



What's Happening

Navy Fire and Emergency Services Newsletter

Protecting Those Who Defend America

CNIC

* FLEET * FIGHTER * FAMILY



December 2020

Omni Cedo Domus

Vol 18 No 12

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New Year's Resolutions

By Gene Rausch

Most people will make New Year resolutions typically focused around one's health and/or self-improvement, but why not consider a resolution to improve your Navy Fire & Emergency Services (F&ES) department's ability to better protect the fleet, fighter and family.

Navy F&ES save lives, protects the public, the environment and saves property. We respond rapidly to provide pre-hospital emergency medical services, deploy firefighting hose lines, and perform search and rescue, hazardous materials response, and establish incident command. But can we do more? May be we should consider team resolutions to make the individual firefighter and the fire company better. Team resolutions can make their company better by challenging each other; but where do we start? I offer the following; to improve the team each individual must take the challenge improve one's self in body, mind and spirit.

Body. Get started early, maintain, or improve your physical fitness. Misery loves company, so motivate and help each other become stronger and build endurance through exercise. Watch what you eat; portion control is key. Eat smaller portions to lose weight. This is a plus and minus game. To lose weight you consume less calories than your body burns. According to the [Mayo Clinic](#), in general, if you cut 500 to 1,000 calories a day from your typical diet, you'll lose about 1 pound (0.5 kilogram) a week.

Do you have endurance to keep pace with the rest of the engine company? In full gear are you able to stretch that hose through the hatch of a submarine to the fire scene? Are you ready to make the 6-story stair climb on the wing-walls of the dry-dock? Are you ready to make the rescue and drag or carry the victim to safety? Are you ready to rescue your fellow firefighter as part of a rapid intervention team rescue?



1 pound of fat =
3,500 calories.

To lose 1 lb of fat in
one week: You need
to create a deficit of
500 calories per day/
-3500 calories per
week



Supporting the Fleet, Fighter, and Family



Clipboard (Cont.)

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Mind. Learn today and keep learning; every day. Complete your certification training, proficiency and practical training. Our Navy F&ES training compliance goal is higher than 90%. Well-trained firefighters (WTF) ensure the speed of an operation, ensure proper execution of the tasks and reduces injuries. Review and practice pre-incident action plans during drills. Where are the facilities entrances, which exits are open during this pandemic? During a shipboard response the first fire officer goes to the quarterdeck to coordinate F&ES support activities, but what access is best for fire operations base-on the location and situation? A firefighter who arrives at the emergency scene unprepared may be faced with life-and-death situations and must rely on their training to focus under extreme stress to perform their duties. BLUF: WTF preform more efficiently, effectively and safely during emergency operations.

Furthermore, consider your future. Where do you see yourself 3, 5, 7 years, in the future? Start preparing yourself to be competitive for the next promotion. Career development courses are available to obtain certifications are available free of charge through the DoD F&ES training program. Work on completing a college degree, or improving your administrative skills by learning the Navy applications, e.g., Enterprise Safety Application Management System (ESAMS) or taking very inexpensive self-paced courses on-line for Microsoft Word, Excel, or PowerPoint. These skills are need at the fire officer levels.

Spirit. Realize you can make the team stronger, if you are stronger physically, mentally, and spiritually. Although we cannot see someone's spirit, we do see their attitude through their behavior. One of my fire chiefs told me a positive attitude bring positive results; it motivates and reduces the stress of the job. Your attitude is your business, however, no one wants to work with or for someone with a bad attitude. Moreover, we are more likely to meet and deal with people on one of the worst days of their lives, other people who are involved with the emergency, and the public onlookers watching what we are doing and how we are doing it. Your skill and attitude in this situation is vital to your reputation and Navy F&ES.

Consider a team resolution to make their company better physically, mentally, and spiritually, by challenging each other and yourself to become a little better throughout 2021. Talk it over; it's all about attitude. Happy New Year!



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F&ES Awards

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Combs Cartoon



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Call for CY2020 F&ES Awards Nominations

It's that time again! Please dust off your copy of CNICINST 1650.5C to review the criteria for the Annual Navy F&ES Awards, including Lifetime Achievement and Navy F&ES Hall of Fame. The deadline for this year's submissions is February 1, 2021.

The Navy Installations Command Fire & Emergency Services (F&ES) community is on duty twenty-four hours a day, every day; sometimes putting their own lives on the line while Protecting Those Who Defend America. Most go unnoticed, but each year CNIC recognizes outstanding accomplishments and honors its fire departments, fire officers and firefighters through the annual Navy Fire and Emergency Services Awards Program. The categories for CY20 awards are:

- Navy Small Fire Department of the Year
- Navy Medium Department of the Year
- Navy Large Fire Department of the Year
- Navy Fire Prevention Program of the Year
- Navy Military Firefighter of the Year
- Navy Civilian Firefighter of the Year
- Navy Military Fire Officer of the Year
- Navy Civilian Fire Officer of the Year
- Navy Fire Service Instructor of the Year
- Navy EMS Provider of the Year
- Navy Fire Inspector of the Year
- Navy Fire Chief of the Year
- Navy F&ES Lifetime Achievement
- Navy F&ES Hall of Fame

Holiday Wish



Last Alarms

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Last Alarms

The USFA reported 90 line of duty deaths in 2020. The following line of duty deaths were reported since we published our last issue:

Alan D. Basso ♥
Kalama, WA

Robert "Rob" Orkies 🌿
Shepherdsville, KY

Andrew "Andy" P. Davis 🌿
Oklahoma City, OK

David J. Tomlinson 🌿
Poynette, WI

Lee Witman 🌿
Harrisburg, PA

SRA Logan Young
167th Airlift Wing, ANG, WV

Donald Downs 🌿
Nauvoo, AL

Edward Hine 🌿
Harrisburg, PA

2020 Totals

♥ 35 (38%) 🚗 9 (10%) 🌿 31 (34%)

♥ Indicates cardiac related death

🚗 Indicates vehicle accident related death

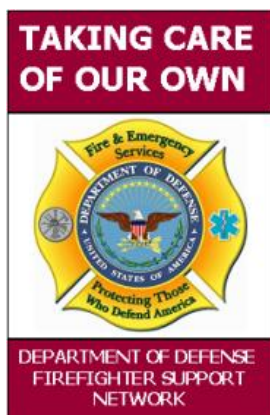
🌿 Indicates COVID19 related death

Leo W. Werner ♥
Scales Mound, IL

Randy Robinson 🌿
Fort Worth, TX



TCoOO Update



Taking Care of Our Own

There are currently eight DoD firefighters in the Taking Care of Own program.

Taking Care of Our Own invites all DoD F&ES personnel to donate ONE HOUR of annual leave to DoD F&ES members in need to enable them to focus on recovery rather than financial distress.

Name	Location	Point of Contact
Kevin Stuebs	DLA Columbus, OH	Brent.Moreland@dla.mil
Steve Holekamp	Tinker AFB, OK	Thomas.Trello@us.af.mil
Alfie Soyosa	Metro San Diego, CA	Nicole.Stacy@navy.mil
Andrew Swick	USAG Yuma, AZ	Daniel.P.Goodwin2.civ@mail.mil
Robert Viafranco	NAS Corpus Christi, TX	Matthew.Sedgwick1@navy.mil
Patrick Hammer	Kirtland AFB, NM	Joseph.Rivera.33@us.af.mil
Christopher Bishop	F&ES Gulf Coast, FL	Daniel.Chiappetta@navy.mil
Philip Eubanks	F&ES Gulf Coast, FL	Michael.S.Glover@navy.mil

The TAKING CARE OF OUR OWN initiative was launched in October 2004 to provide a support network among DoD Fire and Emergency Services personnel to help members suffering from a personal crisis resulting in a need for leave donations.

Please contact your service component chief if you haven't seen this information recently.

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Back in the Day

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Mack B Model Navy Foam Pumper

By Tom Shand



Navy's #1, Mack B Model Navy Foam Pumper – provided by Tom Shand

Beginning in 1909 when Mack Trucks produced their first motorized fire truck chassis for the City of Allentown, Pennsylvania the slogan “Built like a Mack Truck” appropriately described the rugged appearance of their product line. Of all Mack truck chassis produced, the L model has been one of the most revered and sought after fire truck models for a variety of reasons. The L model truck line was introduced in 1940 and became the backbone of apparatus fleets in Boston, Baltimore, Chicago and New York City Fire Departments for many years.

The U.S. Navy placed into service a number of L model apparatus included a pumper for the Portsmouth Naval Shipyard, along with a pumper and quad for the Newport Naval Training Center. During October, 1954 Mack Trucks introduced their new B model fire apparatus cab and chassis which would replace the popular L model with the distinctive chrome grill and rounded cab fenders. The Mack B model cab featured a long hood and chrome radiator shell and shortly became a popular choice for many departments including an order for fifteen pumpers for the U.S. Navy in 1956. While American LaFrance, Crown Coach and other apparatus manufacturers had introduced cab-forward models for departments, Mack Trucks was committed to the conventional, engine ahead design for fire apparatus.

Between 1954 and 1966 Mack produced 908 fire apparatus using the B model chassis platform. One of the most unique Mack fire apparatus was acquired by the U.S. Navy and assigned property number 73-01636. This foam engine was operated by the Callery Chemical Company in Muskogee, Oklahoma to protect plant facilities that produced rocket propellants and other agents by this defense contractor.

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Tom Shand

Over the years Mack Trucks produced relatively few tandem axle apparatus, with serial number B95FSW-1161 being completed in 1959 for the Navy. This apparatus was powered by a Mack Thermodyne engine rated at 276 horsepower and was equipped with a Hale 1000 gpm pump and 1500 gallon water tank. Twin Rockwood air aspirating foam monitors were mounted behind the cab and supplied by a balanced pressure foam system and 100 gallon foam tank. Each of the Rockwood foam monitors could produce 750 gpm and were manually operated.

The pump panel on this rig was unique with three 2.50 inch discharges on each side of the apparatus, all of which could supply both water and foam line operations. The apparatus also carried two lengths of hard suction hose, wooden ground ladders and top mounted booster reel. The apparatus body and foam system were built by Hahn Motors in Hamburg, Pennsylvania under contract from Mack as they were in the process of moving production facilities from Sidney, Ohio back to Allentown.



Glens Falls Engine 1959 Mack B-85F 1000 gpm 1500 gwt X-US Navy – provided by Tom Shand

In later years this rig served with four other fire departments including South Glens Falls, New York where the foam turrets were removed and the apparatus served as the station's tanker. From there the vehicle was sold to the Coeymans Hollow Fire Department in southern Albany County, New York and after operating for a few years was again sold to Walton, Kentucky.

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Safety Discussions After USS BHR Fire

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Safety Discussions After Bonhomme Richard Fire Centered on Drills, Fire Suppression Systems

By Megan Eckstein, <https://news.usni.org/> November 13, 2020 4:24 PM

The Navy is revisiting fire safety protocols for maintenance periods, as part of an ongoing conversation following an amphibious assault ship fire over the summer.

Naval Sea Systems Command commander Vice Adm. Bill Galinis said the USS Bonhomme Richard (LHD-6) fire in July reaffirmed some lessons learned after the 2012 USS Miami (SSN-755) fire, including the need for large-scale firefighting drills to acquaint the ship's crew with shipyard firefighters and nearby local and federal fire crews that would be called in in an emergency. Galinis told reporters in a Nov. 12 Defense Writers Group virtual event that ships must do this kind of large-scale drill within 30 days of starting an industrial availability and then again annually during lengthy maintenance periods.

Galinis said another ongoing safety discussion centers around, "as we go through and execute one of these industrial availabilities, that we don't take down, we don't disassemble too many of the fixed firefighting systems at the same time. ... We don't get to a point where there's no fire protection on the ship. I'm not saying that was the cause or factored into the Bonhomme Richard fire, but it was something that, as we started looking at this, we did notice that in some cases – especially in some of the availabilities that are much more intrusive, where we take more of the ship apart, and sometimes we may get ourselves in a situation where we're disabling more of the fixed, the installed systems. Now what we typically do to counter that is we will install temporary fire systems onboard the ship, that's a requirement in any of our contracts. But invariably we'll find times where some of those temporary systems may not be as effective as the installed fixed firefighting systems that the ship has."

Galinis was careful not to suggest any causal factors for the Bonhomme Richard fire ahead of the release of four ongoing investigations, but he said the ongoing conversation about fire safety was largely centering around those two topics.



San Diego Federal Fire firefighter rests after combating a fire aboard the amphibious assault ship USS Bonhomme Richard (LHD-6) on July 12, 2020. US Navy Photo

Safety Discussions After USS BHR Fire (Cont.)

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[USNI News reported at the time of the LHD fire](#) that Bonhomme Richard's fire suppression system "was not operational because it was being worked on in the shipyard," according to Rear Adm. Philip Sobeck, the Expeditionary Strike Group 3 commander in charge of the West Coast amphibious fleet.

Galinis and NAVSEA are in charge of two of four ongoing investigations following the Bonhomme Richard fire: a failure review board, which will look at safety, structural and design issues related to the ship and how changes could be made to prevent a fire from moving through the hull the way it did on Bonhomme Richard; and a safety investigation board to examine the events that took place on the ship leading up to the fire compared to existing policies and procedures.

Additionally, a Naval Criminal Investigative Service (NCIS) criminal investigation, which now includes the Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF) – is investigating any potential criminal activity related to the outbreak of the fire. Vice Adm. Scott Conn, the commander of U.S. 3rd Fleet, is also leading a command investigation.

USNI News previously reported that the investigations were expected to extend into December but not into 2021.



About Megan Eckstein

Megan Eckstein is the deputy editor for [USNI News](#). She previously covered Congress for Defense Daily and the U.S. surface navy and U.S. amphibious operations as an associate editor for Inside the Navy.

USS BHR to be Decommissioned

Navy to Decommission USS Bonhomme Richard

U.S. Navy Office of Information, Press Office > Press Release 30 November, 2020

After thorough consideration, the Navy has decided to decommission USS Bonhomme Richard (LHD 6), a Wasp-class amphibious assault ship, due to the extensive damage sustained during the July fire.



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USS BHR to be Decommissioned (Cont.)

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WASHINGTON – After thorough consideration, the Navy has decided to decommission USS Bonhomme Richard (LHD 6), a Wasp-class amphibious assault ship, due to the extensive damage sustained during the July fire.

“We did not come to this decision lightly,” said Secretary of the Navy Kenneth J. Braithwaite. “Following an extensive material assessment in which various courses of action were considered and evaluated, we came to the conclusion that it is not fiscally responsible to restore her.

“Although it saddens me that it is not cost effective to bring her back, I know this ship’s legacy will continue to live on through the brave men and women who fought so hard to save her, as well as the Sailors and Marines who served aboard her during her 22-year history,” Braithwaite said.

Following the fire, the Navy conducted a comprehensive material assessment that concluded the cost to restore Bonhomme Richard could exceed \$3 billion and require between five and seven years to complete.

The Navy also examined rebuilding the ship for alternate purposes and determined the cost could exceed \$1 billion, which is as much or more than a new-construction hospital ship, submarine tender, or command-and-control ship.

Although the timeline for towing and dismantlement are still being finalized, the Navy will execute an inactivation availability that will remove systems and components for use in other ships.

Since July, the Navy has taken numerous actions designed to provide immediate fire safety and prevention improvements across the Fleet and shore installations. Working collaboratively, the fleet commanders established a Fire Safety Assessment Program to conduct random assessments of ship’s compliance with Navy fire-safety regulations, with a priority on ships undergoing maintenance availabilities.

Naval Sea Systems Command issued an advisory to all supervising authorities on directed fire prevention requirements and outlined corrective actions to improve fire protection, damage control, and firefighting doctrine, all of which will be executed in close partnerships with industry partners.

All investigations associated with the fire onboard LHD 6 remain ongoing. USS Bonhomme Richard is assigned to the Commander, U.S. Pacific Fleet.

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USS BHR to be Scrapped

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UPDATED: Navy Will Scrap USS Bonhomme Richard

By Megan Eckstein, <https://news.usni.org/> Updated: November 30, 2020 4:07 PM



USS Bonhomme Richard (LHD-6) sits pier side at Naval Base San Diego on July 16, 2020. US Navy Photo

This post has been updated with additional historical details.

The Navy decided to scrap the amphibious assault ship that burned for nearly five days earlier this year, concluding after months of investigations that trying to rebuild and restore the ship would take too much money and too much industrial base capacity.

The July 12 fire aboard USS Bonhomme Richard (LHD-6) began in the lower vehicle storage area but ravaged the island, the mast and the flight deck as it burned its way through the inside of the big-deck amphib. The ship remained watertight throughout the ordeal and hasn't been moved from its spot on the pier at Naval Base San Diego, but between the fire itself and the days-long firefighting effort, about 60-percent of the ship was ruined and would have had to be rebuilt or replaced, Rear Adm. Eric Ver Hage, the commander of Navy Regional Maintenance Center and the director of surface ship maintenance and modernization, told reporters today in a phone call.

“After thorough consideration, the secretary of the Navy and the chief of naval operations have decided to decommission the Bonhomme Richard due to the extensive damage sustained during that July fire. In the weeks and months since that fire, the Navy conducted a comprehensive material assessment to determine the best path forward for that ship and our Navy,” he said.

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Three main options were considered: rebuild and restore the ship to its original function of moving Marines and their gear around for amphibious warfare; rebuild the ship to a new configuration for a new mission, such as a submarine or surface ship tender or a hospital ship; or decommission and scrap the ship.

Ver Hage said restoring Bonhomme Richard to its original form would have cost between \$2.5 billion and \$3.2 billion and taken five to seven years. That work would have taken place in the Gulf Coast, he said.

Rebuilding the ship for a new purpose would have cost “in excess of a billion dollars” and also taken about five to seven years. Though cheaper than rebuilding to the original configuration, Ver Hage said it would be cheaper to just design and build a new tender or hospital ship from scratch.

Decommissioning the ship – and the inactivation, harvesting of parts, towing and scrapping the hull – will cost about \$30 million and take just nine to 12 months.

“Examining those three courses of action, we reached the conclusion that we needed to decommission the platform,” he said.

The inactivation can’t start just yet, as four investigations into the fire are still ongoing. Bonhomme Richard is already being prepped for towing, though, and Ver Hage said harvesting of some systems has been happening since September and will continue. Once the investigations end, more substantive work can be done to take out larger systems that could be reused by other ships in the fleet, inactivate the ship, and either tow it to the Gulf Coast for scrapping or tow it to storage in the Pacific Northwest until a Gulf Coast yard is ready for it.

Four investigations are taking place in parallel: a Naval Criminal Investigative Service (NCIS) criminal investigation, which now includes the Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF); a command investigation led by Vice Adm. Scott Conn, the commander of U.S. 3rd Fleet; a Naval Sea Systems Command failure review board, which will look at safety, structural and design issues related to the ship and how changes could be made to prevent a fire from moving through the hull the way it did on Bonhomme Richard; and a NAVSEA safety investigation board to examine the events that look place on the ship leading up to the fire compared to existing policies and procedures.

The Navy will now be down an amphibious assault ship – and one that had been recently upgraded to accommodate the F-35B Joint Strike Fighter – which will be a blow to operators. However, Ver Hage said the comprehensive assessments looked at what would happen to the industrial base and new ship construction for the fleet if the Navy opted to rebuild Bonhomme Richard, and the price – not in dollars, but in burden on the industrial base – was too great to justify.

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“In the end, the decommissioning decision had a number of factors, and one of which was, what would be the impact of the dollars spent and the actual effort to rebuild, what would be the impact on the industrial base? The dollars definitely would disrupt our strategy for investment. And then from an industrial base perspective, we had concerns that it would impact new construction or other repair work, and we knew that Gulf Coast would be the spot to get the building or the restoration done because of the capacity and their capabilities – but in the end made the decision for multiple factors, as I mentioned, that decommissioning would be the way to go,” Ver Hage told USNI News during the call.

Bonhomme Richard was nearing the end of a maintenance period when the fire broke out, and among the work that had been done to the ship was a modernization of computer and other systems to support F-35B Joint Strike Fighter operations.

By September, the crew was already removing from the ship gear that hadn't been damaged by fire or water, Rear Adm. Philip Sobeck, the commanding officer of Expeditionary Strike Group 3 in San Diego, [told USNI News during a visit to the pier on Sept. 18.](#)

“We're not dismantling Bonhomme Richard at all, we're just preserving what we can,” he clarified, saying the gear could be put back into the ship if it was going to be rebuilt or could be put into the supply system if the ship was inactivated.

“The things that you can plug and play, we're using that for other class ships, other things, and keeping sort of the supply system going.”

Ver Hage told USNI News during the media call that the ship was extensively damaged, and part of assessing that damage was pulling out gear and looking at it more closely on the pier – everything from antennas on the mast to launching gear in the well deck.

“We knew that, whether we were going to repair or upgrade to a different configuration or decommission, that we needed that gear off the ship.

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So that allowed us to move out with confidence on getting the most sensitive equipment off the ship. And now that we have a decommissioning decision, we're going to get after some equipment that might be a little heavier, maybe down in the engineering spaces or electrical components or things that we would have left in place if it was going to be reused, if the ship was going to be brought back to life," the rear admiral said.

Ver Hage's team at Naval Sea Systems Command is working with Naval Supply Systems Command to determine what else to scavenge off the ship that could be useful in building up the readiness of other ships in the fleet.

It's unclear if any of the systems just installed during the recent modernization period could be saved. The Navy spent about \$250 million for an 18-month availability to upgrade Bonhomme Richard to support the F-35Bs. Ver Hage said that work was "clearly a loss" for the Navy and Marine Corps.

Navy Secretary Kenneth Braithwaite and Chief of Naval Operations Adm. Mike Gilday made the decision to scrap the ship last week, just before Thanksgiving, Ver Hage said. They informed Navy leadership and Congress today.

It's still unclear what will happen with the ship's crew, though Ver Hage said Naval Surface Force Pacific would work with the personnel system to ensure all Bonhomme Richard sailors are taken care of.

Ver Hage did not want to comment on what this could mean for future Navy procurement and trying to insert another amphibious assault ship to help replace Bonhomme Richard.

He said the current America-class LHAs cost about \$4.1 billion apiece and that Ingalls Shipbuilding has a hot production line, simply saying that the Navy is in a good place for LHA construction for now.

[Since the end of World War II, the Navy has lost less than 30 ships due to unforeseen circumstances](#), USNI News [reported following the fire aboard the Los Angeles-class nuclear attack boat USS Miami \(SSN-755\)](#) in 2012. The last ship scrapped ahead of its planned decommissioning date was USS Guardian (MCM-5) after the mine countermeasures ship was grounded on the Tubbataha coral reef in 2013 and had to be dismantled.



About Megan Eckstein

Megan Eckstein is the deputy editor for [USNI News](#). She previously covered Congress for Defense Daily and the U.S. surface navy and U.S. amphibious operations as an associate editor for Inside the Navy.

Seasons Greetings

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“A living hell”

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“A living hell:” The death of 50 people aboard the flaming USS Constellation in 1960

By Deb Kiner | dkiner@pennlive.com Updated Dec 19, 2020; Posted Dec 19, 2020



Smoke rises from the fire aboard the navy aircraft carrier USS Constellation at the Brooklyn Navy Yard on the East River in New York, Dec. 19, 1960. In the background is part of the Brooklyn waterfront. The fire began after a forklift collided with fuel tank as construction of the carrier neared completion. Fifty people were killed and hundreds injured. (AP Photo) AP

As rescuers looked for survivors on the USS Constellation, they found the dead – their hands still clutching their throats or trying to climb a ladder.

On Dec. 19, 1960 a massive fire roared aboard the world’s largest, newest aircraft carrier at the Brooklyn Naval Yard.

The tragedy killed 50 civilians who were working on the ship that was under construction. More than 300 people were injured.

Three days prior to the Constellation fire, New York had already suffered a tremendous loss when two airplanes collided in midair. The wreckage landed on city streets. The crash killed 134 people, including six on the ground.

According to the Associated Press, the crash was in the Park Slope section of Brooklyn.

Many of the same firefighters were called to both scenes.

According to the Associated Press story on the front page of The Patriot on Dec. 20, 1960, the Constellation fire, which roared for more than 12 hours, “started on

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“A living hell” (Cont.)

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the main deck when a small hoisting truck sheared off a plug on a tank of volatile jet aviation fuel. No planes were aboard, but the fuel was being used to flush the ship's piping system.

The liquid gushed along the deck into a well where a welder's torch ignited it. At first there seemed some hope of controlling the flames, but the fire suddenly exploded out of hand and ravaged the sleek, missile-carrying carrier stem to stern.

The blaze raged out of control from mid-morning until long after dark as firefighters, in a slow and agonizing battle, gradually confined it to narrowing sections of the huge ship.

At 9 p.m. EST, about 11 hours after it started, the fire still was out of control in the bow and stern sections of the nation's biggest warship.

Firemen hacked through 2 and a 1/2 -inch steel plates to pour water into the hull, only to have it come out as steam in an indication of the tremendous heat inside the vessel.

However, as the fire became more localized, a cutback was begun and some of 350 firemen and 70 pieces of equipment on the pier was released."

The Associated Press reported that local hospitals were "clogged to overflowing with choking, burned survivors."

More ominously, of the 4,200 people aboard when the fire broke out, an uncounted number were trapped below red-hot deck plating, at the mercy of flames and deadly fumes, their fate uncertain.

Rescuers fought to get into portions of the carrier's hull whence came muffled poundings from the men entombed, but still alive.

"I can't describe it any other way than a living hell," said a burly, 200-pound yard worker after a rescue trip into the bowels of the carrier. "God help those poor souls down there." Then the man, J.P. McLaughlin, burst into tears.

"It's hell," said another rescue worker, Harry Leed. "It's filled with smoke and the plates on the floor are so damned hot you can't stand still for even a minute without it burning into the soles of your feet."

Officials at the scene did not know how many people were below deck. The Associated Press reported, "Some of the casualties were drowning victims ... Others were found below decks, their hands clutching their throats in grim testimony of suffocation. One man was overcome by gas as he tried to climb a ladder to freedom. His body was recovered, still in its grotesque ascending position.

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“A living hell” (Cont.)

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Hundreds of survivors owed their lives to a massive rescue operation, launched as they scrambled for safety at the cry, “Leave the ship!”

Many made their way hand-over-hand down ropes and cables – some losing their grip and dropping into the icy East River waters, where they were picked up.

Eleven of the victims were found in a small room below deck where it appeared they had attempted to use handkerchiefs to filter the poisonous fumes.

The fire department chaplain said, “These men were all lying on the floor and in a way you could say they were huddled together like little puppies. All of those men were unburned and it appeared they had suffocated in this little room. It certainly wasn’t a pleasant site to see.”

According to the Naval History and Heritage Command, Constellation suffered \$75 million in damage. She was repaired and delivered to the Navy on Oct. 1, 1961.

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Content Administrator



NDW Region Chief Retires



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NDW Region Fire Chief Retires

Written by Kevin Grinder, NDW Deputy Fire Chief



Photo taken at NSF Indian Head on an emergency response for smoke in the building in early 2020, Chief Miedzinski supplementing staffing on his 56hr day to reduce overtime

On December 31, 2020 Naval District Washington (NDW) Region Fire Chief Charles P. (CP) Miedzinski will retire with 26 years of civilian government service. Chief Miedzinski began his career on August 22, 1994 at NSWC Carderock, located in Montgomery County, Maryland. Chief Miedzinski rose through the ranks becoming the Fire Chief at Carderock in 2002. When regionalization occurred within the NDW Fire Department, Chief Miedzinski moved to NSA Annapolis serving as the District Fire Chief, and then to NSA South Potomac (Indian Head/Dahlgren) as the District Chief, before serving as the Deputy Fire Chief, and being selected as the Region Fire Chief on May 6th 2012.

Chief Miedzinski was awarded the Navy Civilian Fire Officer of the Year in 2007 while serving as the District Fire Chief at NSA South Potomac for his work initiating and completing several objectives that increased

NDW Region Chief Retires

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the overall effectiveness of the Fire & Emergency Services Program at NSA South Potomac. In addition, he served as the CNIC N30 Advisory Board Chairman, from August 2014 to May 2016. Chief Miedzinski has provided NDW, and the NDW Fire & Emergency Services Program excellent leadership and supervision throughout his tenure.

Chief Miedzinski led the fire department through a series of high profile incidents, such as the Navy Yard Shooting, the series of Anthrax calls and scares at the Secret Service Mail Facility, a variety a severe weather events to include hurricanes, tropical storms, and our first earthquake.

Chief Miedzinski also led the department through its' first line of duty death in 2014 when Battalion Chief John McDonald succumbed to a medical emergency that occurred while on duty.

During 2017-2018 time period Chief Miedzinski led the effort to consolidate 6 existing collective bargaining agreements into one standard agreement throughout the region, and that document was successfully signed and executed in late 2018. Chief Miedzinski has continued to provide exceptional leadership to the NDW crisis action team (CAT) and the departments' members through policy development and enforcement now as we continue to navigate the COVID19 crisis and all that comes with it right up to his retirement date.

Chief Miedzinski is happily married to wife Mandy and resides in St. Mary's County Maryland where they have raised 4 boys, and are now enjoying life as grandparents. Chief Miedzinski is also a Past Chief & Life Member of the Hollywood Volunteer Fire Department, and has recently accepted the position of Fire Chief for the St. Mary's County Volunteer Fireboard Association.

A small socially distanced retirement ceremony will be held at Fire Station 20 at NSA Indian Head on December 15 to recognize Chief Miedzinski's service. A larger celebration will be planned for the Spring/Summer as COVID restrictions allow.



Hanukkah



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GITMO Champions Training

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Be Champions in Training for your Personnel

By Joshua S. Sarters, Assistant Chief NSGB

Where do you see yourself in our Fire Service? How do you want to be remembered when it is all over, what is the Legacy that you leave behind? How do you use your platform to make others better for the improvement of the whole? These are the questions that all Fire Department Training Officers should be asking themselves at every level. Knowing the answers will enable the True Training Officer to make an impact on this great Fire Service and be a Champion for their personnel!!

First you must establish trust, for this is the foundation of all things in Training. The establishment of trust must be multilateral between the assigned personnel within the organization and the Training Officer. You must get to know your personnel and allow them to get to know you. Without this piece, you will never realistically know what the needs of the people in your organization are, and therefore cannot be an effective change agent on the desired platform.



(T)oday, each of us will give our best...
(R)espect will spread from all of us...
(U)nstoppable passion will guide us...
(S)teadfast unity will hold us up and help us through challenges...
(T)ogether we can and will succeed!!!!

TRUST EACH OTHER and anything is achievable!

There are many tools out there that the Training Officer can utilize that will aid in the establishment of trust, every department's needs are different. In the words of one of my great mentors (Chief Sean Merrill) "There are no cookie cutter tactics"... You just have to simply step outside of your box in order to allow others to step outside of theirs, letting people in allows for them to let you in. Once that trust is secured, then and only then, you will be able to make the desired impact and be that Champion.

My approach, the six part "Firefighter Survival Series," "Teambuilding Fridays," and "Train with the Chief." A series of trust encircling team-built exercises and/or drills, that not only test the individual but emphasize the need for one another in a team based dynamic. Easier said than done, remember, the first step is for you as the Training Officer to step outside of your box. Hands-on is the key!! In each training evolution, be the first to show them how to do what it is that you want them to do. Seeing a leader, mentor, trainer put themselves out there is a major component in the aforementioned establishment of trust.

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GITMO Champions Training (Cont.)

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“Fire Fighter Survival Series”

****[Part-1]****

DENVER DRILL

(Prop Preferred / Training Tower Works, Feet First & Head First, It's All about Technique and Not Muscle, full gear and pack / no mask)

****[Part-2]****

DISORIENTED FIREFIGHTER

(Playground Drill, 200 ft of Charged 1 3/4", Smooth Bump Bump...To The Pump, Partner Communication)

****[Part-3]****

INTERIOR WALL BREACH

(Prop is easy to build if you don't have an old structure, 8' long X 4' high self-standing 2"x4" Wing Wall. 16" Studs. Place and Replace drywall sheets as needed for evolutions. Emphasis on the Backwards Swim Technique and the Pack Pass-Through Technique)

****[Part-4]****

HIGH POINT RIT & SELF-RESCUE

(Elevated Window -or- Balcony, (1)Single Rope using a Ladder as High Point, (2)Single Rope bail out, just Rope and Friction Repel)

****[Part-5]****

DENVER DRILL / NIGHT

(Revisit the Denver Drill but at night and in complete dark, rescuers should be masked up on air, downed firefighter should have Pass Activated, all lights other than Rescuer helmet lights should be turned off, full evolution should be made to be loud, dark, and as realistic as possible)

****[Part-6]****

LOW AIR SURVIVAL DRILL

(Induce rigorous activity until low air pass alarm activates, have the firefighter go down, time how long each firefighter takes to breath down the remaining air, Emphasis should be on Air Management...Skip Breathing...and mental game)

The entire series should be focused around Unity, Teamwork, and Encouragement!!!

Think of Leadership like a Tree... the Deeper and Stronger your Foundation of Roots are... the Taller and Sturdier your Leadership will Become... never Forget Your Roots and continue to pass on knowledge!



Interior Wall Breach Demonstration



High Point Self-Rescue Evolutions

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GITMO Champions Training (Cont.)

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**Train like
your life
depends on
it.**

“Teambuilding Fridays”

The concept is to dedicate one day per fortnight to an activity that is centered on trust and brotherhood / sisterhood. All too often we allow ourselves to get wrapped up into the day-to-day that we forget the core foundation to why we are here. Empower all levels, down to the probationary firefighter, to take a turn coming up with a new activity. This creates Buy-In and Ownership into the team, shift, department.

The idea of a teambuilding day did not come to me like an epiphany, in fact it was presented to me by a quiet, humble, hardworking firefighter wanting to bring back a little bit of the brotherhood that he felt was lost.

Big shout out to Firefighter Orain Thompson for having the Trust to present an idea and know that his voice would be heard and listened to. Yes, hearing someone does not necessarily mean you are listening to them. Allow yourself to listen to your personnel, your time and attention is one of the most important facets of our lifestyle that you can give them.

“Train with the Chief”

The Training Officer dedicates a day, where you drop everything and devote your time and energy to the most valuable asset that your organization has... It's Members! Tap into each and every member's idiosyncratic characteristics, and help them understand that all personnel have something to offer.



Driver/Operator Performance Test
each other every day!

Bottom line... be creative and make training FUN, fun for the Training Officer, fun for the Instructors, and fun for the learner. Enjoying the fun in training is why it's so Affective. Find the champion within you, be that champion for those around you, develop multilateral trust, grow your roots, and continue the circle of life!

Striving together, your TEAM knows no boundaries!



Wildland Field Day Exercise

Positive, motivational, teambuilding attitudes are just as infectious as negativity can be. Sometimes just a smile and a genuine greeting can change the pace/outcome of a single shift or training evolution. Multiple shifts or evolutions of this simple effort can alter the pace/outcome of a Week... Month ...Year ...Career. Find the best in



Night Time Denver Drill Evolutions

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SA Matters!

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Team Situational Awareness

By Rich Gasaway, PhD

I have many opportunities to talk with first responders about the importance of having Standard Operating Procedures (SOPs) or Standard Operating Guidelines (SOGs). These documents are essential to the safety of responders because they set the standard for training and for incident operations.



No Play Book



Imagine, if you can, a football team that has no playbook. The coaches and players are of the opinion they are so good, so well-practiced, and so experienced at the game that no playbook is needed. Under such conditions, a quarterback could simply convene a huddle and tell the team: “You’re all professionals... you know what to do”. And the huddle would

break and the team would line up to run the play. How do you think this team is going to do against their opponent? (I know, some of you have a particular team in mind as I’ve laid out this parable. Let it go. Maybe they’ll be better next season.)

The Play Book

The playbook is the plan. It’s the standard accepted and commonly understood action that will take place under normal operating conditions. When such a plan is in place, every team member can expect fellow team members to know, and understand, the plan and their actions will be in support of the plan. This creates a common operating picture and creates shared situational awareness. It helps team members manage expectations of other team members’ performance and it helps the commanders manage the overall incident expectations.

Deviations

No plan is perfect. In fact, General Dwight D. Eisenhower stated “No plan survives the first encounter with the enemy.” General Eisenhower also noted that Plans are useless, but the act of planning is priceless.” Planning helps responders get on the same page of understanding and expectations. When the plan won’t work, it’s perfectly fine – even essential – to deviate.



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SA Matters! ***(Cont.)***

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Rich Gasaway, PhD.

However, it is very important to communicate the deviation from the plan so others know why the standard, as written, won't work. This also helps to strengthen mutual understanding and cut down on confusion. When a crew is not doing what is expected, it will result in confusion. Communicating the deviation gets everyone dialed in to the new plan – with an explanation.

Realistic and Achievable

It is very important when developing standards that they be realistic and achievable for your organization. I worked with an organization that once “borrowed” standards from a much larger metropolitan fire department. The standards were, in general, exceptionally well-written and thorough. However, the smaller agency that adopted the standards did so without thoughtful consideration as to whether they could actually achieve the standards.

Well, that last sentence isn't exactly accurate. In my interview of command officers following a catastrophic event, they admitted to me that they knew their agency could not achieve the expectations laid out in the written standard – even on their best day with their maximum on-duty staffing. And while they knew it, they did not adjust the standard to be realistic and achievable for their specific agency. This ended up being a contributing factor to their tragic outcome.

Train to the Standard

Once a standard is established, it is critical that all personnel be trained to the standard. This does not mean “read this and sign-off.” If the standard addresses activities that require hands-on performance then the training must be hands-on. The muscles do not learn from verbal (or written) instructions. The muscles learn from muscle movement. If the standard addresses performance that requires muscle movement, drill on the standard.



Adjustments

Chances are good that once multiple drills are conducted on the standard, questions are going to arise and suggestions for how to improve the standard are going to surface. This should not only be expected, it should be embraced. Come on! Who among us can sit in an office and develop a perfect standard based on our imagined outcome? Standards must be battle-tested and adjusted after all. No standard should ever be written in stone, especially new ones.

Dr. Gasaway's Advice

One of the goals we should have for all responders is to ensure everyone is on the same page when it comes to how an incident is going to be handled. Ideally, that would be in writing. But if not in writing then, at a bare minimum, thoroughly understood verbally (which is much harder because the meaning can morph and change for each person who passes along verbal expectations).

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SA Matters! (Cont.)

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Think about professional football teams. No matter how good they are and how much they practice, they still have plays – written plays – that guide their actions. And they practice those written plays over and over again until they perfect them. Do they improvise in the moment? Of course they do. And you will too. No play, regardless of how much effort is put into its development, is perfect.



Test your playbook. Test it hard. Find its chinks and cracks and adjust it accordingly. For example, if you have a play that can only be run by the top 2% of your members, that play is not realistic. You either have to adjust the play, or work harder to get the members up to speed on how to run the play. Don't test your plays, have them fail during practice, and then be under the delusion that the plays will somehow work on the battlefield (fire

ground). That will almost never happen. And if it does, it will be more from luck than skill. A well-designed play, with repetitive, realistic practice, should have a low occurrence of failure. And each occurrence of failure should be evaluated to determine how and why it failed. Yes, what I am describing is time-consuming and full of effort. But on the fire ground, you may only get one opportunity for a proper, flawless execution.

Action Items



Evaluate your SOPs/SOGs to ensure you have a written game plan, especially for those activities that are high-risk and low-frequency. There is too much at stake to leave it to chance.

Discuss opportunities to improve existing SOPs and SOGs. What's not working? If you know it's not working, fix it!

Discuss opportunities to develop new SOPs/SOGs that will improve the common operating picture of members and improve operational safety.

Test your SOPs and SOGs to ensure they are realistic and achievable by your department. If they're not, adjust them and retrain.



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COVID 19 Vaccine FAQs

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The Immune System --- The Body's Defense Against Infection

By Joe Holly, MD FACEP FAEMS, Medical Director, Tennessee Department of Health, Office of Emergency Medical Services; 6 Dec 2020

To understand how COVID-19 vaccines work, it helps to first look at how our bodies fight illness. When germs, such as the virus that causes COVID-19, invade our bodies, they attack and multiply. This invasion, called an infection, is what causes illness. Our immune system uses several tools to fight infection. Blood contains red cells, which carry oxygen to tissues and organs, and white or immune cells, which fight infection. Different types of white blood cells fight infection in different ways:

- Macrophages are white blood cells that swallow up and digest germs and dead or dying cells. The macrophages leave behind parts of the invading germs called antigens. The body identifies antigens as dangerous and stimulates antibodies to attack them.
- B-lymphocytes are defensive white blood cells. They produce antibodies that attack the pieces of the virus left behind by the macrophages.
- T-lymphocytes are another type of defensive white blood cell. They attack cells in the body that have already been infected.

The first time a person is infected with the virus that causes COVID-19, it can take several days or weeks for their body to make and use all the germ-fighting tools needed to get over the infection. After the infection, the person's immune system remembers what it learned about how to protect the body against that disease.

The body keeps a few T-lymphocytes, called memory cells, that go into action quickly if the body encounters the same virus again. When the familiar antigens are detected, B-lymphocytes produce antibodies to attack them. Experts are still learning how long these memory cells protect a person against the virus that causes COVID-19.

How COVID-19 Vaccines Work

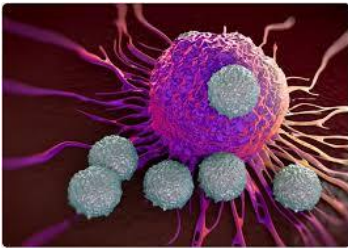
COVID-19 vaccines help our bodies develop immunity to the virus that causes COVID-19 without us having to get the illness. Different types of vaccines work in different ways to offer protection, but with all types of vaccines, the body is left with a supply of "memory" T-lymphocytes as well as B-lymphocytes that will remember how to fight that virus in the future.

It typically takes a few weeks for the body to produce T-lymphocytes and B-lymphocytes after vaccination. Therefore, it is possible that a person could be infected with the virus that causes COVID-19 just before or just after vaccination and then get sick because the vaccine did not have enough time to provide protection.

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COVID 19 Vaccine FAQs (Cont.)

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Sometimes after vaccination, the process of building immunity can cause symptoms, such as fever. These symptoms are normal and are a sign that the body is building immunity.

Types of Vaccines

Currently, there are three main types of COVID-19 vaccines that are undergoing large-scale (Phase 3) clinical trials in the United States. Below is a description of how each type of vaccine prompts our bodies to recognize and protect us from the virus that causes COVID-19. None of these vaccines can give you COVID-19.

- mRNA vaccines contain material from the virus that causes COVID-19 that gives our cells instructions for how to make a harmless protein that is unique to the virus. After our cells make copies of the protein, they destroy the genetic material from the vaccine. Our bodies recognize that the protein should not be there and build T-lymphocytes and B-lymphocytes that will remember how to fight the virus that causes COVID-19 if we are infected in the future.
- Protein subunit vaccines include harmless pieces (proteins) of the virus that cause COVID-19 instead of the entire germ. Once vaccinated, our immune system recognizes that the proteins don't belong in the body and begins making T-lymphocytes and antibodies. If we are ever infected in the future, memory cells will recognize and fight the virus.
- Vector vaccines contain a weakened version of a live virus—a different virus than the one that causes COVID-19—that has genetic material from the virus that causes COVID-19 inserted in it (this is called a viral vector). Once the viral vector is inside our cells, the genetic material gives cells instructions to make a protein that is unique to the virus that causes COVID-19. Using these instructions, our cells make copies of the protein. This prompts our bodies to build T-lymphocytes and B-lymphocytes that will remember how to fight that virus if we are infected in the future.



TSP



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TSP Fund Performance

Year	L Income	L 2030	L 2040	L 2050	G Fund	F Fund	U.S. Aggregate Index	C Fund	S Fund	I Fund
Last 12 months	4.81%	10.22%	11.86%	13.24%	1.05%	7.27%	7.28%	17.36%	25.59%	6.72%
2020 YTD	4.04%	8.24%	9.51%	10.56%	0.89%	7.35%	7.36%	13.93%	22.95%	3.37%
2019	7.60%	17.60%	20.69%	23.33%	2.24%	8.68%	8.72%	31.45%	27.97%	22.47%
2018	0.71%	-3.58%	-4.89%	-6.02%	2.91%	0.15%	0.01%	-4.41%	-9.26%	-13.43%
2017	6.19%	14.54%	16.77%	18.81%	2.33%	3.82%	3.54%	21.82%	18.22%	25.42%
2016	3.58%	7.07%	7.90%	8.65%	1.82%	2.91%	2.65%	12.01%	16.35%	2.10%
2015	1.85%	1.04%	0.73%	0.45%	2.04%	0.91%	0.55%	1.46%	-2.92%	-0.51%
2014	3.77%	5.74%	6.22%	6.37%	2.31%	6.73%	5.97%	13.78%	7.80%	-5.27%
2013	6.97%	20.16%	23.23%	26.20%	1.89%	-1.68%	-2.03%	32.45%	38.35%	22.13%
2012	4.77%	12.61%	14.27%	15.85%	1.47%	4.29%	4.22%	16.07%	18.57%	18.62%

TSP Fund Performance Table, 29 Dec 2020

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Navy F&ES Legacy

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