



What's Happening



Navy Fire and Emergency Services Newsletter
Protecting Those Who Defend America



February 2023

Omni Cedo Domus

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F&ES Editor in Chief:
MC1 Charlotte C. Oliver

Navy, Annapolis First Responders, and Emergency Medical Centers Conduct Mass Casualty Drill

Story By: Mass Communication Specialist 2nd Class Griffin Kersting,
Naval District Washington Public Affairs

Photos By: Mass Communication Specialist 1st Class Charlotte C. Oliver,
CNIC Fire & Emergency Services Public Affairs

Naval Support Activity Annapolis (NSAA), local law enforcement, and local emergency medical centers conducted a security response drill at Naval Health Center Annapolis, as part of the Citadel Shield/Solid Curtain (CS/SC) 2023 exercise Wednesday, Feb. 15, 2023.

The annual exercise involved an active shooter and multiple role players
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From the Director



Welcome Back. For various reasons we had a break in publication of our *What's Happening* newsletter. The edition is the first since our Oct 2022 edition. First thanks to Chief Kevin Janney and the M Atl staff for keeping the Newsletter alive for many months until we developed a new solution. We are now ready to introduce our new format, our new Editorial Staff and get back to monthly editions. While this edition is shorter than average, we expect to be at full strength next month. Some articles and photos are still in the

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Supporting the Fleet, Fighter, and Family



From the Director

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queue for future editions and we will catch up. Please continue to send articles, pictures, corrections, and feedback to carl.b.glover.civ@us.navy.mil for future consideration.

Welcome Aboard to MC1 Charlotte Oliver, our newest addition to our CNIC F&ES Team.

Thanks to all our Navy F&ES Team and Shipmates who serve: *Protecting Those Who Defend America.*

Carl



Taking Care of Our Own

By: John Smithgall, Deputy Program Director, Fire Chief CNIC Fire & Emergency Services

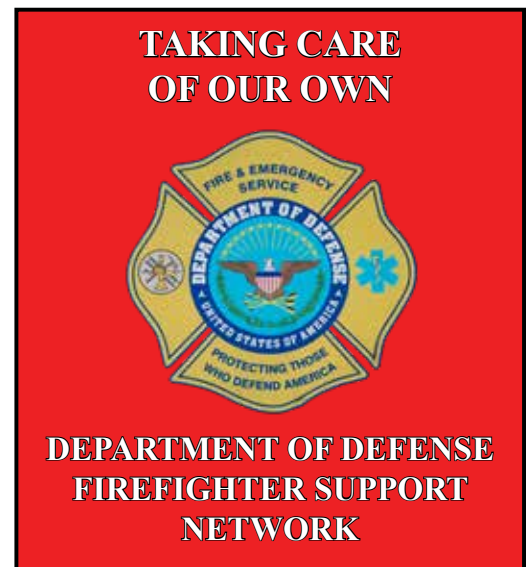
Taking Care of Our Own invites all Department of Defense Fire & Emergency Services personnel to donate **ONE HOUR** of their annual leave to DoD F&ES members who are in need. This will help enable our fellow firefighters to focus on their recovery, rather than any financial distress.

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Dana Woods	NAS Oceana, VA	marc.j.smith.civ@us.navy.mil
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Nathan Fullerton	NS Newport, RI	marc.j.smith.civ@us.navy.mil

There are currently six Department of Defense firefighters that are part of the Taking Care of Our Own program (listed above).

We apologize in advance if we missed any current members in the Leave Donor Program. Please send updates to carl.b.glover.civ@us.navy.mil and we will make corrections. We provided all the service component chiefs with the proper procedures to enroll someone in the Taking Care of Our Own program. There was a trend of people using their own formats and forms which worked okay until the inevitable breach of personal identifying information (PII). We are concerned about protecting PII, and we designed standard procedures and forms to address those concerns.

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



CNIC HQ Fire & Emergency Services Hosts Aviation Boatswain's Mate Community Senior Limited Duty Officer

By: Aviation Boatswain's Mate (Handling) Senior Chief Anthony Peña,
CNIC F&ES Military Firefighter Program Manager

Commander, Navy Installations Command Headquarters hosted Capt. Rodney Moss, Naval Air Systems Command NAVAIR PMA-251 Fleet Liaison Officer, and Lt. Caleb McDonald, NATOPS Program Manager and Aircraft Rescue & Firefighting Program Team Lead, to discuss the aviation boatswain's mate manning for CNIC F&ES Jan. 24.

Moss is the senior limited duty officer for the aviation boatswain's mate community. This visit not only allowed both teams to meet in person and received program updates, but also to share challenges they may have faced pertaining to the ABH manning, shipboard firefighting, and recent fire testing results.

The Aircraft Launch and Recovery Equipment (ALRE) Program Office (PMA-251), located in Naval Air Station Patuxent River, Maryland, provides life-cycle acquisition management for both Navy and Marine Corps systems and equipment utilized for the launch and recovery of current and future fixed and rotary wing aircraft. ALRE equipment includes catapults, arresting gear, helicopter landing systems, wind measuring systems, aviation-based information systems, aviation marking and lighting, recovery systems and visual landing aids, aircraft firefighting equipment, and expeditionary airfield systems and related products.

The visit also allowed for members to discuss what they envisioned for the future of aviation boatswain's mate manning for CNIC Enterprise. The visit concluded with a luncheon. 🔥



Pictured clockwise from top left: Lt. Cmdr. Sean Pugh, Lt. Melvin Navalta, ABCM Ray Macias, Capt. Rodney Moss, Lt. Caleb McDonald, ABHCS Anthony Peña

New CNIC Fire & Emergency Services Life Saving Coin and Hall of Fame Pins

By: Gary Easley, CNIC F&ES Senior EMS Systems Specialist

We are pleased to announce we have redesigned our recognition coin that is awarded to the recipients of the CNIC Life Saving Awards. The coins are presented by the Commander, Navy Installations Command Headquarters commanding officer. The new coin design better reflects the meaning of the coin and provides enhanced recognition for life saving actions.



Also, we are also pleased to announce the creation of a new lapel pin for members inducted into the Navy Fire & Emergency Services Hall of Fame. This new recognition pin will serve as additional recognition for those who provided distinguished service to Navy Fire & Emergency Services and have been awarded the honor of becoming Hall of Fame members; the pins will be sent to all previously inducted members. 🔥

Navy Chief, Navy Pride: CNIC F&ES Welcomes New Chiefs to the Mess

By: Aviation Boatswain's Mate (Handling) Senior Chief Anthony Peña,
CNIC F&ES Military Firefighter Program Manager

Eleven enlisted members of the F&ES team were selected and pinned to the rank of chief petty officer (CPO) across our Navy, including three active duty and eight Navy Reserve personnel. This year in the Navy Reserve every selected member under the ABH rating was from the Navy Reserve F&ES team. This shows how important our career field can impact their military career.

Upon their selection, they commenced a training process which typically takes about six to ten weeks almost known as "chief initiation". For the past three years, the COVID pandemic altered the typical CPO season scheduled normally executed in the months of August through mid-September for active duty and July through mid-September for Navy Reserve personnel. The training concludes with the CPO pinning ceremony which this year was held Oct. 20, 2022. In the U.S. Navy, when you are selected to the rank of chief, you are permitted to wear the khaki uniform, don the combo cover, and your collar devices become anchors. Just like in our fire service, the rank of chief is a huge accomplishment and comes with unique duties and responsibilities.

Navy chiefs are expected to be the technical and practical experts providing solutions to both officer and enlisted personnel. A Navy chief, referred to as the backbone of the Navy, is a humble professional, who works as an advocate for their Sailors' best interests. The Navy chief removes barriers and handles adversity to allow their Sailors to do their jobs to the best of their abilities while demonstrating the humility to take the backseat when a good job is rewarded.

Please welcome our newest chief petty officers: ABHC Nathan Case (NAS Whiting Field); ABHC Jenna Leggett (NSA Bahrain); ABHC Michael Flosi (NAS Whidbey Island); ABHC Aristotle Alipoon (NR F&ES Det B); ABHC Cody Chalue (NR F&ES Det C); ABHC Damian Doyle (NR F&ES Det D); ABHC Jorge Garcia (NR F&ES Det B); ABHC Steffano Hurtado (NR F&ES Det B); ABHC Juvanie Robinson (NR F&ES Det B); ABHC Seth Townsend (NR F&ES EURAFCENT); ABHC Torri Wentz (NR F&ES Det D). 🇺🇸



Left to Right:

*ETC Sean Paul Weaver,
ABHC Juvanie Robinson,
ABHC Jorge Garcia,
HMC Thomas Friedman,
ABHC Aristotle Alipoon
(courtesy photo)*

Navy, Annapolis First Responders, and Emergency Medical Centers Conduct Mass Casualty Drill

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with injuries. The exercise trained security personnel on neutralizing a threat and then shifted focus to stabilizing casualties and transferring them to a medical facility for treatment.

“Training with our civilian counterparts not only strengthens our relationships but makes the scenario more realistic,” said Capt. Homer Denius, commanding officer of NSA Annapolis. “The scenario ran from the initial incident all the way through casualty stabilization. We could never do that on our own, and are thrilled with the broad participation from the local law enforcement and medical facilities.”



The drill also focused on mass casualty procedures, with first responders treating as many casualties as possible on the scene and then helicopter evacuations going to Baltimore Washington Medical Center and Anne Arundel Medical Center. For this exercise, Maryland State Police and National Park Police provided medical evacuation helicopters.



“These drills are so important as they strengthen our existing relationships with response agencies and ensure we are all well-equipped and prepared to provide safe, high-quality care during a real emergency,” said Diane Croghan, Vice President of Community Outreach and Chief of Staff at UM Baltimore Washington Medical Center. “Our role as a hospital in any disaster is to respond quickly and rely on our connections with local partners to get needed resources to our community. Collaboration is at the

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center of all that we do. We are grateful to the NSA Annapolis and the many other agencies that organized and participated in this drill with us today.”

Medical centers responded to a full scope of injuries, from scrapes and bruises to open head wounds. The drill also flexed transportation methods with emergency vehicles and helicopter personnel treating casualties on board while en route for additional care.

“While we regularly test and evaluate the hospital’s emergency response and activation procedures, this drill allowed us to prepare on a much larger scale with our partners from the Navy, first responders, and

other emergency personnel,” said Steve Campbell, vice president of marketing and communications at Luminis Health. “Since seconds save lives in a real-life emergency, these community-wide drills are important to ensure we are all ready to respond appropriately during a mass casualty event.”

These drills are designed to test the readiness and capabilities of Naval Security Forces first responders and other NSA Annapolis personnel in an emergency. How quickly and effectively they can respond to the threat is crucial for saving lives, and it also provides experience working alongside local civilian first responders.



“In addition to being our state capital, the City of Annapolis is home to numerous local, state, and federal agencies,” said Kevin Simmons, Director of the City of Annapolis Office of Emergency Management. “This makes these seven square miles of great strategic importance. Practice and preparation are essential for maintaining operations readiness to protect better and serve all who live, work, and play in Annapolis. We are happy to have this opportunity to further strengthen the bond with our Navy partners.”

All Navy installations within the continental United States participate in

the annual two-week anti-terrorism and force protection (ATFP) exercise. Citadel Shield takes place the first week and is run by Commander, Navy Installations Command (CNIC). The second week, Solid Curtain, is run by Commander, U.S. Fleet Forces Command (USFFC). During CS/SC, Navy security forces undergo realistic scenarios intended to help maintain a high level of readiness.

For more AtHoc information visit: www.cnic.navy.mil/regions/ndw/about/waan.html.

For more information on events happening on NSA Annapolis, visit <https://www.facebook.com/NSAAnnapolis>.

For more news from Naval District Washington, visit www.navy.mil/local/ndw/. 🧯



Tour Extension Opportunities for ABH Firefighters

By: Aviation Boatswain's Mate (Handling) Senior Chief Anthony Peña,
CNIC F&ES Military Firefighter Program Manager

Our ABH firefighters (NEC 786B) can submit for Projected Rotation Date adjustments for 12 to 36 additional months via an Enlisted Personnel Action Request, NAVPERS 1306/7 form to ensure proper manning of critical shore activities.

Every Sailor under NEC 786B (Shore-based airport and aircraft firefighter) is considered a critical billet and shore tour for ABHs is normally 36 months. In accordance with NAVADMIN 127/22 para 7.a, the rating detailer is able to adjust shore tour with command endorsement 1306/7. Once the form is received by PERS-40 (rating detailer) a final approval decision will be made within one week of submission. Additionally, high year tenure waivers are available to those in this critical NEC.

Please Note:

The member cannot be within their 12-month orders negotiation window when submitting their request as they will be expected to rotate to their next command. Additionally, activity manning managers/admin officers shall ensure the billet is not listed as "excess" or has a prospective gain or temporary gain prior to request submission to PERS.

Sailors interested in a tour extension should communicate their intentions early to fire chiefs and F&ES senior enlisted leaders at each fire station. Career development boards are strongly encouraged by each chain of command and discussions of possible military career impact for consecutive shore tours at fire stations. Furthermore, commands should establish advanced certifications goals for those Sailors who extend their tour in order to further develop our military firefighters and careers. In the last few months our ABH community has seen a decrease of open billets at sea forcing shore Sailors already in their negotiating window to settle for another shore tour at a new installation, vice extending on station. Proper communication and engagement should prevent surprises and allow proper manning level adjustments within each installation and in the ABH community.

If you are interested in another demanding tour consider the Presidential Retreat Camp David Fire Station who are always looking for talented Sailors that possess the NEC 786B and can qualify for a Top Secret clearance.

Sailors with specific career questions should contact the ABH rating detailer at: abh_e5-e6_detail.fct@navy.mil



CNIC Fire and Emergency Services Det. Delta Hosts Firefighting Training Event

By Mass Communication Specialist 1st Class Charlotte C. Oliver
CNIC Fire & Emergency Services Public Affairs

Commander, Navy Installation Command Fire and Emergency Services Detachment Delta hosted a 5-day firefighter training event at Navy Region Mid-Atlantic, Portsmouth, Virginia Nov. 16-20, 2022.

The planned event, consisting of two days of live fire evolutions and firefighting, centered on training 27 Navy Reserve CNIC Fire and Emergency Services personnel at the Navy Region Mid-Atlantic training center.

With the aid of Assistant Fire Chief Chad Ulman, Training Officer Navy Region Mid-Atlantic, the detachment helped to facilitate the live fire exercises which included leveraging the submarine trainer in Portsmouth and the military aircraft firefighting training device located at Naval Air Station Oceana.

“As a firefighter in the Navy, you are responsible for responding to multitude of different fire emergencies,” said Ulman. “You have to be proficient in specialized firefighting such as shipboard firefighting and aircraft rescue firefighting.”

Shipboard and aircraft firefighting both require a unique skill set that must be practiced. The training we conducted allows us to respond effectively to any emergency.



Outside of the two live fire days, Detachment Delta Training Department coordinated additional training in fire and emergency operations. Training consisted of hydrant operations, where the students learned the proper method on how to wrap a hydrant so the hose will pay out as the engine drives forward laying out to the fire. They also connected a five-inch diameter supply line to the hydrant and opening a valve to provide a powerful flow of water for the attack engine to have enough water to complete firefighting operations accordingly.

“It was great to be able to assist with the training,” said Hull Technician 1st Class Tiffany Laurenson, a reservist with CNIC Fire and Emergency Services. “Most of the participants probably hadn’t experienced a live fire exercise since they attended the fire academy. It was really great to see them go from a little hesitant to gaining so much confidence as the scenarios changed. By the time we got to the aircraft fire evolution everyone was dialed in and working so well together as a team.”

Other training consisted of pulling hoses off the engine, forcible door entry, and fire attack in various rooms of the two-story training structure. While the fire attack was in full swing, another team of firefighters made entry behind the hose team to do a search of the first floor. When a victim was located, participants learned different methods to pull victims out of the structure. While fire attack and search and rescue were in motion, a third team used ladders to gain access to the second floor from the outside to make entry through a window to do a specialized search technique known as vent, enter, isolate and search.



This specialized search consists of removing a window to vent the room for entry. Once in the room, the firefighters isolate the room by closing the door so that smoke and fire into the room is slowed. When isolation has been accomplished, one can move into searching for victims. Once a victim has been located, the victim is passed off to the third member of the team, who is on the ladder, and removed from the structure. This technique is only used when there is a known or high probability of a victim in that room.

Other training consisted of a modified Candidate Physical Ability Test, used to evaluate a candidate's physical fitness level using fire related skills. The test consisted of personnel dressing out in turnout gear, climbing 120 steps with a 20-pound high rise pack over their shoulders, pulling a 1 3/4-inch fire hose 200 feet, simulated forcible entry by hitting a large tire with a sledgehammer five times, dragging a 150-pound mannequin 50-feet, and simulated being trapped by entering a training aid known as a confined space trailer.

After completing this portion of the test, the team moved to the tool carry portion, which consisted of carrying two 23-pound K-12 rotary saws 25-feet. This highly involved and aggressive training was crucial for Navy Reserve CNIC Fire and Emergency Services Sailors to maintain their proficiency and requirements in firefighting as well as the Sailor being better prepared to provide real world firefighter support around the globe at a moment's notice.

“A lot of time and effort went into planning this on both sides,” Ulman added. “The training was a success and both agencies were able to take away valuable training. We are currently working to build off of what we have already accomplished and increasing the frequency and level of joint training.”



Commander, Navy Installations Command oversees 48,000 employees located across 70 Navy shore installations in 10 regions around the world and is charged with sustaining the Fleet, enabling the Fighter and supporting the Family.

To learn more about Commander, Navy Installations Command visit www.cnic.navy.mil or check out our Facebook page, www.facebook.com/NavyInstallations. 🔥

Back in the Day: U.S. Navy American LaFrance JOX model Aerial Ladders

Story by and photos from the collection of: Tom Shand

Aerial ladder apparatus produced for both civilian and military use during the early part of the twentieth century were tractor drawn ladders due largely to the engineering technology for the aerial ladder. Most were 85 foot and the few 100 foot aerial ladders built were a three section design constructed of either of laminated and reinforced wood or steel with the first all metal hydraulically raised aerial ladder built by Peter Pirsch and Sons for Melrose, Massachusetts in 1935. Virtually all fire trucks of that period were of the engine ahead design with open cabs being most favored due to the visibility afforded for the driver and officer.



In 1938, American LaFrance introduced the JOX model of chassis for use with straight frame aerial ladders. This vehicle was designed by engineer John Grybos who for several years had lobbied that a cab forward vehicle would be safer by placing the engine over the front axle for weight distribution with the

driver's seat ahead of the axle. The result was a midship mount ladder truck with an overall length of less than 42 feet with a two rear facing jump seats for the crew. This style of aerial ladder revolutionized the fire apparatus industry and within a few years a four section 100 foot steel aerial was available on the JOX model chassis with a 240-inch wheelbase.

The U.S. Navy placed into service several JOX model aerials between 1941 and 1944 with units delivered to the Mare Island Shipyard and the Treasure Island Naval Station both in California and the Philadelphia Naval Shipyard. These vehicles were



powered by a Lycoming V-12 engine rated at 190 horsepower and were equipped with two manual screw jacks to act as stabilizers with a third screw jack located under the forward mounted radiator. The standard JOX model was equipped with open ground ladder banks and arched rear fenders. Between 1938 and 1946 110 of these American LaFrance aerials in 65, 75, 85 and 100 foot models were

produced. Forty five of these ladders were 100 foot units which began to increase in popularity due to their maneuverability. Seven JOX model aerial ladders were built for the Treasury Department for export to Australia as part of the Lend/Lease program.

These compact aerial ladders were revolutionary at the time being first cab forward fire apparatus produced with an overall length of forty two feet. Two different models of the ladder trucks were built. The Philadelphia Naval Shipyard unit was produced with the standard open bank body exposing the ground ladder banking with conventional arched rear fenders and also equipped with a ten foot scaling ladder. The JO model featured a fully enclosed rear body with tear drop style fenders as shown in the photo of the Mare Island aerial which also carried a compliment of adapters, nozzles and heavy stream appliances on the running board.



During World War II American LaFrance in Elmira, New York produced hundreds of fire apparatus for the various branches of the military on commercial chassis as well as their 500 series engine forward pumpers and quad apparatus. The U.S. Navy would continue to purchase midship mount aerial ladders from Maxim Motors, Peter Pirsch and Seagrave until the early 1960's when several American LaFrance 900 series tractor drawn aerial ladders were acquired for the Great Lakes Naval Training Center, Norfolk Naval Shipyard and Philadelphia Naval Shipyard.

The American LaFrance JOX ladder had a short shelf life and was eventually be replaced with the 700 series cab ahead American LaFrance model which would dominate the apparatus market for several years. The prototype models of a 700 series 1500 gpm pumper and 100 foot midship aerial ladder were built in December, 1945 with full production of these models starting two years later. By this time, both the military and municipal fire departments worked to enhance their apparatus fleets with new units after World War II. 🔥



Firefighter Becomes Honorary Aviation Boatswain's Mate

By: Aviation Boatswain's Mate (Handling) Senior Chief Anthony Peña,
CNIC F&ES Military Firefighter Program Manager

Former Deputy Director of Navy Fire & Emergency Services, Ricky Brockman, was inducted into the Aviation Boatswain's Mate Association (ABMA) as an Honorary Aviation Boatswain's Mate by Capt. Rodney Moss, Senior Limited Duty Officer for the AB community and (Naval Air Systems Command) NAVAIR PMA-251 Fleet Liaison Officer, during a ceremony held on November 1, 2022 at Naval Air Station (NAS) Patuxent River.



The ABMA was established in 1974 as the professional working organization of the Aviation Boatswain's Mates in order to collectively identify and develop corrective action to the problems that affect AB Sailors, their equipment, and Naval Aviation Safety. Since its founding, the association has been extraordinarily successful in providing numerous improvements in the areas of aircraft launch and recovery, refueling, aircraft handling, and more effective firefighting procedures.

Brockman was recognized for becoming the first firefighter to ever receive the title of Honorary AB. The ceremony was conducted in the NAS Patuxent River airfield fire station in front of the Navy's newest fire truck and surrounded by his wife Kim, fellow firefighters and a group of Aviation Boatswain's Mate Sailors from NAS Patuxent River and CNIC HQ. He joins other leaders such as Secretary B.J. Penn, Rear Ad. John Meier, Master Chief Petty Officer of the Navy Steven Giordano and multiple commanding officers who have received this recognition.

"Ricky worked with us at CNIC for a number of years and his retirement was a big loss for us," said Carl Glover, Director of Navy Fire & Emergency Services. "This is another opportunity to recognize Ricky's contributions, not only for the Navy Fire program, but the entire Navy."

Brockman started his military career in the U.S. Air Force progressing from the rank of E-1 to E-8. After 30 years of military service, he retired and he joined the Navy Fire Service in 1992, devoted his passion "Protecting Those Who Defend America" and reached the position of Deputy Director at Navy Fire & Emergency Services (F&ES) until his 2020 retirement from Commander, Navy Installations Command headquarters (CNIC HQ) in Washington, DC.



“People in the community sometimes don’t understand why we do what we do everyday” said Capt Rodney Moss, who presented Brockman with his honorary induction and AB insignia. “Aviation Boatswains’ Mate and Navy Fire correlates because we both do similar things regardless of time of day: rain, sunshine, snow... we are one Navy operational team.”

“This is an incredible honor. I couldn’t have done this without the help of many ABs in the field including Senior Chief Tony Tranumn, who I met many years ago during a training symposium in Goodfellow when he was an ABH1,” said Brockman during his award speech. “Years ago, Carl, Gene Rausch and I were onboard the aircraft carrier USS Harry S. Truman for a day cruise and we watched so many young people operate that multi-million dollar war machine flawlessly. It was just perfect. I have big respect for the millennials who defend our country every day.”



Brockman was instrumental in realigning unused CNIC HQ firefighter billets and reallocating Navy billets to the Department of Defense (DoD) Fire Academy as instructors to assist with the anticipated student throughput, and to other U.S. Navy installations, in need of ABH firefighter billets. He also established the first active duty ABHCS billet at CNIC HQ F&ES (N30) to manage the Shore Based Firefighter community. This achievement allowed ABH detailers to cut specific orders to the DoD Fire Academy, for individuals prior to reporting for assignment to a firefighter billet.

“We looked for ways to integrate all ABs active and reserve who were underutilized at the time into firefighting billets to get them more proficient and give them opportunities in the field,” shared Brockman. “Today, that integration is seamless and we have many Navy Reserve F&ES personnel all over the world serving as civilians in Navy Fire. I am very proud of that.”



In 2006, Brockman assisted in the rewrite of OPNAVINST 11320.23G Navy F&ES Program complying with DoDI 6055 DoD F&ES Program language allow for ABHs serving in a Firefighter billets to be certify in accordance DoD firefighter certification attained at the DoD Fire Academy at Goodfellow, AFB. He accurately coded all ABH Shore-Based Firefighters with the legacy 7012 NEC changing nearly 300 active duty ABH billets and 65 reserve ABH billets.

Brockman established and provided CNIC F&ES a robust Navy Reserve Firefighter augmentation capability in 2007. He created, organized, trained, and equipped, two Fire & Emergency Services Reserve units subsequently growing into five units at five fleet concentration areas. He established the annual Navy Reserve Fire & Emergency Services Fire Academy where any Navy Reserve member accepted into

the Navy Fire & Emergency Services Program attended Maryland Fire and Rescue Institute of the University of Maryland as an alternative to the DoD Fire Academy. The program funds 20 students each fiscal year and maximizes combat readiness for the Navy Reserve.

In 2009, Brockman was instrumental in providing Navy Reserve firefighter augmentation capability to Base Realignment and Closure (BRAC) installations: NAS Brunswick, NAS JRB Willow Grove and Naval Station Ingleside. He also coordinated reserve augmentation to NAS Whiting Field, for Outlying Landing Field Firefighter support during a period of active duty ABH manpower shortages, which assisted in the continuous cycles of pilot training without interruption. This augmentation model is still utilized today to train and supplement manning shortages at shore installations with military firefighter personnel. It was even used in Guam during the COVID-19 pandemic crisis when an aircraft carrier was side-lined due to a COVID-19 outbreak and the Navy fire station manning was impacted in the island.

His efforts have allowed for multiple ABHs now working as civilian fire captains and installations fire chiefs to represent the AB community in the fire service as well as for 239 ABH personnel and 198 Navy Reserve personnel stationed around the world at 15 locations. These national certifications and unique experiences earned through the DoD Fire Academy and at shore installations can be used by our Sailors ashore and afloat to impart wisdom and firefighting knowledge to our young ABs. Furthermore, it provides Sailors better employment opportunities as some transition into civilian positions in the public and private sector. 🔥



ESAMS Corner Update

By Angela Jordain, ESAMS Fire Technical Support

CY 2023 Statistics (01 Jan – 31 Jan)

Operations



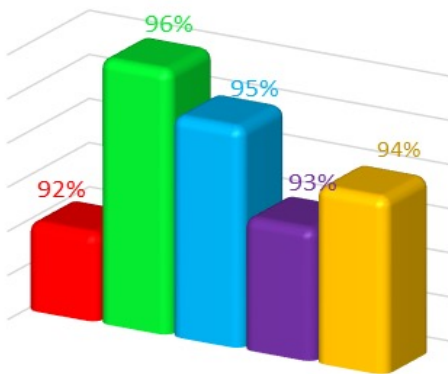
Rescue & EMS	1,794
Hazardous	825
False Alarm	1,069
Service Calls	299
Good Intent	409
Fires	94
Total Incidents	4,490

Prevention



Fire Public Ed Classes	226
Hot Work Permits	2,242
Inspections	2,462
Building Evacuation Drills	216
Total	5,146

Training



EMS	95%
Proficiency	92%
Emergency Management	96%
Safety	93%
DoD Certification	94%

F&ES on Duty Mishaps Report CY 23

Mishaps Reported: 1
Total Lost Work Days: 0



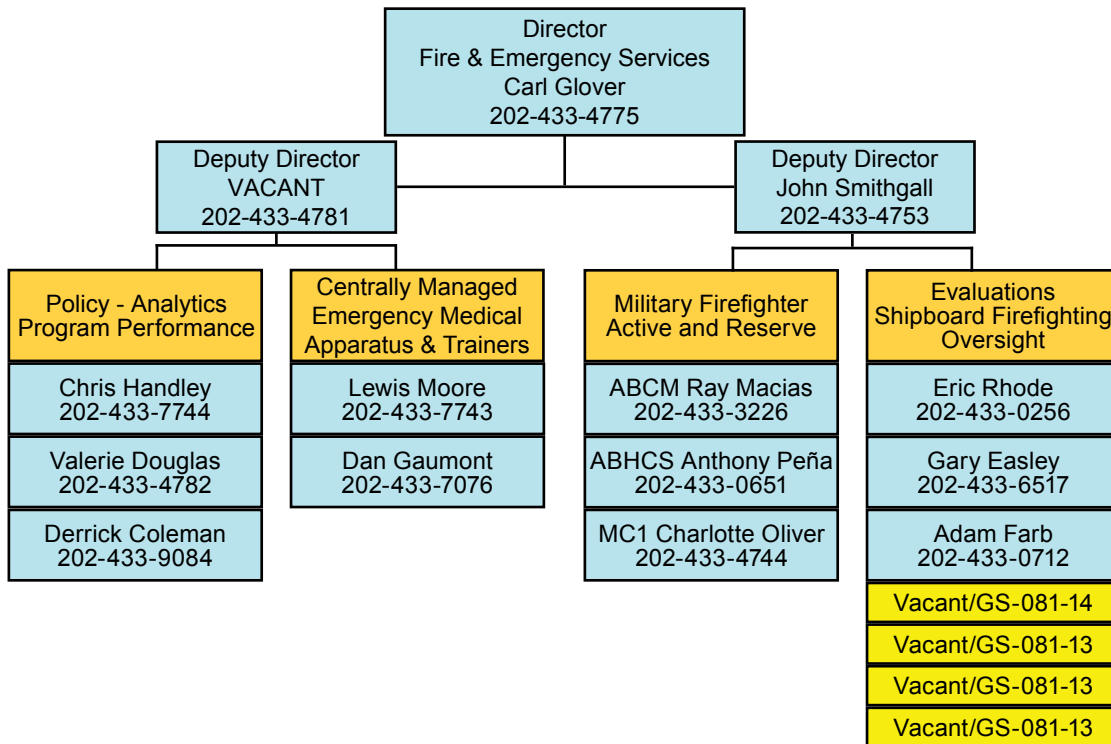
Navy Fire & Emergency Services (N30)

Commander, Navy Installations Command

716 Sicard Street, SE, Suite 305

Washington, D.C. 20374-5140

Navy F&ES Points of Contact



Navy F&ES Hall of Fame



To submit to
What's Happening:
send an e-mail to
Fire Chief Carl
B. Glover Jr. at
carl.b.glover.civ@
us.navy.mil

Navy F&ES Hall of Fame

- | | | |
|-------------------------------|--------------------------------|-----------------------------|
| 001 William Killen, 2004 | 019 Orville Emory, 2011 | 037 Jerry Sack, 2019 |
| 002 James Manser, 2005 | 020 Charles Peters, 2011 | 038 William Hennessey, 2019 |
| 003 Clarence Rout, 2006 | 021 Douglas Thomas, 2011 | 039 Robert Tofson, 2020 |
| 004 David Butler, 2006 | 022 Charles Gindele, 2012 | 040 Michael Jones, 2020 |
| 005 Alvah Cuthriell, 2007 | 023 John Wentzel, 2012 | 041 George Kennett, 2021 |
| 006 George McGuigan, 2007 | 024 Leroy Ellis, 2013 | 042 Glenn DeLaura, 2021 |
| 007 Waverly Sykes, 2007 | 025 Dr. Richard Tuve, 2013 | 043 Joseph Thompson, 2022 |
| 008 Hank Vescovi, 2007 | 026 John Arruda, 2014 | 044 Stuart Cook, 2022 |
| 009 William Albrittain, 2007 | 027 Augustus Bowling, 2014 | 045 Kenneth Jeffery, 2022 |
| 010 Daniel Marshal, 2007 | 028 Robert Darwin, 2015 | 046 Coming Soon, 2023 |
| 011 Nicanor Benavidez, 2007 | 029 James Meagher, 2016 | 047 Coming Soon, 2023 |
| 012 Haraldur Stefansson, 2008 | 030 Frederick Seibel III, 2017 | 048 Coming Soon, 2023 |
| 013 William Beniker, 2008 | 031 Gerald Makowski, 2017 | |
| 014 William Thomann, 2009 | 032 Gelacio Rodriguez, 2017 | |
| 015 Harry Tagen, 2009 | 033 John McDonald, 2017 | |
| 016 Frank Brannigan, 2010 | 034 Dudley King, 2018 | |
| 017 Lewis Meyer, 2010 | 035 Eugene Carmody, 2018 | |
| 018 Roy Grubbs, 2011 | 036 Robert Williams, 2018 | |