



What's Happening

Navy Fire and Emergency Services Newsletter
Protecting Those Who Defend America



February 2022

Omni Cedo Domus

Vol 20 No 2

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CY2021 Navy F&ES Award Winners Announced

By: What's Happening Staff

Late on February 23rd VADM Yancy B. Lindsey, Commander, Navy Installations Command announced the results of the Calendar Year 2021 Navy Fire & Emergency Services Awards competition. Congratulations to our winners! Stay tuned for photos and stories in the March edition of *What's Happening*.

Small Fire Department of the Year: NSA Naples

Medium Department of the Year: Navy Region Hawaii, District 2

Large Fire Department of the Year: Commander, Fleet Activities Sasebo

Fire Prevention Program of the Year: Commander, Fleet Activities Sasebo

Military Firefighter of the Year: ABH2 (AW/SW) Ryan Fuentes, NAS Sigonella

Civilian Firefighter of the Year: Christopher Terlaje, NSA Souda Bay

Military Fire Officer of the Year: ABH1 (AW/SW/IW) Raul Garcia Villavicencio, NSF Thurmont

Civilian Fire Officer of the Year: Kekoa Gonzales, Navy Region Hawaii, District 2

Fire Service Instructor of the Year: Mark Berry, Naval Base Guam

EMS Provider of the Year: Jeremy McElroy, Navy Region Mid-Atlantic, District 1

Fire Inspector of the Year: John Serrato, Commander, Fleet Activities Yokosuka

Fire Chief of the Year: Jeremy Rhode, Navy Region Hawaii, District 2

Navy F&ES Hall of Fame, Class of 2021:

- Joseph Thompson, Fire Chief (retired) NDW Central Fire Battalion
- Stuart Cook, Fire Chief (retired) Naval Air Station Fallon
- Kenneth Jeffery, Assistant Fire Chief (deceased), Submarine Base New London

Navy F&ES Lifetime Achievement Award:

- James 'Jim' LaConte, Fire Chief (retired), Navy Region Southeast
- ABHCS (AW) Anthony Tranumn, (retired) Commander, Navy Installations Command

BRAVO ZULU!



From the Director:

I am honored to endorse this year's Navy F&ES Annual Award Winners, Lifetime Achievement and Hall of Fame Inductees. As we read through all the nominations it is enlightening to see all the achievements occurring at the installations. Navy F&ES is certainly making a very positive impact on readiness and mission assurance at

each Installation. Congratulations to all the Navy Award winners and BZ to all the nominees as well. I am certain our award winners will do well at the next level of DoD competition.

Some of the most recent key personnel changes

Continued next page...



Supporting the Fleet, Fighter, and Family



From the Director (continued from Page 1)

Across Navy Fire & Emergency Services are: Chief Bill Casey was selected to serve at the EURAFCENT Regional Deputy Chief, Chief Brian Bartles is now on board as the District Chief for Mid-Atlantic's District 10 (NAVSTA Great Lakes), Chief Shannon Pawlowski was selected as Mid-Atlantic's District Chief for District 8 (PNSY and NCTAMSLT Cutler), Mid-Atlantic's District Chief Glenn Whitehouse has earned a well deserve retirement, Regional Fire Chief James LaConte retired from Navy Region SE, and Chief Rodolfo Gonzales was selected as the new SE Region Fire Chief. District Chief Kenneth Snyder retired from Navy Region Mid Atlantic's District 3 (NAS Oceana/JEB Little Creek-Fort Story), Chief Christopher Connelly has moved to JRM Region Fire Chief, and Chief Robert Sepulveda was selected as the Navy Region SW Fire Chief. Chief Robert Whittemore has been selected as the SW Region Deputy Fire Chief. These are just a few of the recent changes, promotions and retirements... as you can tell we have many changes with key staff members and it is very refreshing to see these professionals move up into these critical positions of F&ES leadership, I am sure they are

all ready for the challenge.

We received some good feedback on our January Newsletter, and we certainly hope you find this month's edition informative. As always we are seeking information to share; please submit any feedback or recommendations for future articles. Additionally, we are considering adding a few reoccurring features as well.

Thanks to all the DoD F&ES Staff who serve,
Protecting Those Who Defend America.

Carl

March is Women's History Month!

Join in
commemorating
and encouraging
the study,
observance, and
celebration of the
vital role of women
in American
history.



Celebrate
**WOMEN'S
HISTORY
MONTH**
March

Fire Drill on Nested Ships Presents Challenges, Lessons for CNRJ

By: Fire Chief Robert Wimes, CNRJ Fire & Emergency Services, Yokosuka, Japan

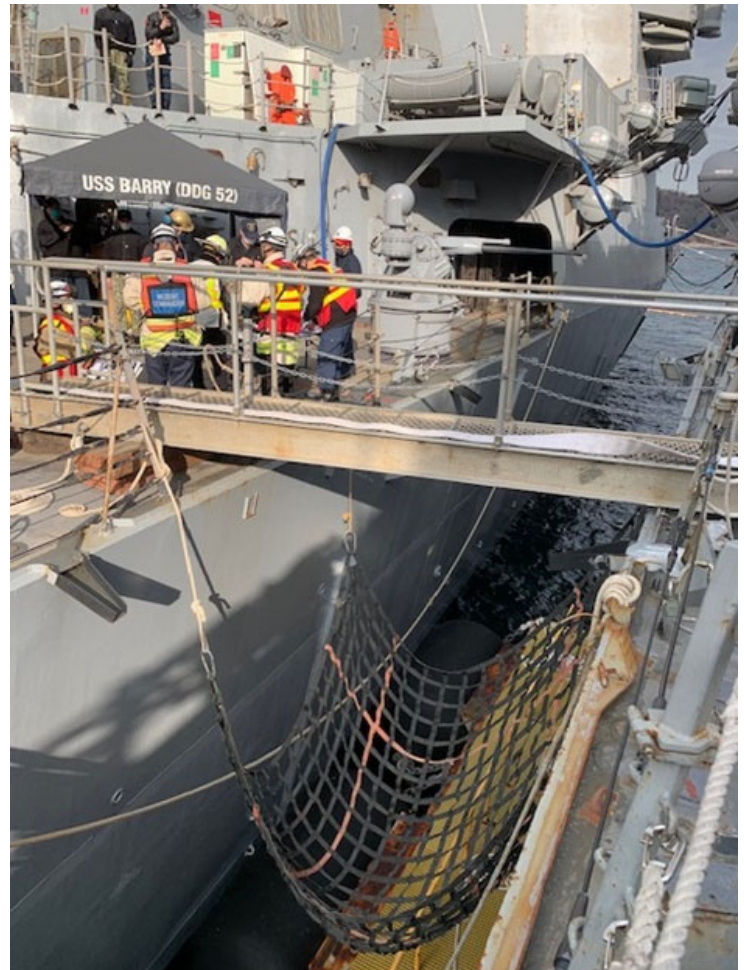
Nesting of Navy submarines and ships has always been a common sight in Navy ports. With mission changes and pier infrastructure providing differing service levels, nesting will continue to be used frequently.

Commander Navy Region Japan firefighters recently teamed with two ships nesting in Commander Fleet Activities Yokosuka to develop procedures for supporting firefighting efforts on outboard nested ships.

For this project, from the pier (inboard to outboard), USS HOWARD (DDG-83) and USS BARRY (DDG-52) presented different operational statuses, levels of maintenance with shore service lines, and each maintained their munition loads. A third ship, USS BENFOLD (DDG-65) was also nested there, but not considered in this scenario.

There were two main challenges to this nested firefighting operation different from a 'normal' single-ship response: getting pier water across the ships and negotiating the various maintenance activities and structures on the ships. We first tried to take the supply hose from the pier, across the first flight deck, across the water

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Brow between USS HOWARD and USS BARRY. Note the gap between ships, and the fall net.

Fire Drill on Nested Ships Presents Challenges, Lessons for CNRJ (continued from Page 2)

onto the second flight deck, and then on to an upper deck for riser connection. Then we considered from launcher deck to launcher deck (which would have been shorter), but maintenance activities prevented that option. In the end, the hose distances, location of ship risers, and myriad maintenance obstacles made laying supply hose across the various brows the most efficient procedure.

We then conducted a full-scale Chapter-12 drill to solidify procedures. Unlike in single-ship drills, in this configuration/situation, the aerial device provided no reach advantage, so an engine (vice the default aerial) could stretch supply hose all the way. Since an engine is a bit more maneuverable than an aerial, time to lay the supply line could be reduced.

We noticed six other aspects that were different in this nested drill.

1. Each ship had their own Quarterdeck to check-through, which can present some coordination issues.
2. Taking people and equipment across the intermediate brow, over water, increased the opportunity of 'water drops', even with netting.
3. Each ship wanted to stand-up their own Staging area on their ships, which made accountability more difficult.
4. Rescue and Assistance Teams from the inboard, unaffected ship should be quickly available, which enhanced the pool of responders.
5. Each ship's medical staffs can work together to aug-

ment pier-side Rehab, which bolstered that capability.

6. Running supply hose (even 3-inch) across the various brows 'slightly fouled' these main access routes, which increased the risk of bottlenecks or tripping.

CNRJ firefighters, the USS BARRY, and the USS HOWARD worked very well together on this project.



Upper Right: CNRJ firefighters in Staging-note supply line to brow.

Left: CNRJ Firefighters assist ship forces with 'equipment drop'

The eagerness and positive attitude were demonstrated throughout to a degree that the ship/shore seam all but disappeared. If we have a real nested ship fire to sup-

port, the waterfront will be better prepared and perhaps our lessons can help ports across the Navy with this common situation.

Black History Month Celebrated in February

In February, the Department of the Navy (DON) celebrates African American/Black History Month and the significant role that African Americans, both past and present, have played in the defense of our Nation. Within the DON, African Americans have served in ground and aviation combat units, aboard U.S. Navy ships and submarines, in diplomatic missions, and in many other critical positions supporting organizations around the world. Equally important is the role of our African American

civilian employees serving alongside our Marines and Sailors in operational and support roles, as well as in critical science, engineering, and policy-making career fields. Their contributions and sacrifice to our Nation are not just a part of African American history, but American history.

In 2022, we recognize the accomplishments of our predecessors, and acknowledge the achievements of our present day teammates.

A Scientific Equation for Firefighting

By: Assistant Chief Jeffrey R. Groth (Retired), NAS Lemoore

To summarize what we do and who we are, it would have to be “problem solvers”. When you peel back the layers to the very heart of what we do, we solve problems. That is the meat and potatoes of our craft. The tones go off, day or night, rain or shine, 24/7, and we respond to ultimately solve a problem. Whether it be extricating a patient from a mangled car, managing a mass casualty incident combating a wild-land, aircraft, shipboard or structure fire, mitigating a HAZMAT emergency or sifting through the aftermath of a natural disaster, we solve problems. Having too many unknown factors or uncertain circumstances surrounding an event can exponentially compound the complexity of an incident.

I am going to use a scientific equation as an example to illustrate my thought processes with reference to solving these problems. Take this scientific equation for example:

$$L + I^2 \left(\frac{R}{G} \right) (T^4) = A$$

A scientific equation is made up of known constants or controls and variables or unknowns. The key to solving the equation is minimizing, reducing, and solving for the variables as well as knowing the value of the constants and controls. If I were to give you the values of L, I, R, G, T and A, it would really simplify this equation. So that is what I am going to do...

L= LEADERSHIP

Leadership is a key component to solving the equation. The leader sets the stage for the mitigation of the incident. The leader needs to have and exhibit prominent characteristics that ultimately foster and cultivate respect, respectability, and authenticity. Strive to earn that reputation as a team builder as opposed to a negative head-hunter. It is very easy to get sucked into negativity, and you will find that you just end up circling the drain. You need to stay positive and build your team up as opposed to tearing them down. When you live under the same roof with your fellow brothers and sisters, they will ultimately know you better than you know yourself. Any conduct or behavior that is fake, just won't pass the “smell test”. It is important to be authentic.

With regards to communications, the tone and sound of the leader's voice during radio communications can be contagious amongst the crews. If your voice is shaken, crackling, rattled, and full of fear, then your crews will be afraid. Communications needs to be confident, calm, collected, and your emotions need to be controlled. I remember the first structure fire I responded to as a volunteer firefighter. I remember the Captain huddled us together and gave us the incident action plan. What stuck with

me was the fact that his tone of voice was as if we were all sitting around the dinner table enjoying a good fire-house meal. That was over twenty years ago and I will never forget it. If you have taken the time to develop inter-personal relationships with your team, then those inter-personal relationships will strengthen the professional relationships. Firefighters need to believe that you genuinely care for them; not because you have to, but because you have developed those relationships and see them as a family.

There are certain characteristics and qualities that are the building blocks of an effective leader. One needs to have a positive attitude, professional demeanor, effective communications skills (to include active listening), morals, ethics, values, honor, and integrity. Leaders should apply the basic managerial guiding administrative principles to include chain of command, span of control, and division of labor. A well versed and seasoned experience base with the Incident Command System is a “must” for successful incident mitigation. Additionally, a good leader is unselfishly dedicated and committed to the mission, department, and the team.

I² = INSPECTIONS AND INVENTORIES

Apparatus pre-operational inspections and itemized equipment inventories are key components to operational readiness and preparedness. These specific target areas are “high value” areas that can make or break the mitigation of your incident.

Remember, the drivers of these apparatus are driving anywhere from a 45,000 to 86,000 pound truck, with passengers, in excess of the speed limit (exercising due regard). These drivers are responding to an emergency. It

is natural to have heightened stress and duress. Typically, the adrenaline starts churning and the heart starts pumping. Your pulse rate goes from a resting heart-rate of 60 to 80 bpm to 120 bpm in a matter of seconds. Your body is preparing for the fight or flight

response. The safety of the crew has its foundation, reliance, and dependence upon a calm, cool, and composed driver's mentality as well as a thorough pre-operational inspection. Pre-operational inspections should be conducted in accordance with a set standard. The crew needs to have full faith and confidence that the driver is going to get that apparatus and its crew to the scene safely. Thorough pre-operational inspections in accordance with manufacturer's operations manuals are a proactive preventative approach to ensuring that the apparatus is “battle ready”.



A Scientific Equation for Firefighting

(continued from page 4)

$$L + I^2 \left(\frac{R}{G} \right) (T^4) = A$$

The manufacturer's operations manual has deep seated roots in safety.

I specifically remember an aircraft emergency when the ARFF apparatus stalled out while responding to the call. When trouble shooting the apparatus, we had found that the belts driving the alternator were broken and just sitting on top of the engine. You have to wonder if the belts had just broke, or was this deficiency not recognized, discovered, or reported during the pre-operational inspection. Only the driver really knows. I really can't emphasize the value and importance of thorough pre-operational inspections enough.

Drivers don't need to be gear heads or mechanics, but at least have a fundamental working knowledge of the apparatus. Because these pre-operational inspections occur daily, drivers sometimes have a tendency to get relaxed and complacent with reference to inspections. Drivers should maintain resilience, resolve and stay the course and recognize that, as an Engineer, the lives of the crew are in your hands. We can't control the weather or traffic, but we have full control of the operational readiness of our apparatus. The pre-operational inspections are a constant that is well within are capabilities to control.

The apparatus inventories are equally important. Itemized inventories involve visual inspections of the tools as well. The apparatus compartments should be "showcase" ready. Tools should be mounted in accordance with NFPA 1901 and the tools should be clean, sharpened, and ready to go.

When we arrive on scene and we are missing key pieces of equipment; it forces Fire Officers to exercise ingenuity and creativity to overcome that set back. These efforts complicate the incident, and Fire Officers have to invest precious time in circumventing the obstacle opposed to addressing the immediate and expeditious mitigation of the incident. Itemized apparatus inventories are a pro-active preventative approach that we can take to ensure that the apparatus and its complement of equipment is "battle ready". This is an example of another "constant" that we can control.

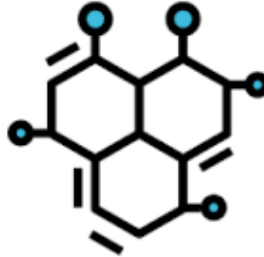
Apparatus inspections and inventories are an opportunity to show case our professional "pride of ownership" mentality. These inspections and inventories are a pro-active, preventative approach that enhances proficiency, efficiency, and facilitates a "battle ready" mindset. A survivalist perspective coupled with a "no wasted movement" philosophy greatly enhances mission readiness and efficiency.

T= TRAINING

Training is another key component. Training may

even be the most important component. The training program should have an annual training plan that includes standardized consistent lesson plans with didactic and practical applications to include an evaluation process with remedial training. If the firefighter can't do his/her job, you will find yourself stepping in to do their job, and you will ultimately fail at yours!

Apply the basic components (prepare, present, apply, and evaluate) to your training delivery. Standard operating procedures should be developed that reinforce the lesson plans. These standard operating procedures should reference the recognized standards of IFSTA and NFPA.



Another, often overlooked and underestimated, component of training is fitness. It is important to emphasize that fitness is multi-faceted. Fitness can be broken down into different categories: physical, mental, emotional, social, and spiritual. Each of these categories requires exercise to ensure that you are "fit for duty".

R= RISK vs G= GAIN

It is important to evaluate "risk vs gain" during emergencies. Operations should be tailored to the available resources, as well as capabilities of the crews on scene. Although Chief Officers spend a great deal of time performing administrative tasks, I am a firm believer that Chief Officers should be involved in training evolutions and drills. Chief Officers should have keen insight as to who the resident experts or subject matter experts are in an effort to assign tasks accordingly. Assigning the right personnel to the right positions during an incident attributes to the successful mitigation of the incident.

A= ACCREDITATION

The final piece of the equation is accreditation, resulting in a self-assessment that affords departments the opportunity to evaluate their department against set criterion. Departments benefit from Peer Assessments whereas external eyes contribute to the assessment with an external, unbiased viewpoint that can be "eye opening" and exceptionally beneficial.

In summary, solving this scientific equation is as simple or as difficult as you choose to make it. The difficulty is inversely proportional to your preparation. The Navy Seals have a coin phrase that I have tailored to firefighting: "It is better to sweat on the training ground, than to bleed on the fire ground". If you read NIOSH Firefighter Fatalities reports and summaries, the fatalities are often attributed to lack of standard operating procedures, training, as well as other factors referenced in this article. With over 20 years of working in the fire department, I am a firm believer that fire departments need to be progressive, and continue to grow and evolve. Every step should be a step forward, never backwards.

Chief Groth retired in 2021 with 32 years of service,

Naval Base Guam Strengthens Ties with Mutual Aid Partner during Joint Exercise

By Assistant Chief Mark Berry

Naval Base Guam Fire and Emergency Services has a long history with its mutual aid partner – the Guam Fire Department (GFD). Both have spent many man-hours fighting wildland fires on the island, responding to medical and structural emergencies, and enjoying a friendly rivalry during the island's Firefighter Challenge.

Joint Region Marianas Fire and Emergency Services has been adopting the lessons learned from the USS BONHOMME RICHARD fire. An excellent opportunity to put new practices and procedures in place is presented with the upcoming NAVSEA Audit of the USS EMORY S. LAND (AS-39), and the scenario of a major fire onboard the vessel. One major first was the advent of our mutual aid partner participating on-scene at a major ship casualty, as opposed to backfilling the Naval Base Guam fire stations.

Prior to the exercise, GFD was given an orientation tour of the wharf, the NBG fire apparatus and equipment that will respond, and the expected support needed from their department when the call goes out for mutual aid.

On February 2, 2022 the exercise kicked off in the morning as planned. Firefighters from USS EMORY S.

LAND including Navy sailors and civilian mariners were quickly overwhelmed by the fire onboard the vessel and called 911 for assistance from the base. Naval Base Guam Fire and Emergency Services arrived on scene and immediately integrated with Ships Forces to combat the casualty. In accordance with the mutual aid agreement between Joint Region Marianas and the Government of Guam, a request was sent for additional support from GFD.



Upon arrival, GFD was given tasks on the wharf to support the Off-hull Incident Commander. Those tasks ranged from SCBA refill, triage, and assisting with Rehab; freeing up NBG F&ES Firefighters to integrate on multiple hose lines to successfully

combat the fire. "Collaboration with the Guam Fire Department resulted in a seamless, and successful operation and solidified our partnership within the framework of the mutual aid agreement," said NBG Fire Chief Gifton A. Lawrence Jr. Plans are in the works for more collaborations with the Guam Fire Department in the future.



NAS-JRB Fort Worth receives Accredited Agency Status in December

By: Captain Robert Lee Crawford III, NAS-JRB Fort Worth F&ES

Naval Air Station (NAS) Joint Reserve Base (JRB) Fort Worth Fire and Emergency Services in Fort Worth, Texas was recently awarded Accredited Agency status with the Commission on Fire Accreditation International (CFAI) for meeting the criteria established through the CFAI's voluntary self-assessment and accreditation program. The NAS JRB Fort Worth F&ES is one of more than 292 agencies to achieve Internationally Accredited Agency status with the CFAI and the Center for Public Safety Excellence, Inc. (CPSE).

Of those agencies only 67 are DoD installations, and only 4 installations are in Navy Region Southeast. A few other accredited municipal agencies in the area include Plano, College Station, El Paso, Frisco, San Antonio, Cedar Park, Southlake, Houston, Amarillo, Sheppard AFB and San Angelo.

During NAS-JRB's journey for Accredited Status, they were fortunate enough to have Washington Township, Ohio, Fire Chief Scott Kujawa along Regional Fire Chief Robert Sepulveda on the site visit at NAS JRB Fort Worth as two of our four appointed peer assessors. During the Commission hearing, Chief Scott Kujawa stated, "We found an agency that embraces principles of continuous process improvement. Their dedication to the process is characterized by actions including their staff's commitment to foster a culture of safety that was very evident during the site visit." Fire Chief Scott Kujawa also said, "It was also evident that their base leadership is a strong advocate for the fire department. Our team identified 8 recommendations which will help this strong organization become even more efficient in their operation. The fire chief and his staff are completely committed

to the process, and I'm honored to present the agency for recommendation for accredited status."

Led by their Accreditation Manager and Assistant Chief-Operations Samson DeSessa along with Fire Chief Matthew McQuaig the team successfully assessed and documented 10 categories outlined in the 410-page Fire Emergency Service Self-Assessment Manual (FESSAM). The FESSAM included 252 performance indicators, of which 86 were Critical Criteria that would directly impact Accredited Status. The Team also authored a detailed Strategic Plan and the Community Risk Assessment Standards of Cover (CRA-SOC). Additional front-runners on the team were Firefighter/Medic and newly appointed Accreditation Manager, Nicholas Hagan. Mr. Hagan served as the Data Analytics Lead where he constructed multiple tracking tools, thanks to guidance and support from Assistant Chief Tommy Martin from Kings Bay, GA. These

tools pulled thousands of data points outlined within a 3-year period along with many intricate charts to codify key data metrics.

Captain Robert Crawford served as the Administrative Lead where he created 24 excel trackers for exhibit status and location and uploaded 602 exhibits for references prior to the site visit. There were many more key players in the road to Accredited Status, so this only names a few. NAS JRB Fort Worth is excited to obtain Accredited Status and continue to improve and innovate many processes within the department while ***Protecting Those Who Defend America.***



Camp Pendleton Crews Mitigate Chlorine Spill

By: Division Chief Ryan Rushing, Camp Pendleton F&ES

On February 7, 2022, at 0909 hours, Engine 273 (E273) responded to a report of Chlorine leak at Building 13016 (13 Area pool) at the USMC's Camp Pendleton (CA). Upon arrival, E273 identified a spill of approximately 20 gallons of a mixture of water migrating from the pool's Chlorine room. Incident Command was established and the crew of E273 began denying entry to the area as well as initiating sheltering in place to the adjacent structures (Fisher Daycare, Ward Lodging and BLDG 16105). A resource request was submitted through dispatch for the Hazmat Team, additional Engine, Rescue, Ambulance and Chief Officer.

Hazmat 271 (HM271), Rescue 271 (R271), Rescue Ambulance 275 (R275), and Chief 2706 (D2706) arrived on scene at 0910 hours. Command was passed to D2706, HM271 assumed Hazmat Group Supervisor, and E273 was assigned to DECON. The Entry Team

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Camp Pendleton Crews Mitigate Chlorine Spill (continued from page 7)

made entry into the hot zone with Level A PPE and found a 500-gallon holding tank of Chlorine that had overfilled and began leaking.

The Entry Team determined the cause was incorrectly positioned valves in the feeding system, causing the holding tank to overfill. The initial Entry Team was able to secure the valves to stop the over-pressurization of the tank. The team was directed to DECON while the second Level A Entry Team entered the hot zone to pump down the tank below the overfill level. Once the tank was stabilized, the team began neutralizing the remaining spillage on the ground using soda ash from the Hazmat Truck and what was found on site.

The contractor in charge of all the pools on the installation was able to bring additional soda ash to the incident. The second Entry Team vacated the hot zone and was directed to DECON. Once the soda ash was spread out throughout the spill, the Hazmat Team tested the liquid with PH paper and received a range of 6.8 and 7.0. Environmental, Security, water/storm drain representative, and the pool contractor were all on site providing support to the Hazmat Team.



Submarine Base New London crews prevent “Mike” boat from sinking

By District Chief Tommy Clapsadle

On the Morning of February 18, 2022, a high wind advisory was issued for Southeastern Connecticut including Submarine Base New London with wind gusts forecasted to reach 50 -60 mph. At 0650 Hours Navy Region Mid-Atlantic Fire & Emergency Services Station 23 at New London had a walk in report of a boat sinking at Pier 12. District 6, along with Engine 61, Ambulance 600, Tower 65, Assistant 6 and Battalion 6 arrived on scene to find a “MIKE-boat” (Landing Craft, Mechanized) operated by the Submarine Technical Support Center (STSC) taking on water.

F&ES crews quickly deployed two submersible pumps on board the boat. The stern of the boat was filling with water and one pump was set up through the engine room hatch, while the second pump was placed to remove water amid ship. SBNL Public Works dispatched a Vac-truck to assist with water removal as well. Once the majority of water was removed from the engine compartment, the crew of the Naval Submarine Support Facility (NSSF) was able to evaluate and secure the leak.



Black History Month...Our own “man of many firsts”

By Lieutenant Scot Best, Ridge Volunteer Fire Department

Continuing our celebration of Black History Month showcasing African-American contributions to the Fire/EMS services, Ridge VFD would like to spotlight the many accomplishments of one of our members... Firefighter/Paramedic Darius Hawkins.

For more than 20 years, Darius has dedicated his time/life to the Fire and Emergency Medical Services (EMS) in Southern Maryland, and beyond. He started his journey as a volunteer Firefighter with the Ridge Volunteer Fire Department in January 2000. During his time with RVFD, Darius has served as Firefighter/EMT/Paramedic, Sergeant, Lieutenant, Captain, Engineer, and Deputy Fire Chief. He was the first African-American to hold many of these positions in our Department, most notably, the position of Deputy Fire Chief. Darius is still a loyal member of RVFD.

In 2005, Darius began training to become a Nationally Registered and Maryland-licensed Paramedic. In addition to his service at Ridge VFD, he began volunteering with the St. Mary's County Advanced Life Support Unit (SMALS). In 2013, Darius earned his NREMT-P and Maryland licensure, becoming the first African-American Paramedic in St. Mary's County, MD. Darius volunteered with SMALS until September 2021.

In July 2009, Darius began his professional career with the Naval District Washington Fire Department (NDWFD) as a Firefighter/EMT. NDWFD is the Department of Defense (DoD) fire department system that supports Navy operations by providing fire protection and EMS services to a number of Naval facilities in the Washington D.C. area. Darius started at Engine Company 2 Naval Air Station (NAS) Patuxent River (MD). In December 2020, Darius was selected as NDWFD's newly formed Central Battalion Chief of EMS, making him not only the first person to hold this position, but also the first African-American in this position. As Battalion Chief EMS, Darius is responsible for the planning, coordination, implementation, and evaluation of all phases



Darius Hawkins, Naval District Washington

of NDWFD's comprehensive EMS program, with additional responsibilities of serving as relief Battalion Chief and/or Incident Commander on emergencies.

Other notable Fire/EMS positions/duties: as a paid paramedic and instructor with MedStar SiTEL since 2015; instructor of American Heart Association (AHA) programs and resuscitation events including Basic Life Support (BLS), Advanced Cardiac Life Support (ACLS), and Pediatric Advanced Life Support (PALS) courses; and as a paid paramedic with the St. Mary's County (MD) Department of Emergency Services since 2021.

In his “spare time,” Darius also owns and operates his own small business, Mobile Mechanics. He is an ASE-Certified automotive technician.

We here at Ridge VFD are honored to have such a dedicated Fire/EMS practitioner in our membership. We are extremely proud of Darius' service to us, St. Mary's County, and the Department of Defense.

Accreditation Workshops for 2022

By: What's Happening Staff

Various Quality Improvement Through Accreditation (QITA) workshops are scheduled for 2022. The information contained in these sessions is valuable to your chiefs, accreditation managers and other personnel interested in pursuing, maintaining, and renewing accreditation. Seats are available in all of the following opportunities:

USAG Detroit (MI) Class dates – 25-27 April 2022	NR Southwest, San Diego (CA) Class dates – 16-18 May 2022
Anderson AFB (Guam) Class dates – 18-20 May 2022	NAS Ft Worth (TX) Class dates – 14-16 June 2022
USAF Academy (CO) Class dates 8-11 August 2022	Westover ARB (MA) Class dates 13-15 September 2022

Scheduling is pending for these locations: Ramstein AB, Germany; Parris Island (SC); and DLA Richmond (VA).

The CNIC N30 point of contact for any questions and for enrollment is Chris Handley, Program Manager - N30 F&ES Integration, (202) 433-7744, christopher.handley@navy.mil.



NAS Kingsville F&ES answers the call during busy January, February

By Fire Chief Eric Kinman, NAS Kingsville Fire & Emergency Services

Firefighters at NAS Kingsville have been quite busy during the first two months of 2022. Not only have they conducted hose testing, participated in Citadel Shield/Solid Curtain drills, and Bulk Fuel Storage Drills, they have responded to four mutual aid calls. Mutual Aid responses have all been but routine; trailer fire, motel fire in Bishop, and most recently a brush fire in Ricardo and a house fire in Kleberg County.

During the motel fire, NAS Kingsville crews were assigned search and rescue. Crews cleared the fire floor and performed overhaul while searching for hot spots. NAS Kingsville firefighters' quick action were vital to containing the fire to one room while one person was sent to the hospital with smoke inhalation.

Most recently the winds in south Texas have been blowing and increased brush fires in the region. Crews responded to a call for immediate need to assist in containing a fast moving fire threatening four residences and looking to jump onto a nearby ranch. NAS Kingsville firefighters acted quickly to stop forward progression of the fire, saving homes and preventing it from spreading onto the ranch.

I am extremely proud to lead this department of highly trained professionals. They take deep pride in being the best and providing the greatest service to the community.

Multi-Agency Training with NAS Souda Bay, Greek Host Nation

By F&ES Fire Chief Tim Dias, NSA Souda Bay

Naval Support Activity (NSA) Souda Bay Fire & Emergency Services (F&ES) and Host Nation Emergency Responders in Crete, Greece completed a multi-agency joint readiness training event on Feb. 17, 2022. The training brought together support teams from the Chania International Airport; the 115th Combat Wing, Hellenic Air Force; Fraport Greece (responsible for maintaining, operating and managing the airport); the Chania Hospital staff; and the Chania Ambulance services.

The training event focused on a mass casualty incident (MCI). When this occurs, it is a disaster involving a large number of injured people and overwhelms the normal capabilities of local emergency services. Joint agency response is the key to ensure adequate resources are available to mitigate an MCI and improve patient outcomes. Planning and training is how departments prepare for and establish order during chaos. The primary goal for this training is to simulate multiple high-volume, high acuity scenarios, and identify the resources (personnel, equipment, processes and procedures) required to mitigate the emergency.

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Multi-Agency Training with NAS Souda Bay, Greek Host Nation (continued from page 10)

The exercise promoted readiness and coordination between the supporting emergency services that would respond in the event of an MCI at the airport. This opportunity tested capabilities and allowed NSA Souda Bay F&ES and all responding agencies to demonstrate skills, and discuss and compare established procedures and requirements outlined in the Chania Airport Response Plan against agency response procedures. Although there were differences in applied tactics, there was a common understanding of mission objectives. All the participants worked hand-in-hand to successfully manage the incident. In total, over 120 responders participated in the exercise, effectively demonstrating the capability to mitigate a catastrophic incident. The exercise was a huge success and continues to establish a great working relationship with the Greek host nation response agencies and NSA Souda Bay.



NAVSTA Rota F&ES Provides Excellence Through Training

By: Assistant Chief Manny Alam, EURAFCENT

“Firefighters are always students, learning is required till retirement” – Deputy Chief Tim Leidig of Mundelein FD. This statement rings true as EURAFCENT firefighters support each other regardless of department/location.

Naval Station Rota (Spain) Fire & Emergency Services Assistant Chief of Training Thomas Wiley recently provided the firefighters at Camp Lemonnier, Djibouti (Africa) (CLDJ) with specialized live fire training on their new live fire training device. This live fire training class consisted of inspection, maintenance, and use to safely conduct all aspects of live fire training in the new training device. The training not only enhanced the knowledge, skills, and ability of the fire department personnel, it ultimately increased the level of safety operating at an actual fire scene.

Chief Wiley’s training course

consisted of classroom sessions covering inspection, maintenance, completing applicable checklists and procedures, and critical safety briefings prior to live fire

Continued next page...



NAVSTA Rota FES Provides Excellence Through Training (continued from page 11)



operations. The students learned how to properly load the fuel, prepare the trainer, and rotate students accordingly. After completing the checklist items and safety brief and checks, the firefighters entered the trainer in full PPE. The moment the class had been waiting for finally arrived, the ignition officer lighting the fire. While the fire is growing, oxygen is controlled in the trainer to provide proper instruction on the different phases of fire growth. At this point in the training, temperatures inside the trainer can reach up to 1,100 °F.

In this environment, learning is enhanced as the classroom portion links perfectly with the practical application. Firefighters focused on how to read the smoke, communicate with team members, effects of ventilation, importance of coordinating ventilation with the fire attack team, variances in the heat release rate of the burning material, and proper hose stream applications.

Station Groundbreaking in Guam

By: Michael Dionne

Within tremendous operational growth for the Navy in the U.S. Territory of Guam, the Marine Corps is hard at work creating what will be the latest and most technologically advanced training site within the DoD (MCB Camp Blaz), and the first USMC base built within the last 69 years.

A fundamental aspect of installation growth, is the embedded requirement to safeguard the fleet, family and warfighter. In doing so, the USMC is also building a state of the art 21,646 square foot Fire Station. This Fire Station will house two Engine Companies, one Ladder Company, a Special Category

HAZMAT Unit, the Command Unit and two ALS Ambulances.

Until the tentative completion date of December 2023, the crews will maintain their response posture from what was formally Naval Base Guam's Fire Station 5.



Back in the Day: Iona Island Naval Ammunition Depot Fire Department

By Tom Shand

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

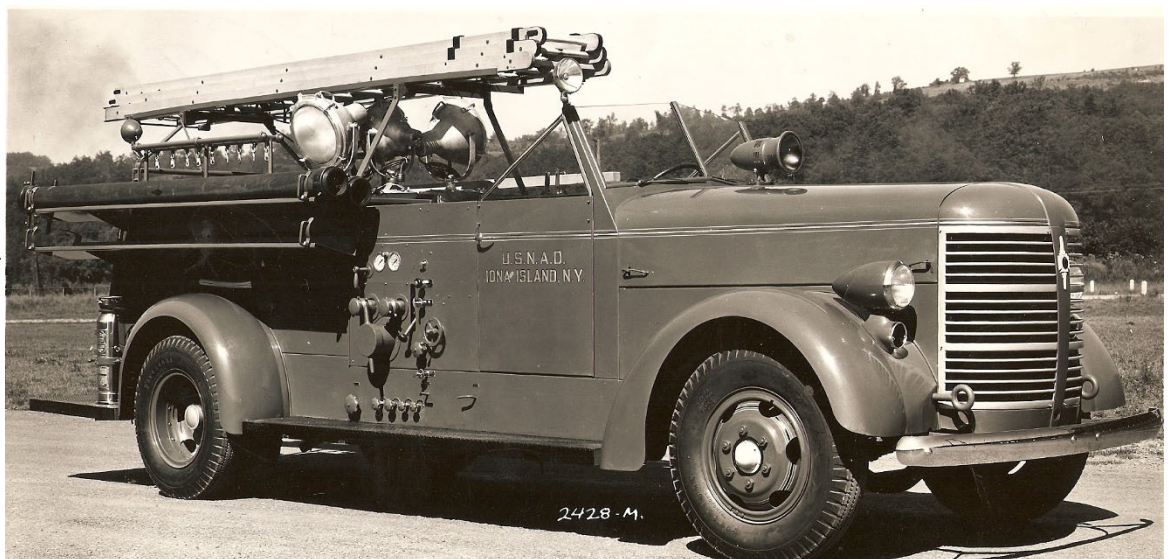
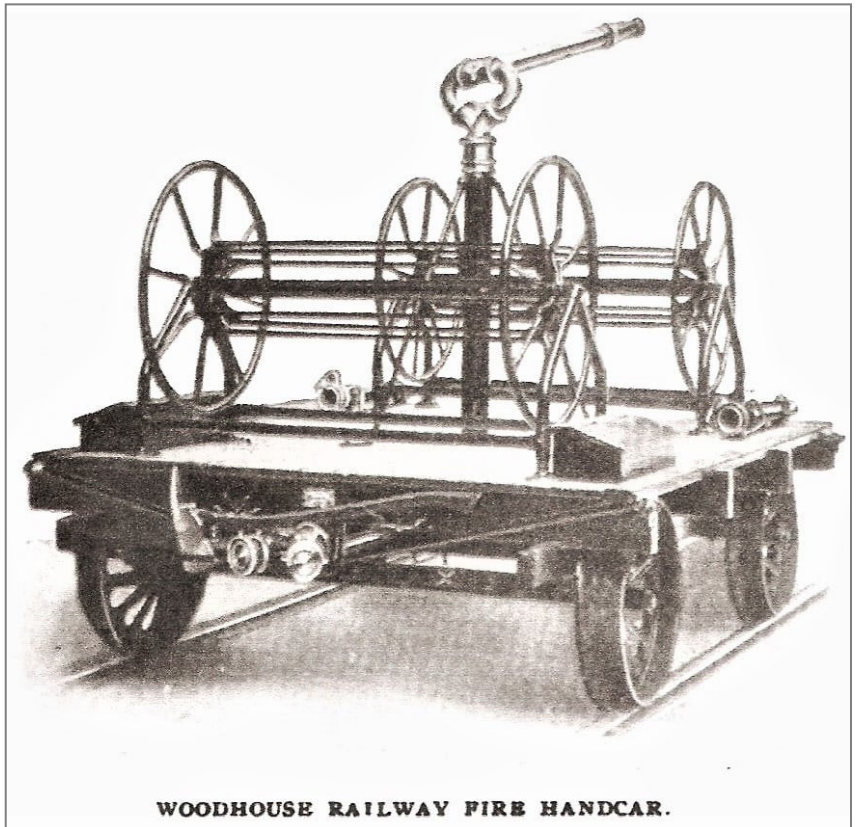
This location supplied many of the munitions used during both World War I and II as it was located some 40 miles north of New York harbor. The installation was originally called the Iona Island Naval Magazine and was protected by an iron fence and guard towers, along with a detachment of Marines to patrol the area. This location, some fifty miles north of the Brooklyn Navy Yard, provided a secure location to have ships offload their munitions prior to docking in the heavily populated area of New York City. Iona Island was adjacent to a trunk line for the West Shore Railroad which provided access for supplies and other goods.

On November 4, 1903 an explosion at the site killed six workers and caused major damage to buildings up to eight miles away from the site. The early history of fire protection at the Ammunition Depot is being researched but it is believed to have been provided by hand carts and a steam fire pump that supplied a small hydrant system. From an article in Fire and Water Engineering dated July 21, 1906 the D.A. Woodhouse Company delivered a railroad hand car for use at Iona Island Naval Magazine. This handcar was outfitted with twin hose reels each carrying 250 feet of 2.50 inch hose, a heavy stream monitor fed by a siamese, along with several play pipes and hand tools.

The Iona Island Naval Ammunition Depot operated as Department 41 in

Rockland County and upon occasion would respond to assist the local departments with incidents in the Bear Mountain area adjacent to the depot. The facility was at one time assigned two American LaFrance 500 series pumpers. One a 1941 model was equipped with a 750

Continued on Page 16...



Woodhouse rail car image from the collection of Ted Heinbuch; American La France image from the collection of Tom Shand

The Airship Roma Disaster, February 21, 1922

By: Amy Young, reprinted with permission

One hundred years ago on this date one of the saddest disasters in Norfolk history took place. February 21, 1922 was the day that the Army airship Roma crashed where Norfolk International Terminals now exists, taking with her the lives of a combined 34 officers, enlisted men, and civilian observers.

The ship herself was in poor condition, the balloon having been patched numerous times for dry rot and mildew and the rudder box experiencing vibration issues. The underpowered original engines had also been replaced by top of the line Liberty engines that were possibly too much for the aging airship to handle. The vessel was also using hydrogen as a lift gas. The Roma left Langley Field (in Hampton, VA) just before 1300 on February 21, only to develop issues with the rudder box as she made her approach to what is now the SDA (South Depot Annex) area of the Navy base (that area was Army owned and did not become Navy property until years later).

Losing her pitch, the Roma crashed into a series of high tension power lines and her hydrogen fill exploded. Out of her full complement of 45 only 11 men survived. There were no local burials of any victims - their remains were collected and shipped to their loved ones from local Hampton funeral homes -- and so it was done. Burned bodies located under the wreckage were so fused together they had to physically separate with tools.

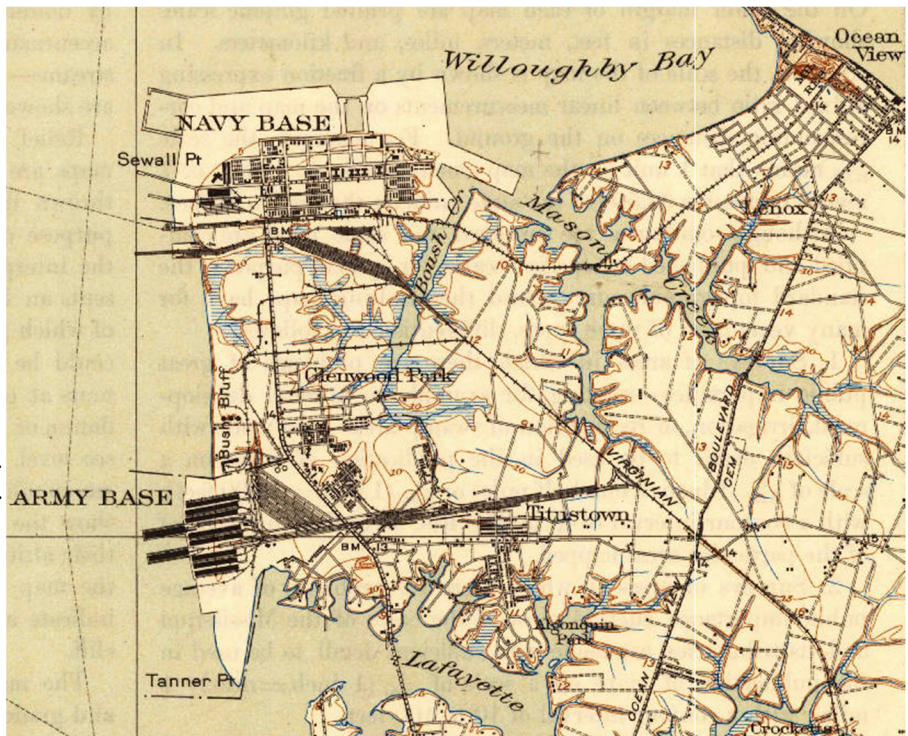
My grandfather had just been minted a fireman two weeks before the disaster and it was one of the worst things, as he said, that he ever saw in a 40-plus years career as a member of the Norfolk Fire Department. He had been in the Great War and saw bodies up in trees then, but to see a sight like that in his home city was beyond anything he had been prepared for. One of his crewmen was struck on the shoulder by part of an arm still smoldering as it fell from one of the line support towers.

There is a marker now on Little Creek Road near Hampton Boulevard that memorializes the event. As recently as 1997 bits and pieces of the wreck such as burned bolts and support plates have been dug up during construction between the SDA area and the main NIT entrance. The book *The Airship Roma Disaster in Hampton Roads* by local author Nancy E. Sheppard (2016) tells the story of the Roma and her crew.

Our partner Amy is a long time Navy civil service employee, former Navy police officer, and amateur historian.



Wreckage from the Roma crash and fire, Norfolk, VA. Historical photo, Lighter Than Air Society, www.blimpinfo.com.



1922 quadrangle map of northwest Norfolk County showing location of Army Quartermaster Terminal and Naval Operating Base, and NW Norfolk neighborhoods Glenwood and Titustown.

Editor's Notes and Additional History and Context: The Roma disaster pre-dates the Hindenburg disaster that

Continued next page...

The Airship Roma Disaster, February 1922

Editor's Notes and Additional History and context (Continued from page 14)

occurred at the Navy's Lakehurst, NJ base by just more than 15 years.

Most of us know the northern part of Norfolk (Virginia), as a Navy-dominated community and home of the world's largest naval station. At the time of this disaster, a large U.S. Army Quartermaster Terminal occupied the property where Norfolk International Terminals, a portion of NSA Hampton Roads, the Navy Personnel Mall, and Navy Lodge exist today. Since the property was waterfront on deep water, and there was an existing rail line leading to the Newport News Ferry landing, the site was ideal for a World War I Army supply base. In addition to supplying Army expeditionary forces, the Quartermaster Terminal would also support a major Army Embarkation Port headquartered up the James River in Newport News.

About a mile north, a fledgling new Naval Training Station and Naval Air Station was being developed on the dilapidated and marshy site of the 1907 Jamestown Exposition on a prominence called Sewell's Point that jutted out into Willoughby Bay and Hampton Roads. The Atlantic Fleet was based miles away at the Norfolk Navy Yard (present day Norfolk Naval Shipyard) on the Elizabeth River in southwest Norfolk County, just outside of the City of Portsmouth and across the river from Berkley and the City of Norfolk. The first regiment of trainees from the Naval Training Station at Saint Helena in Berkley were relocated to the new Naval Training Station at Sewell's Point in 1917, as the original Chambers Field at the air station was being developed to support a naval aviation still in its infancy. Construction also began on the Army Quartermaster Terminal in 1917.

All of this property was part of Norfolk County at the time. The City of Norfolk (downtown and waterfront), while expanding, was miles away. This part of Norfolk County was rural, with multiple working farms between the Ocean View resort area on the Chesapeake Bay to the north, and the City of Norfolk to the south. East of the crash site the neighborhood of Titustown was being developed as a planned suburb to house African American resort, Army, and Navy workers during the Jim Crow era. All-white neighborhoods like Glenwood would develop closer to the Army and Navy activity off Hampton Blvd.

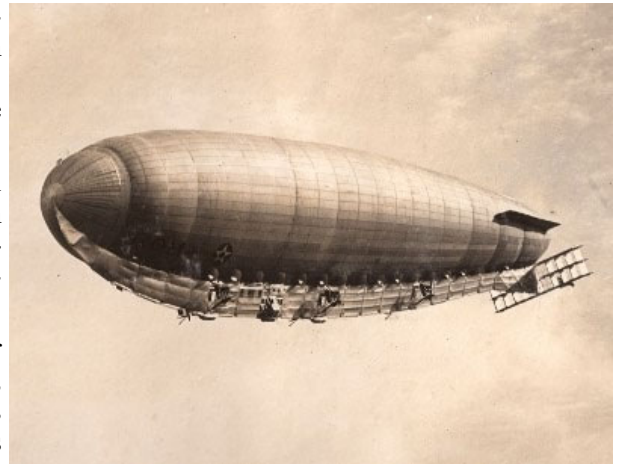
Dredge spoils from building the Quartermaster Base and Naval Operating Base, deepening the harbor, and near constant dredging in the Elizabeth River ship channels would be used to fill in marsh, create new acreage, and give modern day Naval Station Norfolk its current footprint and increase its height above sea level by ten feet.

We know there were several fire stations on the Quartermaster Base. Part of the old Army property would be ceded to the Navy, where the Naval Supply Center's South Depot Annex now exists (one of the stations would be relocated across Hampton Blvd. and is now Navy Region Mid-Atlantic Station 4). The City of Norfolk, as one of the first career fire departments in the country, had fire stations—in the city. The closest Norfolk stations at the time would have been several miles away in Larchmont or the Lambert's Point industrial area.

The Army base was declared surplus after WWI, and the majority of the property was acquired by the City of Norfolk, with road-facing property ceded to the Navy. The Navy's Farrier Firefighting School is also located on the property. The city-owned portion of the property and piers were developed into a commercial marine terminal, and were acquired by the Virginia Port Authority in 1968. Norfolk International Terminals today operates as part of the Virginia Port Authority, the third largest container port on the East Coast (after Port of New York and New Jersey, and Port of Savannah).

Norfolk's Fire Station 12 would be located just east of the crash site on Little Creek Road, and was built in 1923 during post-World War I expansion after Norfolk annexed more than 30 square miles of county land (also bringing the Army and Navy bases into the city). Station 12 was commissioned in 1924 and would protect Titustown, and the neighborhoods like Glenwood developing along Little Creek Road and Hampton Blvd. The City of Norfolk would not hire its first Black firefighter until 1967.

That original Fire Station 12 was decommissioned in 2018, and as one of only two remaining from that era has been designated a Virginia Historical Landmark. A new, modern Station 12 is just across the street and slightly east up Little Creek Road. Across from the crash site and Norfolk International Terminals lies the current Naval Support Activity Hampton Roads headquarters, Marine Corps. Camp Allen, the Joint Forces Staff College, and NATO Allied Command Transformation.



Airship Roma. Historical photo, Lighter Than Air Society, www.blimpinfo.com.

Back in the Day: Iona Island Naval Ammunition Depot Fire Department (continued from page 13)

gpm pump, 500 gallon water tank and overhead ladder rack. A second pumper was delivered on September 5, 1942 and was provided with a carbon dioxide system with hose reel, 750 gpm pump and 500 gallon water tank. This pumper was an American LaFrance model B-6712 with serial number L-1884. Both of these pumpers (like other units produced during World War II) were built with a minimal amount of chrome or polished components and had the running boards covered with black color rubber matting. The factory photo of the 1941 pumper shows that this vehicle was built with a chrome bumper, which was unusual for that era.

In later years when the Ammunition Depot operations were winding down the fire department was assigned a 1946 Mack 750 gpm pumper together with a 1952 International Darley 500 gpm pumper. While many of the buildings have been destroyed over the years, the brick, two bay fire station still stands and local preservationists are working to maintain the structure for historical purposes. Additional research is being conducted on the history of the Navy fire department at Iona Island.

Articles or Photos for What's Happening?

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For further information, visit their website at <https://www.vettix.org/>.



Live Saving Awards *January 2022*



Congratulations to these Navy F&ES members...VADM Lindsey signed the following Life Saving Awards in January:

Provider	Region/Installation	*Award #	Incident Type
Firefighter/Paramedic Graham McFarland	CNDW / NSA Bethesda	3	Cardiac - Pediatric Cardioversion
Firefighter/Paramedic Michael Smith	CNDW / NSA Bethesda	3	Cardiac - Pediatric Cardioversion
Firefighter/EMT Jeremy McDonnell	CNDW / NSA Bethesda	1	Cardiac - Pediatric Cardioversion
Captain Zachary Babauta	CJRM / NAVBASE Guam	1	Cardiac Arrest - Medical
Firefighter/Paramedic Howard Davis	CJRM / NAVBASE Guam	4	Cardiac Arrest - Medical
Firefighter/EMT William Davis	CJRM / NAVBASE Guam	1	Cardiac Arrest - Medical
Firefighter/EMT John Leon Guerrero	CJRM / NAVBASE Guam	3	Cardiac Arrest - Medical
Firefighter/EMT Isaac Burk	CJRM / NAVBASE Guam	2	Cardiac Arrest - Medical
Captain/Paramedic George Beodeker	CNRMA / District 1	4	Cardiac Arrest - Overdose
Firefighter/EMT Thomas Farrel	CNRMA / District 1	2	Cardiac Arrest - Overdose
Firefighter/EMT Tarvaris Russell	CNRMA / District 1	1	Cardiac Arrest - Overdose
Firefighter Ryan Knutson	CNRMA / District 1	1	Cardiac Arrest - Overdose

* Indicates the number of Life Save Awards by Provider

White House to propose 4.6% raise for feds in 2023

By Jason Miller, February 4, 2022 WTOP Radio News wtop.com/government (with permission)

The Biden administration wants to give federal employees their largest pay raise in 15 years.

Federal News Network has learned that the White House will propose a 4.6% pay increase for federal employees as part of its fiscal 2023 budget request. The budget request is expected to go to Congress after the State of the Union, which is on March 1, Shalanda Young, the nominee to be director of the Office of Management and Budget, told the Senate Budget Committee on Feb. 1.

The Office of Management and Budget told agencies in the annual “passback” guidance, which Federal News Network obtained, to plan for the 4.6% raise and included more funding to account for the additional salaries and expenses. The White House didn’t break down the raise in terms of locality vs. across-the-board increases.

OMB declined to comment.

The White House’s proposal is the largest in decades. The administration proposed and Congress approved an increase of 2.7% for 2022.

The pay raise in 2021 was 1% for civilian employees, while military service members received a 3% raise.

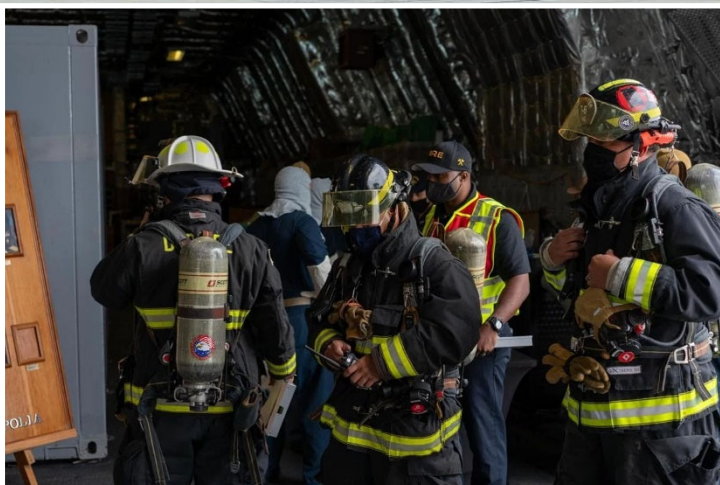
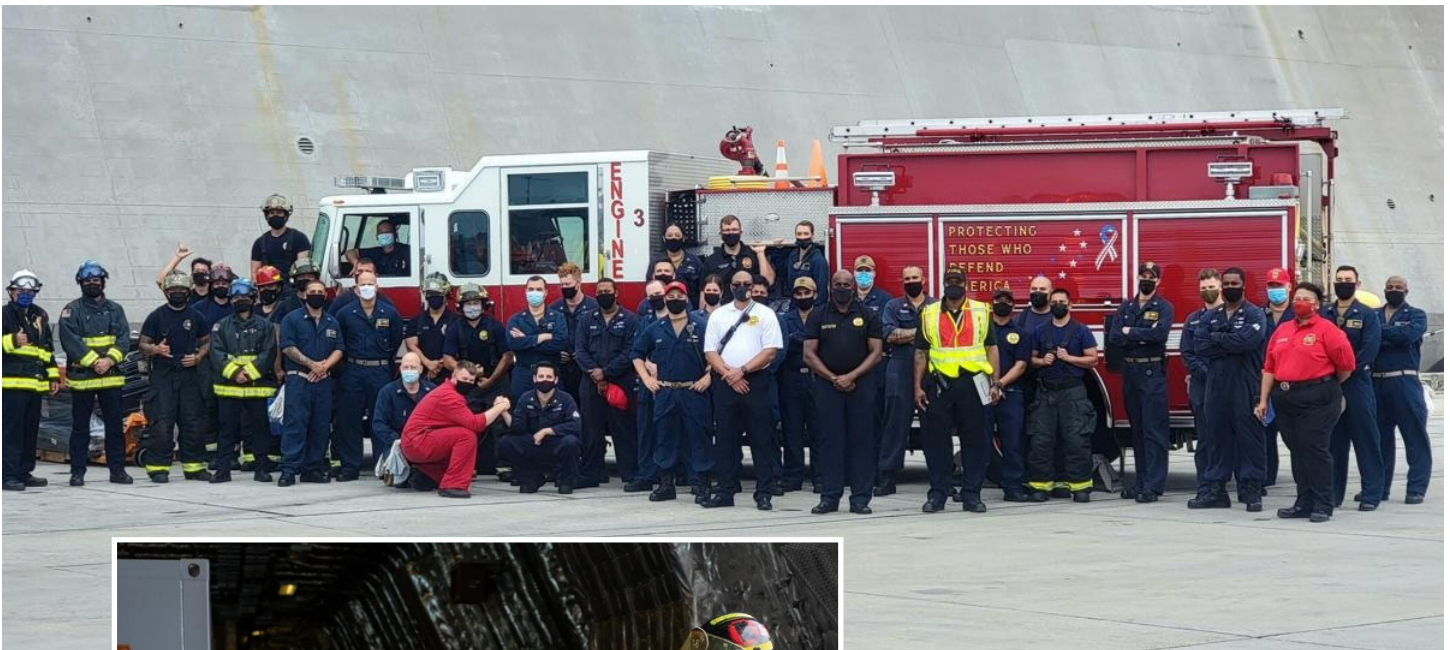
In 2020, federal employees received a 3.1% raise.

Support for the White House’s proposal on Capitol Hill will be strong among Democrats. Both House and Senate Democrats introduced the Federal Adjustment of Income Rates (FAIR) Act, which would give federal employees a 5.1% raise, in early January. The bill, more specifically, would grant a 4.1% across-the-board pay raise, plus a 1% increase in locality pay.

See the entire article at [Federalnewsnetwork.com](https://www.federalnewsnetwork.com).

Jason Miller is executive editor of Federal News Network and directs news coverage on the people, policy and programs of the federal government. Follow @jmillerWFED

Around Navy F&ES in Pictures



Naval Base Guam Fire and Emergency Services teamed up with the crew of the Independence-variant littoral combat ship USS JACKSON for an in-port fire drill in early January, 2022. The drill simulated a fire onboard the USS JACKSON that tested the capability of the ship’s in-port emergency team in conjunction with base firefighters and Commander Joint Region Marianas.

Around Navy F&ES in Pictures



Commander Navy Region Southeast's Medium Fire Dept of Year 2021, Naval Station Mayport Fire & Emergency Services

These two ARFF apparatus were restored in the Service Life Extension Program (SLEP) and turned over to the Navy in February by Brindlee Mountain Fire Apparatus in Union Grove, Alabama.

These units are bound for NAS Corpus Christi, Texas.



Navy F&ES Points of Contact



Navy F&ES Hall of Fame



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Navy F&ES Hall of Fame

- | | | |
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| 003 Clarence Rout, 2006 | 018 Roy Grubbs, 2010 | 033 John McDonald, 2017 |
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| 005 Alvah Cuthriell, 2007 | 020 Charles Peters, 2011 | 035 Eugene Carmody, 2018 |
| 006 George McGuigan, 2007 | 021 Douglas Thomas, 2011 | 036 Robert Williams, 2018 |
| 007 Waverly Sykes, 2007 | 022 Charles Gindele, 2012 | 037 Jerry Sack, 2019 |
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| 009 William Albrittain, 2007 | 024 Leroy Ellis, 2013 | 039 Robert Tofson, 2020 |
| 010 Daniel Marshal, 2007 | 025 Dr. Richard Tuve, 2013 | 040 Michael Jones, 2020 |
| 011 Nicanor Benavidez, 2008 | 026 John Arruda, 2014 | 041 George Kennett, 2021 |
| 012 Haraldur Stefánsson, 2008 | 027 Augustus Bowling, 2014 | 042 Glenn DeLaura, 2021 |
| 013 William Beniker, 2008 | 028 Robert Darwin, 2015 | 043 Joseph Thompson, 2022 |
| 014 William Thomann, 2009 | 029 James Meagher, 2016 | 044 Stuart Cook, 2022 |
| 015 Harry Tegen, 2009 | 030 Frederick Seibel III, 2017 | 045 Kenneth Jeffery, 2022 |

Attention Retirees: Help Needed with New Feature

Beginning in March 2022, What's Happening hopes to begin providing additional content geared to Navy F&ES retirees. On a monthly basis we would also like to feature F&ES retirees to highlight their past experiences, and provide lessons and advice for current employees/new employees. If you are a Navy F&ES retiree and would be willing to be featured, please email the following to john.janney@navy.mil:

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