placement into service.

Designated with the call sign ENGINE 14-2, the new apparatus is assigned to Iorizaki Installation Fire Station 14. Its primary role will be to support the CFAS Petroleum, Oil, and Lubricants mission, widely recognized as one of the largest in the Western Pacific region. Furthermore, ENGINE 14-2 provides a critical additional firefighting resource capable of responding rapidly to major shipboard fires from outlying stations, ensuring the continued safety and readiness of the fleet.





Fed Fire San Diego Participating in History



Freddie Atitsogbuie and Travis Turner



Artemis II mission patch

Great day to be on shift. Artemis II was being relocated just few blocks away from our station. We were fortunate enough to meet the crew of engineers who designed and built the spacecraft, even got some pins & patches.

Navy Region Northwest Needs Firefighters

- You will respond to fire and hazardous materials incidents; detect the presence of hazardous materials, secure the area, identify the hazardous material, control further spills mitigate further danger and coordinate clean-up procedures.
- You will combat fires and rescue personnel on ships and vessels. Suppress wildfires using heavy-duty vehicles/equipment, and/or construct fire lines in hazardous conditions.
- You will initiate established medical protocols in providing basic life support.
- You will maintain firefighting equipment and fire station facilities.



YOU WILL RECEIVE THE HIGHEST SPECIAL SALARY RATE (52%) IN THE UNITED STATES!

Announcement number DE-12877579-26-MVP
Control number 856225000
Open & closing dates 02/03/2026 to 08/03/2026

30 vacancies in the following locations: Bangor, WA, Bremerton, WA, Everett, WA, Hadlock, WA

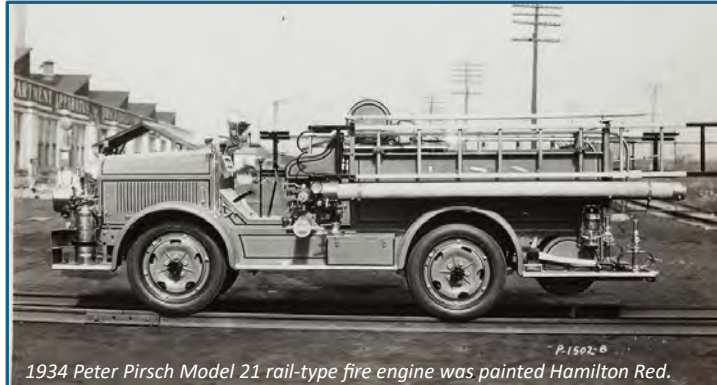


All Aboard!!

By Bill Killen, photos from *Vintage Fire Truck & Equipment/Fire Apparatus Journal*

The Navy established the Lualualei Naval Ammunition Depot on February 5, 1931 in a 7,910-acre forest preserve, transferred to the Navy by the Territory of Hawaii.

On November 17, 1933, the Navy Department's Bureau of Supplies ordered a 1934 Peter Pirsch Model 21, 500 GPM rail-type fire engine. The engine was equipped with a 500-gpm type "S" pump with bronze pump body and a 150-gallon water tank.



1934 Peter Pirsch Model 21 rail-type fire engine was painted Hamilton Red.



This unique Peter Pirsch engine was equipped with 24-inch Budd wheels specifically built similar to a railroad wheel and fitted with Firestone 5.50 x 24 pneumatic tires and tubes. This front view shows the "railroad" type bumper and wheel assembly.

After the attack on Pearl Harbor, the Navy constructed magazines, concrete structures buried in the hillside, and several frame buildings for storage of projectiles and inert material. Additional construction consisted of housing for station personnel, maintenance shops, administration buildings, roads, sidewalks, and 15 miles of railroad track that connected to the Oahu Railway line that ran to Pearl Harbor and on into Honolulu.

The Oahu Railway and Land Company, or OR&L, was a 3 ft (914 mm) narrow gauge common carrier railway that served much of the Hawaiian island of Oahu.

In April 1944, Navy SeaBees arrived at Lualualei and constructed additional facilities that included 28 miles of asphalt-paved roads, 10 additional miles of railroad, sorting sheds, shops, utilities, and housing. A second Navy CB Battalion arrived in October 1944 and built additional railroad facilities, and housing.

The OR&L's Honolulu harbor branch, renamed the Oahu Railway, was used until December 31, 1971 for industrial operations. The final section of the line was taken over by the US Navy in 1950.



Lualualei Naval Ammunition Depot during WWII with enlisted Navy personnel on 1934 Peter Pirsch engine



The Navy, especially during the Korean War and the Vietnam War, ran ammunition trains between the West Loch of the Pearl Harbor Naval Base, through the 'Ewa Plain, to the Lualualei Naval Ammunition Depot on the Wai'anāe coast. The Navy switched to trucks, and the railroad property was abandoned in 1970.



1941 Peter Pirsch Model 21, similar to the Model 21 built for the Navy's Lualualei Ammunition Depot in 1934, was built for the Navy Ammunition Depot, Hawthorne, Nevada, serial number 1200 and equipped with a 500 -gpm pump. The rims on the 1941 Model 21, although similar in design to the wheels on the 1934 Model 21, did not use pneumatic tires and tubes.

The depot was established as Naval Ammunition Depot Hawthorne in September 1930. It was redesignated as the Hawthorne

Army Ammunition Plant in 1977 when it was transferred from United States Navy to United States Army control as part of the United States Department of Defense's Single Manager for Conventional Ammunition. In 1994, it ended the production of ammunition and became Hawthorne Army Depot.

Hawthorne Army Depot is a U.S. Army Joint Munitions Command ammunition storage depot located near the town of Hawthorne in western Nevada and covers 226 square miles and has 600,000 square feet of storage space in 2,427 bunkers. It is the "World's Largest Depot" divided into three ammunition storage and production areas, plus an industrial area housing command headquarters, facilities, engineering shops, etc.

An accident at the Navy's Lake Denmark Naval Ammunition Depot in New Jersey in 1926, virtually destroyed the depot, caused extensive damage to the adjacent Picatinny Arsenal, killed 21 people and injured several others. Navy's monetary loss exceeded \$84 million, the equivalent of just over \$1 billion today, due to the loss of explosives consumed in the disaster.

Following a court of inquiry investigating the explosion recommended that a depot be established in a remote area within 1,000 miles of the United States West Coast to serve the Pacific area.

Construction of the Hawthorne Naval Ammunition Depot (NAD) began in July 1928 in a 327-square-mile area of Nevada under U.S. Navy jurisdiction. The Hawthorne NAD opened in September 1930 and received its first shipment of high explosives on 19 October 1930. When the United States entered World War II in December 1941, the depot became the staging area for bombs, rockets, and ammunition for the entire war effort.

The mission and functions at the Hawthorne NAD was to "receive, renovate, maintain, store and issue ammunition, explosives, expendable ordnance items and/or weapons." Hawthorne NAD also served as an important ammunition center during the Korean and Vietnam Wars.



A Walking PAR Can Improve Situational Awareness



Personnel Accountability Reports (PARs) are essential to helping commanders develop and maintain situational awareness. A quality PAR dials the commander into every crew's size, their location and their progress. But the standard PAR has a fundamental flaw that can adversely impact the commander's situational awareness. Here's how...

Summertime can bring excessive heat and humidity to many regions. When weather is severe, first response personnel can be especially vulnerable to heat-related medical emergencies. It is possible that crews heavily focused on task performance may not be aware of how the heat is impacting them.

In excessive weather, a standard roll-call PAR may not be sufficient if it only assesses crew size, location and task performance/progress. Crews suffering physically from outside heat may find themselves affirming PAR without thinking about how the heat has impacted their stamina. Even if they are aware of how the heat has impacted them, the standard PAR provides no way for the crew to tip command on their condition.

Chief Gasaway's Advice

In excessive heat the standard radio roll-call PAR may not effectively assess the physical well-being of crews. When a crew acknowledges PAR, it speaks nothing to their welfare (physical condition and stamina).

It may be beneficial to ask safety officers to conduct a "Walking Par" and visually assess each firefighter's well-being with their own eyes.

Alternatively, PAR reports could include a code that indicated the crew's physical well-being. For example:

Green: Crew is in an excellent state of readiness.

Yellow: Crew has been actively performing high-stress tasks and has reduced stamina.

Red: Crew has been extensively performing high-stress tasks and has little stamina remaining.

Command conducting a PAR might hear reports like this:

Engine 101, PAR, Crew of 4 green, second floor, attacking the fire.

Truck 302, PAR, crew of 4. 2 green, 2 yellow, third floor conducting a search

Squad 211, PAR, crew of 4 yellow, on the first floor conducting a search.

Engine 17, PAR, crew of 4 red, in staging.

There are six firefighters at full-stamina, six firefighters running on half-stamina, and four firefighters who are, essentially, out-of-service.

A system (like color coding) could tell the commander a whole lot more about the physical stamina of crews, improving the commander's situational awareness.



NAF Atsugi Hosts CNRJ Fire Academy



Nine Master Labor Contract (MLC) recruit firefighters are about to begin the Commander, Navy Region Japan (CNRJ) Fire Academy onboard Naval Air Facility (NAF) Atsugi. The 3-month academy started on April 1st and is the first academy to be held onboard NAF Atsugi since 2024.

“We are excited to begin [the academy] but it is a lot of work,” said Derrick Dimitris, deputy fire chief of training. “Essentially this academy is designed like a miniature university with several moving parts behind the scenes that are crucial to its success. With all that said, we are excited to be hosting it here at NAF Atsugi.”

During the 3-month academy, new recruits will have a mix of classroom and hands-on instruction that will teach them the basics of fire theory, hazmat, search & rescue, and many other essential tasks. After successfully completing the academy, the recruits will earn the title of firefighter and go to their assigned duty station for additional specialized training.

The recruits are pooled together from NAF Atsugi and Commander, Fleet Activities Yokosuka (CFAY), both installations take turns hosting the academy.

“We love to train firemen, it’s what we do,” Dimitris exclaimed while talking about NAF Atsugi’s 2026 academy, “for a lot of recruits it was their childhood dream to become a firefighter and having the opportunity to train them to becoming one is a great thing to be a part of.”

This academy is a crucible for personal and professional growth, transforming dedicated individuals into highly skilled and resilient firefighters, ready to face any challenge with courage and expertise.

NAF Atsugi supports the combat readiness of Commander, Fleet Air Western Pacific, Commander, Carrier Air Wing FIVE (CVW) 5, Helicopter Maritime Strike Squadron (HSM) 51 and 23 other tenant commands, and provides logistic support, coordination, and services to units assigned to the Western Pacific.





Community Relations in Sigonella

By Dr. Alberto Lunetta, NAS Sigonella COMREL Director



What is the dream shared by practically every child, in every corner of the globe? To become a firefighter. It is a simple, immediate concept—one defined by courage, uniforms, sirens, and, above all, the desire to help others. This very dream—small yet profound—took center stage during a wonderful event held at the John Dewey Institute in Catania, where the children were granted a special opportunity: to converse in English with a real-life firefighter.

The guest of honor was Anthony Dobbins, Deputy Chief of Fire & Emergency Services at NAS Sigonella. He gave a brilliant presentation to the young students, introducing them to the world of firefighting—covering daily operations, emergency response, training, and the spirit of teamwork that defines this vital profession.



The children listened with rapt attention, asking questions in English and demonstrating a blend of curiosity, enthusiasm, and impressive communication skills. It was an experience that not only brought the young ones closer to a truly fascinating profession but also served as a valuable moment of linguistic and cultural enrichment.

It was a simple encounter, yet one capable of leaving a lasting impression—for sometimes, all it takes is a story told just right to spark a true calling. Thank you, Anthony Dobbins!



<https://www.facebook.com/share/p/1Xawmhz3Yf/>

Many things can wait. Children cannot. Today their bones are being formed, their blood is being made, their senses are being developed. To them we cannot say “tomorrow.”

-Gabriela Mistral



Honoring a Legacy of Service

NAS Sigonella Fire and Emergency Services recently gathered to honor the career of Battalion Chief Giovanni 'GG' Gulino upon his retirement.

For over three decades, Chief Gulino stood on the front lines, protecting the Sigonella community and surrounding area with a level of grit, professionalism, and heart that is rare to find. His journey from a young firefighter to Battalion Chief is a testament to his unwavering commitment to the safety of every Sailor, civilian, and family member on this installation.

Chief Gulino was certainly a pillar of our fire department and he will be deeply missed. Please join us by wishing GG a very happy and well-deserved retirement!





NAS Fallon Fire News



New Engine Arrival : On Tuesday, March 17th, NAS Fallon Fire received its new engine. The HME 1500 GPM/750-gallon pumper will be housed at Station 51 and will provide structural fire protection for the NAS Fallon mission and surrounding community. Heartfelt thanks from the NAS Fallon Fire Family to CNIC/CNRSW N30 Team of Teams for their support!



On Thursday, March 12th, NAS Fallon Fire was approved by the Center for Public Safety Excellence for 5-year reaccreditation. NAS Fallon Commanding Officer, CAPT Michael Haymon, Fire Chief, CJ Prough, and Fire Accreditation Manager, Assistant Chief Michael Cornista attended the commission hearings.



Promotion and Badge Pinning Ceremony

On Monday, March 6th, NAS Fallon Fire conducted a promotion and badge pinning ceremony for newly promoted Fire Prevention Chief, Mr. Aaron Herman and newest Firefighter, Mr. Bryson Camarena. Chief Herman has been with NASF FES for 22-years and has served as the interim Fire Inspector in the absence of a fire prevention program for over 6 years. His dedication and subject-matter expertise will serve the NASF mission and community for many years to come.

Firefighter Camarena has been with the department for 18 months and has quickly become a valued asset through his tireless pursuit of upgrade training and professional development. Ceremony was attended by NASF CO (CAPT Haymon), XO (Commander Coombs), and Executive Director (Mike Toombs). Congratulations to NAS Fallon Fire's FINEST!



Fire Chief CJ Prough pins new Fire Prevention Chief Aaron Heman



Captain Michael Hayman, NAS Fallon CO



Fire Chief CJ Prough welcomes Firefighter Bryson Camarena

Recognition is not a scarce resource. You can't use it up or run out of it.

-Susan M.



Fallen Firefighters Coin Act Introduced

Senator Susan Collins (ME) introduced S. 4051, the National Fallen Firefighters Memorial Coin Act. The legislation directs the U.S. Treasury Department to mint commemorative coins, emblematic of the National Fallen Firefighters Memorial.

After expenses, proceeds from coin sales would support the NFFF's programs and initiatives in support of the nation's Fire Hero Families, at no cost to the federal government. Joining Senator Collins as original cosponsors are Senators Amy Klobuchar (MN), Lisa Murkowski (AK), and Gary Peters (MI), all co-chairs of the Congressional Fire Services Caucus.



Fire Helmet History

For centuries firefighters have worn helmets to protect themselves from heat, hot water, cinders and falling objects.

"Leatherhead" is a term describing an old-style leather helmet used by many firefighters in the United States and Canada. "Leatherhead" is also a slang that can be used today for a firefighter who still uses the leather helmet.

The leather helmet is also often used as an international symbol of firefighters, from the earlier years of firefighting.

Almost always, traditional leather helmets have a brass eagle adornment affixed to the top front of the helmet that secures a leather shield to the front of the helmet. The eagle's origins can be traced to around 1825 when an unknown sculptor created a commemorative figure for the grave of a volunteer firefighter. Firefighters were not wearing eagles prior to this, but it has been part of North American fire helmets ever since.

The brass eagle which holds the top of the front piece to North American firefighting helmets often become damaged with wear. The ornament sticks up and out into the air, which causes it to catch its beak on window sashes, telephone wires and other obstacles. It frequently becomes dented, bent or knocked off.

The brass ornament is frequently criticized and it is said that it would be cheaper and safer to do away with it. However, many firefighters and fire departments still retain the traditional helmet (composite or leather) as a matter of tradition.

The beaver ornament, adorned on some fire helmets in the US Pacific Northwest and on many Canadian firefighters' helmets is said to represent the relentless hard work, focused mission and undying dedication that North American firefighters are known for.

Did you know this... ???





From Paramedic to Navy Region Hawaii Federal Fire Chief

Defense Visual Information Distribution Service, photo by Petty Officer 2nd Class Tristan Labuguen



Gregg Moriguchi helped build the emergency medical services (EMS) program for Commander, Navy Region Hawaii's (CNRH) Federal Fire Department (FFD) from the ground up.

When he joined the FFD in 2000 after working as a paramedic for the City and County of Honolulu, the department's EMS capability was limited. Moriguchi was one of six paramedics tasked with building the EMS program.

"Under the leadership of then Fire Chief Michael Jones and EMS Chief Dennis Yurong, I helped identify program requirements, worked with medical directors to establish treatment protocols, and developed operating procedures for the department's EMS program," recalled Moriguchi.

By the time Jones retired in 2005, CNRH's FFD had the most comprehensive EMS program in Hawaii responsible for providing fire and emergency services to the military across multiple installations, ultimately serving as a model for development of EMS programs throughout the Navy shore enterprise.

"When the Marine Corps and the Army approached us about establishing an ambulance service to the same level of our Federal Fire Department, that gave me the validation that we were moving in the right direction," he said.

Moriguchi became regional fire chief of CNRH's FFD in September of 2015.

Today, under Moriguchi's oversight, the FFD's EMS program has grown from one ambulance and six paramedics to operating four advanced life support ambulance units with 24 paramedics serving Navy, Air Force, Army, and Marine Corps installations on Oahu.

Moriguchi said working as a paramedic for the City and County of Honolulu taught him how to operate in a fast-paced environment with often unpredictable workloads.

"In this career field, my prior experience working with patients taught me to develop resilience, persistence, and the desire to get the job done," said Moriguchi. "And I think that translated well into my position here in management and administration."

He also said that having experience as a firefighter on Oahu helped him better understand people. "I grew up on Kauai where the general population is lower but working as a firefighter and paramedic on Oahu with the higher population density, I was able to see more people, respond to a variety of calls, and experience different types of medical incidents and life experiences," said Moriguchi.





Reflecting on his 26 years at Navy Region Hawaii, Moriguchi explained that adaptability is the most important lesson he's learned.

"I've learned that applying a single approach does not work for every patient or every incident," said Moriguchi. "You have to learn to be flexible by having empathy for those in need and sometimes put yourself in their shoes. I think being here has helped me understand that a lot better."

"Firefighter trainees learn about fire behaviors and firefighting techniques, hazardous materials

and response operations, different types of rescue situations, emergency medical care, incident command systems, and through training come to trust in each other's abilities," said Moriguchi. "Firefighting is inherently dangerous and requires firefighters to maintain physical conditioning and performance to safely and effectively perform their duties."

Moriguchi said even after graduating, firefighters continue to learn new skills to stay current in their field. During emergencies, all those hours of training enable firefighters and paramedics to quickly adapt to whatever they face, he said.

"The training that firefighters go through as EMTs prepares them to deal with stressful situations," said Moriguchi. "The first time you find yourself in that kind of situation it's scary, it's exciting, and you get a range of emotions all at once."

Moriguchi said there are some aspects about firefighting that the general public might not be aware of.

"I think what the public may not necessarily understand is how dedicated the firefighters are," said Moriguchi. "We can see that when they first come into the job and as they progress into their career, they get better at what they do. They learn new skills and they keep up the knowledge and the expertise that's required, and that takes a lot of effort and commitment."

FFD receives an average of 5,500 calls per year; about half of those calls – some 2,500 to 3,000 – are EMS calls. Moriguchi explained that with the sheer volume of calls, his firefighters and paramedics have grueling schedules, requiring them to be on-call around the clock.

"The fire and emergency services profession requires our firefighters to be ready to respond to unplanned, uncontrolled, and chaotic situations at all hours of the day," he said. "In our line of work, sometimes we don't know what's coming or what that next call is going to be, so we always have to be ready to adapt to the situation."

Although not without its challenges, Moriguchi said being a firefighter is rewarding because it provides the opportunity to make a difference in people's lives.

"The most rewarding aspect of being a firefighter is helping the public when they need you the most," he said. "I've recognized that as a result of our actions, whether it be fighting fires or providing medical care to whoever is in need, we get to see how appreciative people are of the help and service that we provide, and I think that's what makes it all worth it."



First Coast Promotes Two

Firefighters of First Coast Navy Fire & Emergency Services (FCNF&ES) came together to officially recognize two of our personnel on their promotions. Captain Garrett Wilhelm has been serving our department since 2007. Captain Wilhelm will now be assigned to Group 4 Station 2. Lt. Corey Ford has been with FCNF&S since 2016. Lt. Ford will be assigned to Group 2 Station 1, Tower 131. Congratulations on your well-deserved promotions!



Corey Ford and family



Garrett Wilhelm and family



Deputy Chief Robert Pellerin, Capt. Ryan Dexter, and Corey Ford



Purple Star Award

By Joseph A. Rivera, Fire Chief, Naval Base Point Loma



Naval Base Point Loma Fire & Emergency Services had the privilege of joining in the recognition ceremony of Old Town Academy in Old Town as they were awarded the State of California's Purple Star designation.

Representing Naval Base Point Loma Fire & Emergency Services, Assistant Chief Jordan Leithem and Engine 110 were in attendance, standing alongside school leadership, students, state representatives, Mayor Todd Gloria, and members of the local media for this important milestone.

This recognition speaks directly to the commitment Old Town Academy has made to supporting military-connected students. The Purple Star designation is not given lightly. It reflects a school's ability to understand and respond to the unique challenges military children face, from frequent relocations to the impact of deployments. Old Town Academy has built an environment that provides stability, consistency, and support, and that effort deserves to be recognized.

For our department, this is personal. Many of our firefighters and personnel assigned to Naval Base Point Loma have or know families with children who attend this school. Knowing they are part of a community that actively supports military families reinforces the connection between our mission and the people we serve.



Across California, the Purple Star program continues to grow. As of this year, approximately 200 schools statewide have earned this designation, highlighting an increasing commitment to military families throughout the state. Old Town Academy now stands among those recognized for setting that standard.

Having Assistant Chief Leithem and Engine 110 present at this event was important. It reflects who we are as a department. We are not only here to respond to emergencies, but also to support the communities connected to our mission. Being part of this recognition was an honor, and I am proud of the role our team played in standing alongside Old Town Academy as they received this well-deserved award.



Understanding IRS Contribution Limits



Each year, the IRS sets a limit on how much you can contribute from your paycheck to the TSP. These employee contributions, called elective deferrals, include both traditional (before-tax) and Roth TSP (after-tax), and they all count toward the same annual limit. For 2026, the elective deferral limit is \$24,500. Now is a good time to check your TSP elections on your pay statements or through your agency's or service's payroll system.

Elective deferrals do not include Agency/Service Automatic (1%) or Agency/Service Matching Contributions. Just remember that the combined total of your traditional and Roth contributions cannot go over the annual elective deferral limit. If you're a uniformed services member making contributions from tax-exempt pay earned in a combat zone, the IRS limits and rules about traditional and Roth contributions are different.

Catch up contributions don't count towards the elective deferral limit. They have their own separate limit, allowing participants age 50 or older to contribute over the elective deferral limit. For 2026, the catch-up limit is \$8,000, which raises the total contribution limit to \$32,500 this year. If you're turning age 60, 61, 62, or 63, you may contribute to a higher catch-up limit of up to \$11,250 in 2026, for a total contribution limit of \$35,750.

How elective deferral limits work

If you're younger than age 50, your employee contributions will stop once you reach the elective deferral limit for the year, and the TSP will not process contributions above that amount. If you turn 50 or older during the year, once your traditional contributions reach the elective deferral limit, any additional amounts automatically start counting toward the IRS catch up limit. You don't need to make a separate election.

Keep in mind that if you reach the elective deferral limit early, your Agency/Service Matching Contributions will also stop for the rest of the year. If you're a FERS or BRS participant, consider spreading your contributions across all pay periods so you don't miss out on free money from your agency or service.

Changes to catch-up contributions in 2026

Starting January 1, 2026, SECURE Act 2.0 requires some participants age 50 or older to make all catch up contributions as Roth. This applies if your prior year wages exceed the IRS wage threshold (for example, if you earned more than \$150,000 in 2025). If this rule applies to you, your payroll office may automatically deposit your catch up contributions into your Roth balance, even if you normally contribute to traditional. This may change your take home pay and should be part of your tax plan for 2026.





How the Roth catch-up rule works

Once your traditional contributions reach the 2026 pre tax limit of \$24,500, any additional contributions you make are treated as catch up contributions. If the Roth catch-up rule applies to you because of your prior-year income, your catch-up contributions must be Roth once your total traditional contributions reach the 2026 pre-tax limit of \$24,500. The switch to Roth catch-up contributions happens automatically for most people. Others may need to check with their payroll office to make sure their contributions are designated as Roth. If you've already been making Roth contributions earlier in the year, those amounts count toward meeting the Roth catch up requirement.

Here's an example to explain this further:

Joe is 60 years old and earned \$165,000 in 2025. Because his income last year was over the IRS threshold (\$150,000 for 2025), the Roth catch-up requirement applies to him for 2026. Joe contributes to both traditional (pre-tax) and Roth (after-tax) throughout the year and has contributed a total of \$21,000 to traditional and \$3,500 to Roth when his total contributions reach the elective deferral limit of \$24,500. Any additional contributions are considered catch-up contributions. Because he has already contributed \$3,500 to Roth and has not reached the pre-tax maximum of \$24,500, he can contribute \$3,500 more in traditional (pre-tax) contributions. Once his traditional contributions hit \$24,500, then the remaining catch-up contributions also must be Roth. And because Joe is between ages 60 and 63, he is eligible to contribute beyond the regular catch-up limit of \$8,000, up to \$11,250 for 2026.

To see other examples of how the Roth as catch-up rule could apply to you, visit tsp.gov/catch-up.

Why this matters for your savings

Understanding these rules can help you plan ahead, avoid surprises in your take home pay, and decide the mix of traditional and Roth contributions that best supports your savings goals. Your contribution type determines when you pay taxes while the IRS limits determine how much you can save each year. Taking a moment to review the contribution limits and your current elections can help ensure everything is on track for 2026.



The Fire & Emergency Services Working Group, representing military service component F&ES, at the annual meeting at Goodfellow AFB, TX.

L-R: Joe Walker (USMC), A.J. Eversley (USA), Anne Jewel (DoW F&ES), Tim Rickard (USA), Mat Ameden (DLA), Tim Pitman (USAF) and Gary Easley (Navy)

Lifesaving Awards



To date in calendar year 2026;
Two individual Life Saving Award certificates
have been awarded and 15 lives have been saved.



Provider	Region	Award #	Incident Type
Mike Beard	CNRNW	#1	Cardiac Arrest
Aaron Constanino	CNRNW	#1	Cardiac Arrest
Kyle Evans	CNRNW	#1	Cardiac Arrest
James Evans	CNRNW	#1	Cardiac Arrest
Jonathon Harrison	CNRNW	#1	Cardiac Arrest
Stephen Grimes	CNRNW	#1	Cardiac Arrest
David Harker	CNRNW	#3	Cardiac Arrest
Tyler Johnson-Cryder	CNRNW	#2	Cardiac Arrest

Attention: Please continue to send in Life Saving and Significant Achievement Award nominations!





ESAMS Corner Update

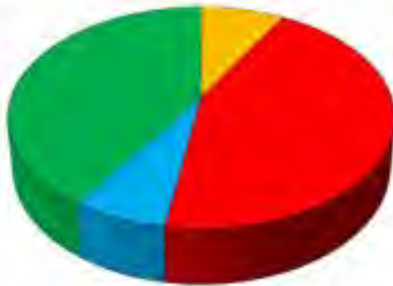
CY 2026 Statistics (01 January – 31 March)

Operations



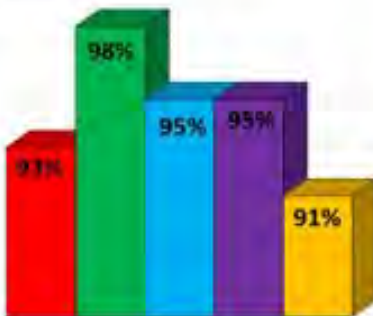
Rescue & EMS	6,135
Hazardous	1,770
False Alarm	3,596
Service Calls	1,022
Good Intent	1,578
Fires	383
Total	14,484

Prevention



Fire Public Ed Classes	869
Hot Work Permits	5,691
Inspections	5,250
Building Evacuation Drills	1,073
Total	12,883

Training



EMS	95%
Proficiency	93%
Emergency Management	98%
Safety	95%
DoD Certification	91%





Navy F&ES Legacy

NAVY FIRE & EMERGENCY SERVICES FALLEN FIREFIGHTERS
IN THE LINE OF DUTY

Date	Location	Name	Date	Location	Name
27 May 2024	Portsmouth Naval Hospital, VA	Anthony "Tony" McVey	9 August 1982	NAVSTA Adak, AK	Perry Wallace
21 August 2023	NAS IRB New Orleans, LA	Thomas "TJ" Maury	12 July 1981	NAS Whidbey Island, WA	John Schmidt
27 June 2023	NAS Patuxent River, MD	Brice Trossbach	4 March 1981	NAS Norfolk, VA	William Travis
21 August 2021	NAWS China Lake, CA	Mikel Lowe	19 October 1973	NAVSTA San Diego, CA	Brian Lindsey
09 August 2021	NAVSTA Great Lakes, IL	Jeffery Peters	19 October 1973	NAVSTA San Diego, CA	Stanley Hertel
1 January 2021	NSF Indian Head, MD	Bryan "Hammy" Hamilton	1 October 1973	NALF San Clemente Island, CA	Stephen Stiftner
6 November 2019	NAS Pensacola, FL	Dwain Bradshaw	24 January 1964	NSY Puget Sound, WA	Vernon Fletcher
5 February 2018	NAVSTA Norfolk, VA	Stephen Bement	20 March 1962	NAVSTA Annapolis, MD	Herbert Wells
30 May 2014	JB Anacostia-Bolling, DC	John "Mac" McDonald	22 January 1961	NAS Midway Island, Atoll	AM3 Ronald Blakeman
13 January 2012	NSA Naples, Italy	Luigi Rullo	22 January 1961	NAS Midway Island, Atoll	AB3 Gordon Blatchley
13 August 2011	NSA Naples, Italy	Roberto Nocera	22 January 1961	NAS Midway Island, Atoll	AN Robert Razy
25 November 2005	NSY Philadelphia, PA	Robert Staepel	15 April 1954	NSF Dahlgren, VA	Warren Marsh Sr.
31 December 2003	SUBASE New London, CT	Kenneth Jeffrey	17 September 1943	NAS/NOB Norfolk, VA	Gurney Edwards
27 September 1988	NAB Little Creek, VA	Robert "Bobby" Hoeflein	07 December 1941	NAVSTA Pearl Harbor/Hickam Field, HI	Names Unknown

In Memoriam

United States Navy Fire & Emergency Services
Past Leadership

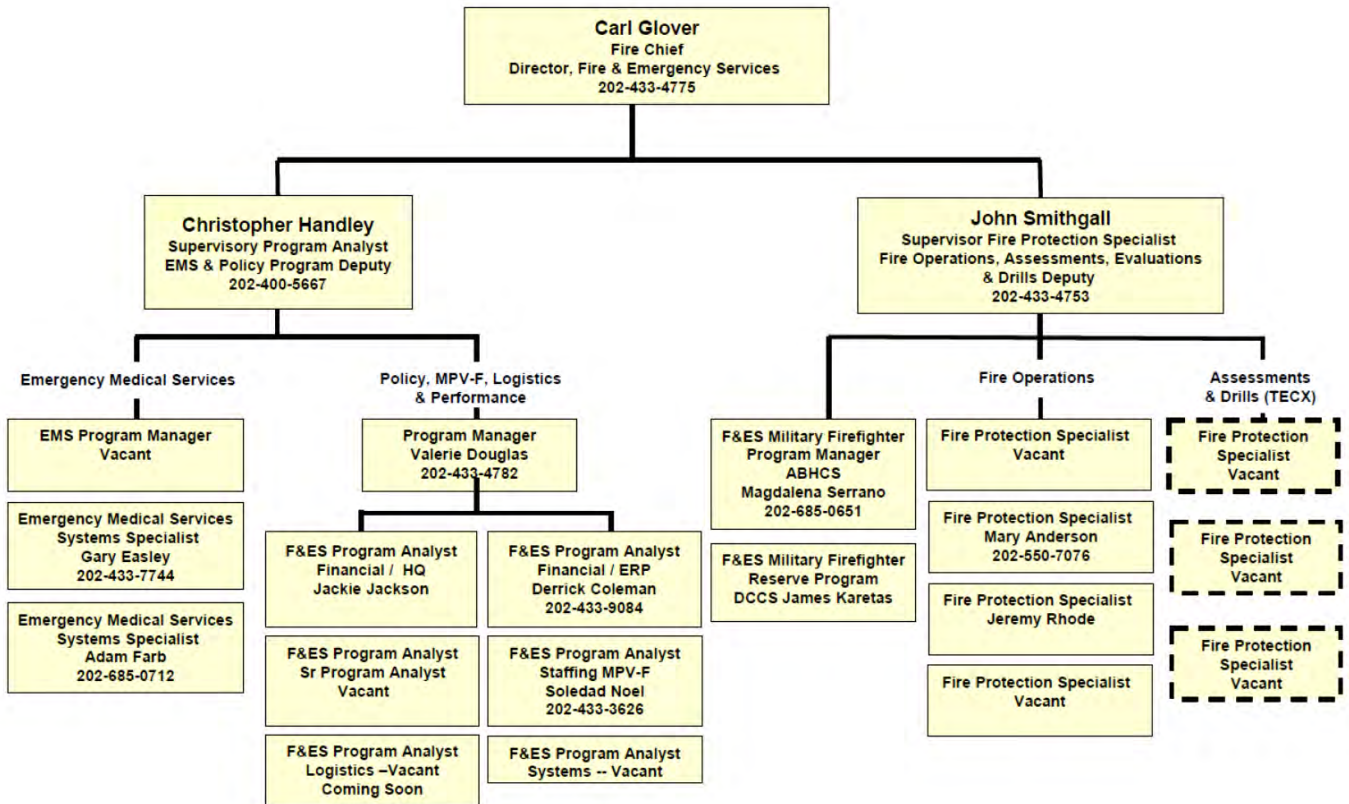
<p>F&ES DIRECTORS</p> <p>Larry Duhrkoop Robert Darwin* Richard Rightmer Orville Emory* William Killen</p> <p>F&ES DEPUTY DIRECTORS</p> <p>Robert Williams Eugene Carmody* Ronald Guilliams Kevin King James Karcher Ricky Brockman* Gene Rausch</p>	<p>NAVY AREA FIRE MARSHALS</p> <p>Harry Anderson William Baldwin A.H. Benson Francis Brannigan* Dave Butler* John Connolly John Crowell Jerry Dallas Ray Dratt Hugh Dykins Charles Gindele* Bruce Goodwin Lee Green Ernie Groft</p>	<p>John Wentzel* John Hannan L.G. Hart Bill Hennessy* J. Ramon Hoshall Don Huber Jack Killsgaard Dudley King* Bill Knight Gerald Makowski* James Manser* Lewis Meyer* Ralph Murphy Russell Noyes</p>	<p>Richard Rightmer Clarence Rout* Ira Simmons* John Simpson Virgil Slater Douglas Thomas* Bob Tofson* Robert Valentine Andrew Weiss Don Weitkamp Bud Williams* Dave Wise Don Young</p>
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* Denotes Navy F&ES Hall of Fame member



Navy Fire & Emergency Services

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To read past issues of *What's Happening*, the Navy Fire & Emergency Services newsletter, visit <https://www.cnic.navy.mil/FES-Newsletter>

To submit stories and photos to *What's Happening*, send an e-mail to Director, Navy F&ES, carl.b.glover.civ@us.navy.mil



WE ARE HIRING !



Please check [USAJobs](#) (search for 0081) or Contact the Navy Fire Chief at the Installation where you would like to work