



# What's Happening

Navy Fire and Emergency Services Newsletter  
*Protecting Those Who Defend America*



March 2020

みんな家に帰る | OMNI CEDO DOMUS | 모두 집에 간다

Vol 18 No 3

Email the Editor:

[RickY.Brockman@navy.mil](mailto:RickY.Brockman@navy.mil)

## TABLE OF CONTENTS

- [Chiefs Clipboard](#)
- [Combs Cartoon](#)
- [New Navy Rigs](#)
- [Last Alarms](#)
- [TCoOO Update](#)
- [Navy Awards](#)
- [Navy F&ES Hall of Fame](#)
- [Lifetime Achievement](#)
- [Runners Up](#)
- [CFAI News](#)
- [Back in the Day](#)
- [Estudiantes de honor](#)
- [Are You Ready?](#)
- [SA Matters!](#)
- [On the Job - Barstow](#)
- [Fire Prevention](#)
- [On the Job - Miramar](#)
- [NFA Course](#)
- [Driver Training](#)
- [F&ES POCs](#)
- [Navy F&ES Legacy](#)
- [News Distribution](#)

## *You Win Some and You Lose Some*

By Ronny J. Coleman



Comparison and contrast is a legitimate way of conducting research. If you take something and hold it up against something else in order to determine whether it is equal to, greater than or less than the preferred object, you can often make decisions on the desirability of the object.

Recently I had a chance to witness this method of research being applied in the midst of a conversation. An individual was comparing his experiences as a brand new fire chief with those expectations he had acquired in pursuing the job. Essentially, the individual was expressing a little bit of confusion. What he thought the chief's job was going to be like was not the reality. So what's new?

In many other columns we've discussed that there are many steps to the developmental process before one assumes the gold badge. Among these we've talked about such things as negotiating the position and some of the managerial techniques that are required to be a success. This column will focus on another set of criteria. These are the things you need to think about as to what you may lose before you become a chief.

Once you've made the decision to step forward and accept the fire chief's position, you must be willing to place a few things on the line. Assuming more responsibility also implies you will have a lot more influence over the direction of the organization. But having responsibility and influence does not necessarily mean that a person always succeeds.

What are the three basic things you can lose? They are popularity, credibility, and control. The corollaries to these three statements are: you stand a chance of gaining power, influence, and confidence.

During the discussions with the chief officers on this topic, several of them remarked that if they would have realized how important these factors could become, they may have reassessed their pursuit of the job until a little later in their career. For future fire chiefs there is also a lesson here.



Supporting the Fleet, Fighter, and Family



## Clipboard (Cont.)

[Back to Table of Contents](#)



[Back to Table of Contents](#)

If one is serious about career development, one does not just study the technical side of the job but also studies themselves to determine what their strengths and weaknesses are with respect to handling potential losses.

If there is any one particular aspect of a fire chief's job it is the fact you are totally accountable and responsible for the outcomes of what goes on in the organization. No matter what happens to you and no matter what happens to your organization, good, bad or indifferent, as the chief fire officer you win or lose with the entire organization.

Another phenomenon is that if you desire to change things and most chief officers do take that job with the idea in mind of making the organization change in some way, it doesn't just happen because you say it is going to.

There are going to be times in the dynamics of an organization when you will be on top and there will be sometimes when you are on the bottom. The degree to which you are prepared for this inevitable reversal of fortune may well determine whether you ever get out from underneath the pile.



Let's take, for example, the phenomena of popularity. There have been many individuals who have been extremely popular in the leadership role; either as president of a labor group or as a very popular member of the staff, who have found out that once they've assumed the role of fire chief, their popularity begins to erode. What they wanted to do as the chief is not the same as they wanted to do as an informal leader and there is often conflict. The degree to which a person has developed the skill to handle conflict may result in losses of friendship and even losses of moral and political support. If you're not willing to risk the loss of popularity, it's a very dangerous proposition to become a fire chief because some of the things you have to do are going to be unpopular. You show me a chief officer who makes every decision on the basis of whether or not people are going to like or dislike it, with a preference for always doing what everybody else wants, I'll show you a person who is not really in control of the organization.

The issue of credibility is one in which every fire chief should assess their "potential" for dealing with their own errors in judgment. Sometimes we make a decision and it's wrong. If it's wrong and we fail to admit it, it often gives the organization the feeling you will continue repeating mistakes and never learn from them and subsequently your credibility can erode. If you have never developed your ability to handle ambiguity, in other words dealing with decisions when no one is there to tell you what to do but rather to only hold you accountable for what you did, you have a potential weakness. Credibility is not always built upon making decisive movements. Credibility often accumulates to those people who can make both good and bad decisions and still have effective relationships with members of the organization.

## Clipboard (Cont.)

[Back to Table of Contents](#)



Then there is this issue of control. As fire chief you are always in charge but you're not always in control. If one assesses themselves regarding their ability to deal with different kinds of processes that are inherent in both government and politics today, then they can often maintain control by holding loose reins. On the other hand, if an individual feels that control means dominance and that there are only zeroes and x's on the board, then when a person loses control they lose their perspective and subsequently they suffer. Of

course, as you may have guessed by now, the corollary to weaknesses in all three areas are strengths that result in power, influence, and confidence. If a person can tolerate being unpopular at the short run but being correct most of the time, while they may not be popular they will end up having a great deal of power. If a person can deal with the strength of their own convictions and stick to their guns long enough, learn their lessons from their mistakes, and move to higher levels of interaction within the organization and in the community, then their influence begins to spread like ripples in a pond.

Self-confidence does not come about from being cocky but a cruise to the individual who is successful at small sum games and moves onto larger opportunities for reward. It is not uncommon for top-level athletes to win contests and then lose contests and yet still emerge as a champion by the end of the year. Confidence is not event driven nearly as much as it is process driven. Making the habit of not losing very much usually results in an individual winning a significant amount of time.

Before a person makes a decision to pin on a fire chief's badge they need to spend some time assessing themselves with respect to these factors. If you are not willing to accept the fact that sometimes people will not like what you do, not agree with what you do, and will not always do what you want to do, then you're alright. If you go into this job with the idea in mind that the gold badge automatically means the organization owes you blind loyalty, blind acceptance, and blind obedience, you're setting yourself up for being a failure most of the time.

On the other hand, if you are able to handle ambiguity in these areas and at the same time maintain your focus on why you're there, it is possible you will gain an ability to get people to do things even when they don't agree with you. You will accomplish things that are far more visionary than any other individual in the organization can conceive and you will feel good about it when it is all said and done.

The conversation that sparked a review of this process was a lengthy one. It went on for several hours and the dialogue ranged from cynical to exuberant about the different rewards of becoming a fire chief. As the hour grew late and wound down in volume, I asked the person who made the statement that started the conversation, "If you had it to do all over again - would you still become a fire chief?" "Of course," he replied, "the only thing I would have done differently is to read the rule book before I began to play the game."



Ronny J. Coleman

[Back to Table of Contents](#)

# Combs Cartoon

[Back to Table of Contents](#)



## Too Tight



# New Navy Rigs



[Back to Table of Contents](#)

## AUTEC Pumper



## Last Alarms

[Back to Table of Contents](#)



## Last Alarms

The USFA reported 18 line of duty deaths in 2020. The following line of duty deaths were reported since we published our last issue:

**Ramon Figueroa**  
Porterville, CA

**Patrick Jones**  
Porterville, CA

**Donald Lepper** ♥  
Indianola, NE

**Jerome Guise**  
Mount Holly Springs, PA

**Joseph Tucker, Jr.** ♥  
Goldsboro, NC

**Benjamin Lauren**  
Gwinn, MI

**Zachary Blankenship** ♥  
Montcalm, WV

### 2020 Totals

♥ 6 (33%) 🚗 5 (28%)

♥ Indicates cardiac related death

🚗 Indicates vehicle accident related death



## TCoOO Update



[Back to Table of Contents](#)

## Taking Care of Our Own

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

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

Name	Location	Point of Contact
Neil Hogan	Navy Region Southwest HQ, CA	Joyce.Matanane@navy.mil
Kevin Stuebs	DLA Columbus, OH	Brent.Moreland@dla.mil

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 were very concerned about protecting PII when the program was stood up in 2003 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.

## Navy Awards

[Back to Table of Contents](#)



## Calendar Year 2019 Navy F&ES Awards

### SMALL FIRE DEPARTMENT OF THE YEAR

NAVAL SUPPORT FACILITY  
THURMONT, MARYLAND



### MEDIUM FIRE DEPARTMENT OF THE YEAR

NAVY REGION HAWAII  
DISTRICT 3, HAWAII



### LARGE FIRE DEPARTMENT OF THE YEAR

FIRST COAST F&ES  
JACKSONVILLE/MAYPORT, FLORIDA



[Back to Table of Contents](#)

### FIRE PREVENTION PROGRAM OF THE YEAR

COMMANDER FLEET ACTIVITIES  
YOKOSUKA, JAPAN



# Navy Awards (Cont.)

[Back to Table of Contents](#)



## Calendar Year 2019 Navy F&ES Awards

### MILITARY FIREFIGHTER OF THE YEAR



**ABH2 ALYSHA MILLER**  
NAVAL SUPPORT ACTIVITY  
BAHRAIN



### CIVILIAN FIREFIGHTER OF THE YEAR



**STEVEN O'BRIEN**  
NAVAL WEAPONS STATION  
SEAL BEACH, CALIFORNIA



### MILITARY FIRE OFFICER OF THE YEAR



**ABH1 (AW/SW/IW) CRAIG RICHERT**  
NAVAL SUPPORT FACILITY  
THURMONT, MARYLAND



### CIVILIAN FIRE OFFICER OF THE YEAR



**MARK WAMPLER**  
NAVAL BASE VENTURA COUNTY, CALIFORNIA



[Back to Table of Contents](#)

## *Navy Awards (Cont.)*

[Back to Table of Contents](#)



## *Calendar Year 2019 Navy F&ES Awards*

### FIRE SERVICE INSTRUCTOR OF THE YEAR



**NICHOLAS CHRISTENSEN**  
NAVAL BASE VENTURA COUNTY, CALIFORNIA



### EMS PROVIDER OF THE YEAR



**JASON LOPEZ**  
NAVY REGION HAWAII  
DISTRICT 2, HAWAII



### FIRE INSPECTOR OF THE YEAR



**MICHAEL BALLIET**  
NAVAL AIR STATION  
KINGSVILLE, TEXAS



### FIRE CHIEF OF THE YEAR



**FREDDIE THOMPSON**  
NAVAL SUBMARINE BASE  
KINGS BAY, GEORGIA



[Back to Table of Contents](#)



# Navy F&ES Hall of Fame

[Back to Table of Contents](#)



# Lifetime Achievement



[Back to Table of Contents](#)

## Class of 2020 Adds Two New Members

### Robert Tofson



**Inductee 39:** Bob Tofson began his fire service career at the age of 17 driving a contract water tender in 1958. He accepted an appointment at China Lake Naval Weapons Center in 1985 and transferred to Naval Air Facility, El Centro, CA as a Fire Inspector in 1987. In 1990 he transferred to the Master Jet Base, Lemoore Naval Air Station as Fire Chief. He was appointed Area Fire Marshal with the Western Region Office, San Bruno, CA in 1993. Tofson retired in 2003 with 18 years of Federal service.

### Michael Jones



**Inductee 40:** Mike Jones started his career as a firefighter at Pearl Harbor Hawaii as a firefighter in 1974. In 2000 he was selected as the Regional Fire Chief which included responsibility for protecting Navy, Army and Marine Corps facilities in the State of Hawaii. Served as the Pacific representative on the U.S. Navy Fire Protection Advisory Board, Washington D.C. to provide guidance and advice on the needs of overseas facilities in Japan and the region and work on the Navy 2030 vision committee.

## Navy F&ES Lifetime Achievement Award



*Ricky Brockman*



*Paul Murray*



*John Rodgers*



*Michael Murray*

## Runners Up

[Back to Table of Contents](#)



## CFAI News



[Back to Table of Contents](#)

## CY19 Navy F&ES Award Runners Up

Small Fire Department	Medium Fire Department	Large Fire Department
CFA Chinhae, Korea	NAVSTA Rota, Spain	CFA Sasebo, Japan
Fire Prevention Program	Military Firefighter	Civilian Firefighter
Navy Region Hawaii District 3, HI	ABH2 (AW/SW) Tyler Hatfield, NSF Thurmont, MD	Jennifer Fraga, Navy Region Northwest, WA
Military Fire Officer	Civilian Fire Officer	Fire Service Instructor
ABH1 (AW) Mark Alexander NAS Sigonella, Italy	Randy Lowry NAF Atsugi, Japan	Yuuhei Hino CFA Yokosuka, Japan
EMS Provider	Fire Inspector	Fire Chief
Michael Tate CNRMA District 2, VA	Kahealani Ching Navy Region Hawaii, HI	Robert Whittemore NWS Seal Beach, CA

## 35 Accredited at March Meeting



Over the course of three days in Orlando, FL, 35 agencies came before the Commission on Fire Accreditation International in public hearings to be considered for accreditation or reaccreditation. The hearings were simultaneously shown on a monitor in the lobby as well as webcast and watched by hundreds of people online.

There are now 270 accredited departments, including 70 DoD departments;

U.S. Air Force	34
Navy	12
Marine Corps	12
Army	6
DLA	3
Air National Guard	2

Naval Base Ventura County, Fairchild AFB, Grand Forks AFB and MCLB Albany were accredited for the first time; Maxwell AFB, Tinker AFB, Sheppard AFB, Navy Region Hawaii, NAS Corpus Christi, MCAS Beaufort, Offut AFB and Joint Base Charleston were all reaccredited.

## *Back in the Day*

[Back to Table of Contents](#)



[Back to Table of Contents](#)

## *Development of Automatic Nozzles*

Story and photos by Tom W. Shand

The early days of automatic nozzle technology can be traced back to several fire service leaders that were located in Gary, IN and Syracuse, NY during 1972. Hand line nozzle technology at that time consisted of two different schools of thought. Both Akron and Elkhart Brass produced 1½ and 2½ inch fog nozzles that had adjustable gallonage settings. The 1½ inch nozzles typically had a flow range of 60, 95 and 125 gpm which was an improvement over the Rockwood Navy fog nozzles which could only produce 60 gpm in the fixed, fog pattern and 110 gpm in the straight stream position. The larger 2½ inch fog nozzle had a flow range of 175, 200 and 250 gpm and was frequently outfitted with large handles on each side of the appliance. While this nozzle could provide a stream during defensive operations it was a cumbersome appliance to deploy when conducting interior fire attack.

Chief Hanlon's goal for Syracuse was to replace all of the 2½ inch hose from the engine apparatus, relying upon the smaller, more maneuverable 1½ inch attack lines in conjunction with the Rapid Water system to develop flows of up to 200 gpm on each hand line. What was missing was any available nozzle that could handle these higher flows. All of the new maxi pumpers were designed with four crosslay hose beds which were supplied by 2½ inch piping and valves and were eventually outfitted with 200 foot and 300 foot long 1¾ inch attack lines.

During 1972 Chief Hanlon learned of Chief Clyde McMillan who served with the Gary, IN Fire Task Force. Chief McMillan had developed an idea to produce a hand line nozzle that would automatically adjust to the available water supply through the use of a spring and baffle mechanism inside of a combination nozzle. While the concept of a thinking or automatic nozzle looked promising on paper Chief McMillan had no outlet to produce and market his concept. After Chief Hanlon made contact with Clyde McMillan, together with Deputy Chief of Training Frank Burke the concept became reality when Syracuse placed an order for the first eight Task Force nozzles that were ever produced in October, 1972.

Chief's Hanlon and Burke saw the merits of this new nozzle technology and placed an option within the bid specifications for the batch of ten Pierce mini pumpers for these nozzles. Once the bid was awarded Deputy Chief Burke called McMillan and said: "Send me an invoice and get those things made and here as soon as you can". Once these nozzles were received by the department testing conducted by the Training Division determined that when using these nozzles on a 200 foot 1½ inch line a flow of 200 gpm was possible using plain water. Once Rapid Water was introduced into the line the required pump pressure to produce this flow dropped to just 175 PSI. The Task Force nozzles were designed to develop fire flows from 50 to 350 gpm which enabled the department to eventually retire all of their older hand line nozzles.

## *Back in the Day (Cont.)*

[Back to Table of Contents](#)



Tom Shand

Syracuse continued to work with Chief McMillan to produce a master stream version of the hand line nozzles which would be capable of flows from 350 to 1000 gpm. The result of these efforts produced both a conversion tips for existing nozzles as well as a new combination master stream nozzle. All of the remote control Santa Rosa monitors on the mini and maxi pumpers were retrofitted with these tips as well as nozzles for the Tele Squirt and Sutphen tower booms. Department training bulletin #108 issued on 12 September 1977 outlined the operating procedures for these new appliances that were installed on the Sutphen aerial towers and ones that were issued for use with the portable Stang guns carried by each engine company.

The Task Force Tips automatic nozzles changed the face of engine company operations in many departments with automatic nozzles used on a variety of handline and master stream appliances. Some forty eight years later the needs of one fire department propelled a new nozzle technology Back in the Day.

## *Estudiantes de honor*



## *Spanish Firefighters Pass With Honors*

By PO3 Brandon Randall

The Rota Fire Department can only be described as a department committed to the excellent service of its community and neighboring branches. Due to its keen and precise live fire training regimen, firefighters are well prepared and equipped to respond efficiently and promptly to any potential emergency.



Rota Fire & Emergency Services recently had the pleasure of enrolling two Spanish Firefighters through the DoD Fire Academy at Goodfellow AFB, TX.

Naval Station Rota's Commanding Officer David Baird and Fire Chief Shane Rayfield's successful coordination with EURAFCENT Regional Fire Chief Joe Orona and Eric Rhode at CNIC. Their combined efforts, along with Rota F&ES Training Chief Thomas Wiley, paved the way to have the first two Spanish National personnel graduate from the 92 day rigorous Louis F. Garland Fire Academy. English being their second language did not hinder them at all and both students graduated at the top of their class. Their hard work and dedication quickly garnered them the respect of the other students and instructors. This is the embodiment of determination, pride, and being successful when you do what you love. BZ to FF Manuel Martinez Diaz and FF Juan Jerez Fernandez, the newest members of NS Rota F&ES Department.

Welcome to the Fire Familia!

[Back to Table of Contents](#)

## *Are You Ready?*

[Back to Table of Contents](#)



[Back to Table of Contents](#)

## *Have You Planned For Your Family?*

By Neil R. Hogan, Deputy Fire Chief Navy Region Southwest

Those who know me well, know that I am huge into development and mentorship of our F&ES family. One of the biggest things I have tried to mentor is leave management. Unfortunately more times than not this has fallen on deaf ears. In my experience too many people are earners and burners (use almost all of their leave as soon as earned). You need to prepare for you and mostly for your family. I will use myself as an example.

When I started DoD Civil Service in 1999, I only took half my annual leave each year until I had maximum carry over leave; I have carried it over every year since until getting sick. Why? Simple, in case needed for an emergency beyond my sick leave balance which I did not use unless legitimately needed; while hoping and praying it never would be needed.

Unfortunately, my hoping ended in February of 2018; while the planning and preparation began to pay off. I was hit with leave needs all at the same time. My terminal brain cancer as well as my father's three cancers and my father-in-law's passing of leukemia.

Luckily because of my fore planning I had over a year of annual and sick leave. All that time I spent chomping at the bit to get back to work. More importantly than having my self-covered, I had my family covered. I WAS READY.

My fellow firefighters and work family do not bury your head in the sand. It is real, you never know when it is coming. Those who have not prepared, I sincerely fear and my heart breaks for you. The battle is hard enough without having to worry about where the money for the family is going to come from.

For those who solely rely on the leave donation program, I would reconsider. Leave donation should be a supplemental to your own leave planning/managing. Many potential leave donors take into consideration the donor recipients use of their leave.

Please heed this mentorship/guidance; I am living proof that the need could arise. While most people do not want to deal with their potential mortality until they are forced to, this does not serve your family well. I beg each and every one ensure you are prepared. A few thoughts are:

**Last Will and Testament** – Make to update it as needed to keep it current. I have had a one since I was 19 years old, thanks to active duty Air Force mentorship

**Life Insurance:** amount dependent on your circumstance, i.e. mortgage, spouse's income, kids ages etc... As I face my mortality I do not need to scramble/stress over my family's finances should the good lord call me home; allowing them to focus on their emotional struggle and recovery.

I AM READY!

## *Are You Ready? (Cont.)*

[Back to Table of Contents](#)



Neil Hogan

Some other things you should consider are:

**Terminal Death benefit.** This is where you can draw money from the benefit before your death with a terminal illness, quite often half of the face value.

**Servicemember's Group Life Insurance (SGLI) and Veteran's Group Life Insurance (VGLI)** you can take out half of the face value. I also had this with my private life insurance and could take half of the face value.

**Federal Employee Group Life Insurance (FEGLI).** You can take all or part of the basic life insurance but none of the optional insurances. With FEGLI make sure that DFAS certifies you base pay correctly, as this is how your FEGLI payout is determined. DFAS certified mine wrong and I had to put an extensive paper together to prove it was wrong. They did recertify it correctly; however, imagine if I had not caught it or I had passed. My wife would have never known it was incorrect.

**Premium forgiveness.** You are no longer required to pay the premium but the policy stays in effect.

**Sick Leave Bank** – build it up as much as you can. Use it as needed.

**Annual Leave** maximize your carry over.

Ensure your family knows where to access all your plans (i.e. where is the last will and testament, where are and what life insurance policies do you have.

**Disability Insurance.** While I feel I did a decent job preparing, I did not do enough. If I had it to do over I would have taken out a disability insurance policy to cover any wage losses that I could not cover elsewhere.

On a separate note, there is a Federal Disability Retirement which I had never heard of until I got sick. If your illness or injury is not covered by workers then this is available to you. A couple of notes:

- You have to apply for Social Security Benefits, which I have learned a lot about and can assist those who have the need.

- If approved it provides 40% of your high 3 or what you have earned whichever is higher. The years between when you retire until the month before you 60th birthday, count as service years, when you convert to a regular retirement. You can obtain more information on the OPM website at these links. <https://www.opm.gov/forms/pdfimage/sf3112-2.pdf>  
<https://www.opm.gov/retirement-services/fers-information/types-of-retirement/>

Also if you are approved by Social Security then your Federal Disability will be offset by 60% of the Social Security monthly payment and you keep the other 40%

If you are not prepared you should start planning. I am here to answer questions.

[Back to Table of Contents](#)

## SA Matters!

[Back to Table of Contents](#)



[Back to Table of Contents](#)

## Understanding Stress – Part 8: Time Distortion

By Rich Gasaway

Welcome to part 8 on the series dedicated to stress. In the previous segment I talked about the vulnerability of your brain to become overloaded under stress which can impact your situational awareness. In this article I'm going to talk about how your perception of time can become distorted as a result of stress.

### Tachypsychia

Tachypsychia is a neurological condition that results in the distortion of time. While there can be several causes, we're going to focus on emergency scene stress as the trigger. The phenomenon has been well documented in interviews with police officers, military personnel and martial arts experts. It's sometimes called Tachy Psyche effect.

Individuals impacted by tachypsychia have described it as having the appearance that time is elongated, giving the appearance that events are moving slower than reality. The opposite has also been described, where it appears time is speeding up, sometimes moving so fast that things appeared blurred.

In Part 1 of this series I talked about the massive dump of hormones triggered by stress. Research suggests that tachypsychia is a stress reaction induced by a combination of high levels of dopamine and norepinephrine. The chemicals impact the uptake and processing of information in the visual processing center.

### Time gets away from you

Another thing that can happen when you are operating at an emergency scene is time can get away from you. This may not be so much related to stress and hormones as it is to the way excitement can divert or focus your attention and cause you to lose track of time.

Perhaps you've experienced this while doing something enjoyable with friends or family. You look at your watch and it's 10:00 am. The next time you glance at the time it's 2:30 pm. And you wonder: Where did the time go? It sure doesn't seem like 4½ hours passed.

At the emergency scene, this can be especially challenging for situational awareness because as thirty minutes pass by it may only seem as though ten have. It is very easy in the fast-paced, information rich environment of an emergency for you to lose track of time. In an environment where firefighters may be operating inside a building that is decomposing as a result of heat exposure, an awareness of the passage of time is catastrophically important.

### The agony of crawling time

If you've been a first responder for any length of time, you have surely responded to an emergency scene to be met by someone screaming WHAT TOOK YOU SO LONG! I CALLED 9-1-1 TWENTY MINUTES AGO!

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

[Back to Table of Contents](#)



Rich Gasaway, PhD.

Once the incident is complete and the records are reviewed, it is revealed the elapsed time from the 9-1-1 call to your arrival was actually only eight minutes. But it seemed like twenty minutes to the complainant. That's because they are under stress and they are watching a crisis play out before their eyes. They are helpless to change the outcome and that adds more stress. In this situation, time distortion makes eight minutes seem to pass like twenty.

If you are a commander or company officer operating at a scene and give an assignment to a company (e.g., stretch a hose line in preparation for interior attack on a fast moving fire). It may seem like the crews are operating in slow motion. If things aren't getting done at the speed expected, this can lead to anger, frustration and task fixation. All three of these outcomes are barriers to situational awareness. These three barriers are on the list discussed during the Fifty Ways to Kill a First Responder program.

### **Dr. Gasaway's Advice**

There is little you can do about tachypsychia because it is chemically induced. All you can do is control your reaction to stress in an effort to prevent the dump of chemicals. This was discussed previously so I won't be redundant here.

You can keep track of the passage of time using two very simple methods. First, have your dispatch announce the passage of time over the radio (e.g., 10 minutes, 20 minutes, 30 minutes). Ideally this would be done on a channel (or multiple channels if necessary) so everyone operating at the emergency scene can hear it. This is important because everyone operating at the emergency scene can be impacted from losing track of passing time.



[Back to Table of Contents](#)

Some agencies may have a dispatch center that is not able or is unwilling to support scene operations by keeping track of time passage and making the announcements. If you find yourself in this situation, the commander or a designee could keep track of time using a timer on a command board or a stop watch. Then announce the passage in time intervals (e.g., 10 minutes, 20 minutes, 30 minutes).

### **Action Items**

1. Describe a time when you were working at an emergency scene and time got away from you. What was the consequence?
2. What tips do you have for helping others manage the passage of time at an emergency scene?
3. Have you ever experienced tachypsychia? Describe what happened and how it impacted you.



## On the Job - Barstow

[Back to Table of Contents](#)



[Back to Table of Contents](#)

## RV Park Saved From Destructive Blaze

By Keith Hayes, CommStrat Planner

An early morning fire at the recreational vehicle park aboard Marine Corps Logistics Base Barstow, CA destroyed one vehicle but a quick response by MCLB Barstow F&ES saved surrounding RVs. Jeffrey Hinton said his 34-foot camper caught fire 15 February around 7:30 p.m.



A Marine Corps F&ES investigation of the blaze identified the cause as a malfunction in the cooling system of a refrigerator in the vehicle's kitchen area. Hinton said that particular refrigerator model had a recall issued on it by the manufacturer for units constructed from 2003 to 2013 with a warning that the motor was prone to overheating and could cause fires.

"The RV was pre-owned when I bought it and I received no recall notice," Hinton said. He said he credits the quick response by the fire crews with keeping the blaze from spreading to his neighbors on either side of him.

One of his neighbor's RV did suffer minor damage when the heat caused one of its windows to blow out, but no one was injured. "I was not home at the time. I was in Las Vegas visiting my son," Hinton said. "If I had been here and asleep when the fire started, my smoke alarms would have alerted me. But, since the insulation on these campers gives off toxic fumes when burned, I'm not at all sure that I could have gotten out in time."

Gabriel Hammett, Firefighter/Emergency Medical Technician, MCLB Barstow F&ES, said this particular refrigerator found in Hinton's camper is designed especially for RV use, and depends on using a chemical process using propane to draw heat away from the refrigerator. A malfunction in the unit caused the chemicals to get too hot and expand the copper tubing used to contain them. After the refrigerator shuts off temporarily, the expanded metal contracts back to normal size. After several of these expansions and contractions, the metal eventually breaks, releasing hydrogen and propane gas into the atmosphere of the RV. Those highly flammable gases are then ignited by electrical sources.

"Our fire crews getting on scene as quickly as they did prevented the camper from becoming fully engulfed which would have spread to the RVs on either side very quickly," Hammett explained.

Hinton described the RV and his belongings as being a total loss. "This model of RV is worth \$45,000, plus I lost all of my property in the fire," he said. "I have five pairs of pants, four shirts and a jacket left."

Hinton is employed as a police officer and the chief of security at Production Plant Barstow, Marine Depot Maintenance Command aboard the Yermo Annex of MCLB Barstow.

## Fire Prevention

[Back to Table of Contents](#)



[Back to Table of Contents](#)

## Motor Fuel Dispensing Facilities

By Mark Weil, CFPS, MIFireE

Motor Fuel Dispensing Facilities, and Auto Repair Garages (Auto Skills Centers) are important consumer and industrial elements at most base installations. That is why it is critical that the inspector understand the processes involved within these facilities to ensure for a fire safe environment. In this month's discussion we look at NFPA 1 with Navy Amendments specifically chapter 30 when it comes to these types of processes and their impact.

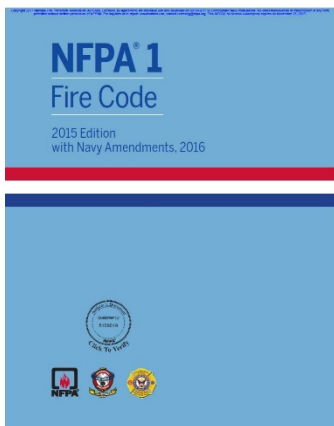
NFPA 1 with Navy Amendments chapter 30 involves motor fuel dispensing facilities, marine, motor fuel dispensing facilities located inside, fleet vehicle motor fuel dispensing facilities and repair garages. These facilities must comply with Sections 30.1, 30.2 and 30.3 of NFPA 1 with Navy Amendments and OPNAVINST11320.23G Navy Fire and Emergency Services Program, local instructions and NFPA 30A, Code for Motor Fuel Dispensing Facilities and Repair Garages. As with any fire safety matter it is important to consult with your NAVFAC or cognizant regional Fire Protection Engineer for proper oversight as it relates to fuel dispensing facilities and repair garages and the various aspects involved. Note: NFPA 1 with Navy Amendments chapter 30 does not apply to refueling operations, see chapter 42.

When it comes to motor fuel dispensing facilities the NFPA 1 with Navy Amendments chapter 30 provides some essential items to consider these include:

1. Occupancy classification as this classification must meet the intent of a NFPA 101 special purpose industrial occupancies.
2. The use of class I or II liquids within the facility consideration for the prevention of these spilled liquids and the continuation of the containment of these liquids reaching the exterior of the facility must be considered.
3. Fixed fire protection systems at unattended, self-service, motor fuel dispensing facilities, and as required by the AHJ these fire protection system(s) must be installed in accordance with NFPA standards and manufactures listings and instructions.
4. Fuel dispensing areas these areas must be located at street level and with no dispenser located more than 50 ft(15m) from vehicle exit to, or entrance from the outside of the facility, and no more than four vehicles can be service at a time. Fuel dispensing inside buildings these areas must be separated from all other portions of the facility. The walls, partitions, floors, and floor-ceiling assemblies must have a fire resistance of not less than 2 hours. Also, Interior finishes must be designed to NFPA 220 Standard on Types of Building Construction, and the doors and windows and their openings must meet NFPA 80 Standard for Fire Doors and Other Opening Protectives.
5. The mechanical exhaust systems NFPA 91 Standard for Exhaust Systems for Air Conveying of Vapors, Gases, Mists, and Particulate Solids provides the necessary requirements for these installations.

## Fire Prevention (Cont.)

[Back to Table of Contents](#)



[Back to Table of Contents](#)

As for repair garages and (Auto Skills Centers):

1. Repair garages where CNG-fueled, hydrogen-fueled, LNG-fueled or LP-Gas- fueled vehicles are serviced and or repaired in these areas ensure NFPA 52 Vehicular Natural Gas Fuel Systems Code or 58 Liquefied Petroleum Gas Code is used accordingly.
2. In these facilities the floor assemblies must be constructed of non-combustible materials some exceptions within the chapter noted. In addition, liquid-tight floors are required as are floor drains to properly trapped and discharge through an oil/water separator to a sewer or to a vented sump.
3. Pits and subfloor areas below grade that provide for inspections, lubrication, and repairs of vehicles must comply with NFPA 1 with Navy Amendments and NFPA 30 A Code for Motor Fuel Dispensing Facilities and Repair Garages.
4. Fire protection particularly automatic sprinkler protection in major repair garages will follow NFPA 30 A: 7.4.6. Code for Motor Fuel Dispensing Facilities and Repair Garages guidelines.
5. Gas detection systems and design will be calibrated accordingly and required to activate when the level of flammable gas exceeds 25 percent of lower flammable limit (LFL). These gas detection systems will also be required in lubrication and or chassis repair pits of repair garages used for repairing non-odorized LNG/ CNG- fueled vehicles. The operational features with these gas detection systems must include:
  - (a) Initiation of distinct audible and visual alarm signals in the repair garage.
  - (b) Deactivation of all heating systems located in the repair garage
  - (c) Activation of the mechanical ventilation system, when the system is interlocked with gas detection. Also, safe guards for the failure of the gas detection system as noted, and these systems must be monitored in accordance with NFPA 72 National Fire Alarm and Signaling Code.
6. Heating, Ventilating and Air Conditioning and Heat-Producing Appliances have some specific challenges that the inspector should be aware of within repair garages to include from a HVAC standpoint the systems cannot be interconnected with any system serving any occupancies within the facility. These systems must be installed in accordance with NFPA 90A Standard for the Installation of Air-Conditioning and Ventilating Systems. As from a heat producing appliance standpoint the salamanders, space heaters, and similar types of heaters are often misused within repair garages. The unapproved heaters in garage locations can result in the ignition of flammable and combustible liquids from spills or open containers, and or in the ignition of the flammable or combustible vapors from the repair work itself. Therefore, it is important that heat producing appliances are installed in accordance with NFPA 1 with Navy Amendments 30.2.10.

In consideration of the operational requirements at motor fuel dispensing facilities and repair garages NFPA 1 with Navy Amendments 42.7 is utilized. The following are some of these requirements:

## Fire Prevention (Cont.)

[Back to Table of Contents](#)



Mark Weil

1. Inventory controls these will be maintained daily and the records will be maintained and reconciled for all liquid fuel storage tanks to ensure no leakage from the tanks and or piping exist. The records will be maintained on-site and the AHJ may request these records within 24 hours of a written or verbal request and these records must include at a minimum reconciliation of sales, use, receipts, and the inventory on-site.
2. NFPA 1 with Navy Amendments 42.7.2.2.2 through 42.7.2.2.4, NFPA 385 Standard for Tank Vehicles for Flammable and Combustible Liquids for the delivery operations and their processes will be applied.
3. Dispensing Class I or Class II liquids into containers these containers must be clearly marked with the name of the product on the container. If it is not metal these containers must be approved by the AHJ for use. Portable containers of 12-gal (45 L) capacity or less cannot be filled while they are in or on a motor vehicle or marine craft.
4. All equipment being fueled will be shut down during fueling operations with some exceptions 42.7.2.5.1. And the control of ignition sources will be in place that do not allow any smoking materials to include matches and lighters within at least 20 ft(6m) from areas used for fueling or dispensing of Class I and Class II liquids.
5. NFPA 1 with Navy Amendments chapter 13.6 fire extinguishers will be provided as indicated.
6. If required the fire suppression system(s) will be installed in accordance with appropriate NFPA standards and NFPA 1 with Navy Amendments and OPNAVINST11320.23G Navy Fire and Emergency Services Program, local instructions.
7. Warning signs will be posted at dispensing area(s) in a conspicuous place to include the following wording:



[Back to Table of Contents](#)

Motor Fuel Dispensing Facilities, and Auto Repair Garages (Auto Skills Centers) fire safety is paramount. Safeguarding these facilities utilizing NFPA 1 with Navy Amendments and OPNAVINST11320.23G Navy Fire and Emergency Services Program, local instructions can ensure these facilities will remain safe and enforcement will be the top priority.

## *On the Job - Miramar*

[Back to Table of Contents](#)



[Back to Table of Contents](#)

## *Live Your Story*

By Joshua Allen, MCAS Miramar Fire Chief

“Have you ever established a goal and as you set out to reach that goal, you just find one closed door behind another”? We have. MCAS Miramar Fire Department stood up in the fall of 1997 and had an antiquated rescue apparatus filled with some hand me down equipment provided to us by our Navy counterparts.



Our infancy was no detractor, we had a vision and it was fueled by a real hard charger by the name of Leigh Thomas. I was a young probationary firefighter at that time who saw Leigh as seasoned Fire Captain and Rescue diehard. Leigh planted the seed for MCAS Miramar Fire Department to become a truly professional agency in the art of Rescue. His passion transcended as he paved the way to our success today, teaching Rescue Systems throughout San Diego County, while building up our tool compliment to become a true USAR team. Captain Thomas led this program for ten years opening doors only to find another door closed, ultimately to retire before he could see it through.

Here we are twenty two years later, that rescue torch has been passed several times to new hyper charged, aggressive rescue technicians striving to enhance our program and validate the true professionals that we have become. We have all heard, it takes a village. These words cannot be any truer, but it also takes a good leader with desire, dedication and determination like our very own Captain Brian Cato. Brian has led our team down that final stretch to achieve success. The success I am referring to is; validation, earning the recognition as a FIRESCOPE CaL OES US&R TYPE 3.

The feeling of success is insurmountable when you accomplish what seems to be the unthinkable. A DoD entity certified and recognized to operate within the State of California as a “Light” US&R. This goal was set out way before Accreditation was on our F&ES tongue. However, these last years on the home stretch I can see that accreditation did play a factor in our success as it strengthened our passion, and aligned our ideas with a proven model.

I asked Captain Cato, why you? What made you see it through? How did you finalize one of our first goals set 22 years ago? He stated, “As a committee we set goals and objectives to move forward with getting Rescue 61 Cal OES typed as a light, and the extended goal of getting it bumped up to a medium typing the following year”.

At this point, you may be wondering why we wanted to get our apparatus and team typed.

## *On the Job – Miramar (Cont.)*

[Back to Table of Contents](#)



Reasons for typing our rescue as a US&R Light; it reinforces the use of Fire Scope Standardized Equipment List (SEL), establishes a standardized platform for equipment throughout the State and our Mutual Aid partners based on performance, certification and qualification.

As a typed rescue, the department will have a responsibility to prepare for and respond to emergency incidents providing trained personnel, appropriate equipment, communication capabilities and standardized operating plans. When an emergency incident is likely to exceed, or has exceeded the ability of a responsible entity to control it, Rescue 61 (US&R 61) could be mobilized as part of a rescue task force team. The basic assumptions are that a local government entity has taken all actions within its capacity to mitigate a potential or ongoing emergency, and has reasonably exhausted local resources before requesting outside assistance through the California Fire Service and Rescue Emergency Mutual Aid System.

From a young probationary firefighter to now the fire chief, I have had the pleasure to grow within this fire department. I take great pride in sharing this story of our retirees who planted the seed to acknowledging the superb effort of Captain Brian Cato and the team. I recognize all of your subject matter expertise, dedication, and leadership in providing a higher level of technical rescue service to MCAS Miramar and the surrounding communities we serve.

I led off this dialogue with “have you ever set out to obtain a goal to only be met with one closed door behind another”. The real question should be “what would you do when confronted with closed doors”? Do you become defeated and give up or do you find strength to see it through? Team Miramar stayed the course, even if it was 22 years later. I leave you with this, stay the course and “Go Live your Story”.

## *NFA Course*



[Back to Table of Contents](#)

## *Safety Program Operations Course Available*

The National Fire Academy campus located in Emmitsburg, MD has several six-day offerings of our R0154 *Safety Program Operations* course. Each of the three classes has 25 vacancies and they are in jeopardy of cancellation due to the low enrollment. The available course dates are:

6/14/2020    6/19/2020    8/23/2020    8/28/2020    8/30/2020    9/4/2020

Check out the details and apply online today!

[https://training.fema.gov/netc\\_online\\_admissions/](https://training.fema.gov/netc_online_admissions/)

DISREGARD THE APPLICATION PERIOD IS CLOSED MESSAGE and continue on to the APPLY button.

Follow the directions in the link. Be sure to specify the date of the course offering you wish to attend and your second choice if applicable. Should you have any questions about the course or the admissions system: contact the Training Specialist: George Morgan [george.morgan@fema.dhs.gov](mailto:george.morgan@fema.dhs.gov). We're looking forward to meeting YOU!

## *Driver Training*

[Back to Table of Contents](#)



## *5 Pillars Of An Effective Driving Program*

By Robert Avsec

Responding to emergencies has always been one of the greatest sources of risk for any fire department. One can only imagine how many incidents occurred involving hand-pumped wagons hitting pedestrians or scaring horses, as volunteer fire companies raced to the fire scene. And it likely became even more treacherous when those fire department transitioned to newer means of transport, first horse-drawn steam engines and later motorized fire apparatus.

### **Modern-day response risks**

The exposure to risk and legal liability has grown since those early days, exacerbated by more vehicles on the road, decaying roads and bridges, and an increasing number of distracted drivers who are doing many things besides paying attention to driving. In addition to those external factors, fire departments face several internal factors that can impact incidents involving their fire apparatus:

Fire apparatus that has grown very large over the years is, in many cases, top-heavy and therefore vulnerable to the laws of gravity and motion and speed;

New members who come to the organization with no previous experience driving any sort of vehicle except a car – and typically a small one at that; and

Many of those new members were also distracted drivers before they came to your department, and likely still are on their off-duty time.

### **Gordon Graham's Five Pillars**

Lexipol co-founder Gordon Graham is a former California Highway Patrol captain and noted advocate for risk management in public safety organizations. Graham identifies five pillars in a successful organization and most, if not all, of the consequences from improper behavior in an organization can be linked to a collapse of one or more of those five pillars:

People  
Policy  
Training  
Supervision  
Discipline

Let's look at how those five pillars can support your department's driving program, and with it the safe, effective and efficiently operation of its vehicles:

**Pillar #1 – People:** Departments need quality people doing the task. Ensure that your department has a process for the internal hiring of new drivers of department vehicles that includes:

A DMV record check. This should include multiple states if the person has moved within the past 5 years.

[Back to Table of Contents](#)

## *Driver Training (Cont.)*

[Back to Table of Contents](#)



A review of the individual's personnel record with the department to ensure there's nothing that would prohibit them from operating a departmental vehicle valued between \$300K and \$900K.

Pillar #2 – Policy: Departments need a quality policy describing how a firefighter becomes a driver/operator and how to maintain that status. I personally love the Marine Corps “Rule of 3s” because most of us can't remember much past three things for long-term retention.

With that, here's “my three” regarding good policy:

Responsibilities for the driver/operator: Clearly written job performance requirements (JPRs), which are, “A statement that describes a specific job task, lists the items necessary to complete the task, and defines measurable or observable outcomes and evaluation areas for a specific task.” (NFPA 1002: Fire Apparatus Driver/Operator Professional Qualifications, 3.3.14, 2017 Edition).

Authority to drive and operate departmental fire apparatus: Clearly written process for evaluation of how well a potential driver/operator has mastered the JPRs for the job. Successful completion of that evaluation should result in some form of recognition (e.g., certificate or license).

Accountability for not continuing to meet the department's JPRs for a driver/operator: There should be clear description of the range of consequences for failure to maintain job performance as a driver/operator.

Pillar #3 – Training: Departments need quality training on how to do the task correctly. My internet search for fire department driver training programs reveal a good number of sources that included two from the International Association of Fire Chiefs (IAFC): Driver Training SOG Albuquerque (NM) Fire Department and the Ponderosa Volunteer Fire Department. In looking over these two programs, I noted several similarities:

They included expectations (like those examples above);

They describe the necessary learning objective and performance measures to meet those expectations; and

They provide the tools for proper documentation of completed training. (The Ponderosa program has a well-designed and comprehensive Excel workbook with individual spreadsheets for every part of their program. It's also available as a download from the IAFC website.)

[Back to Table of Contents](#)

Another excellent resource is the Emergency Vehicle Safe Operations: For Volunteer and Small Combination Emergency Service Organizations put out by the National Volunteer Fire Council (NVFC). Now in its third edition, this document provides a “soup to nuts” coverage of everything a fire department needs in place to develop a top-notch safe driving program or make improvements in a legacy program.

And don't just look at information coming from fire service organizations. The Smart Trucking website offers a cornucopia of information when it comes to safer operations while driving big rigs.



## ***Driver Training (Cont.)***

[Back to Table of Contents](#)



Robert Avsec

(After all, fire apparatus is pretty much a big truck with a powerful turbo-charged engine, right?). Here's a sampling of what you can find there:

*Eye-Opening Truck Driving Safety Tips That Will Save Lives*  
*The Jake Brake – A Quick Guide for The Truck Driver*

**Pillar #4 – Supervision:** Members must exhibit quality supervision to ensure the task is done right. Not every fire apparatus driver/operator in your department will make a good driving instructor, and that's OK. Another feature of the Ponderosa program and the NVFC program that I liked was that they provide guidance and direction for the program coordinator as well as the driver trainers within the department.

**Pillar #5 – Discipline:** Members must enact discipline when policies are not followed. Lack of accountability is a big potential problem in many fire department programs. Every driver/operator of fire apparatus must know and understand their responsibilities in that position and the consequences for not carrying out those responsibilities.

From my first day on the job (May 1982) with the Chesterfield (VA) Fire and EMS Department, I was well-aware of two things: You don't breathe smoke, and you don't run red lights or stops signs while driving any department vehicle, big or small.

For the latter, everyone knew the potential consequences before they ever got behind the wheel for the first time: The first offense was a three-day suspension without pay; second offense was a loss of driver/operator status and 10% reduction in pay; and third offense was termination of employment.

Those were the standard guidelines. The policy also stated that if the driver's actions resulted in serious injury or death for other fire department employees or civilians, the fire chief had the prerogative to terminate an employee for a first or second offense.

### **Regulating risk**

Responding to emergencies will always be one of the greatest sources of risk for any fire department. Several years ago, at a fire service conference, I attended a session on reducing risk in fire departments.

The presenter made a statement that really stuck with me: "You cannot manage or eliminate risk in this business, but you can regulate it." He went on to explain that regulating meant making sure that everyone in the department had the knowledge, skills and abilities (KSAs) to recognize daily risks and take the appropriate actions to avoid those risks.

And shouldn't that be the endgame for your fire department's driver/operator training program?

About the author

Batt. Chief Robert Avsec (Ret.) served with the Chesterfield (Va.) Fire & EMS Department for 26 years. He was an instructor for fire, EMS, and hazardous materials courses at the local, state and federal levels, which included more than 10 years with the National Fire Academy. Chief Avsec earned his bachelor's degree from the University of Cincinnati and his master's degree in executive fire service leadership from Grand Canyon University. He is a 2001 graduate of the National Fire Academy's EFO Program. Contact Robert at rpa1157@gmail.com.

[Back to Table of Contents](#)

# Navy F&ES POCs

[Back to Table of Contents](#)



[Back to Table of Contents](#)

# Navy F&ES Legacy

## Distribution

## Navy Fire & Emergency Services (N30)

Commander, Navy Installations Command

716 Sicard Street, SE, Suite 305

Washington Navy Yard, DC 20374-5140

[http://www.cnic.navy.mil/om/operating\\_forces\\_support/fire\\_and\\_emergency\\_services.html](http://www.cnic.navy.mil/om/operating_forces_support/fire_and_emergency_services.html)

DSN 288

Director  
Carl Glover  
carl.glover@navy.mil  
202-433-4775

Deputy Director  
Ricky Brockman  
ricky.brockman@navy.mil  
202-433-4781

EMS Branch	Operations Branch	Integration Branch	Military Firefighter Branch
<p>Program Manager Lewis Moore lewis.moore@navy.mil 202-433-7743</p>	<p>Program Manager Gene Rausch gene.rausch@navy.mil 202-433-4753</p>	<p>Program Manager Chris Handley christopher.handley@navy.mil 202-433-7744</p>	<p>Program Manager ABHCS Damien Ponders damien.ponders1@navy.mil (202) 685-0651</p>
<p>Senior EMS Systems Specialist Gary Casley gary.casley@navy.mil 202-433-6517</p>	<p>Senior Fire Prot Specialist Dan Gaumont dan.gaumont@navy.mil 202-885-0882</p>	<p>Management &amp; Program Analyst Derrick Coleman derrick.coleman@navy.mil 202-433-9004</p>	
<p>EMS Systems Specialist VACANT</p>	<p>Senior Fire Prot Specialist John Smithgall john.d.smithgall@navy.mil 202-433-9084</p>	<p>Management &amp; Program Analyst Wallace Ansan wallace.s.ansan@navy.mil 202-433-4782</p>	
	<p>Fire Protection Specialist Eric Rhode eric.rhode@navy.mil 202-433-0256</p>	<p>Program Analyst Adam Farb adam.farb@navy.mil 202-885-0712</p>	

## Past Navy F&ES Directors & Area Fire Marshals

<p><b>DIRECTORS</b> Larry Duhrkoop Robert Darwin* Orville Emory* Bill Killen* <b>DEPUTY DIRECTORS</b> Robert Williams* Gene Carmody* Ronald Guilliams James Karcher Kevin King</p>	<p><b>AREA FIRE MARSHALS</b> Harry Anderson William Baldwin A.H. Benson Francis Brannigan* Dave Butler* John Crowell Jerry Dallas Ray Dratt Hugh Dykins Charles Gindele*</p>	<p>Bruce Goodwin Lee Green Ernie Groft John Hannan L. G. Hart Bill Hennessy* J. Ramon Hoshall Don Huber Jack Killsgaard Dudley King*</p>	<p>Bill Knight Gerald Makowski* James Manser* Lew Meyer* Ralph Murphy Dick Rightmer Clarence Rout* Ira Simmons John Simpson Doug Thomas*</p>	<p>Bob Tofson* Robert Valentine Andy Weiss Don Weitkamp John Wentzel* Bud Williams Don Young Russell Noyes Dave Wise Virgil Slater</p>
--	--	--	--	--

\* Denotes member of Navy F&ES Hall of Fame. If you know of someone we missed, please e-mail the editor.

To receive this newsletter automatically, e-mail [ricky.brockman@navy.mil](mailto:ricky.brockman@navy.mil) to be added to the *What's Happening* distribution list.

To receive this newsletter automatically, e-mail [ricky.brockman@navy.mil](mailto:ricky.brockman@navy.mil) to be added to the distribution list.

# HELP WANTED!

Navy civilian firefighters needed, visit [USAJobs.gov](http://USAJobs.gov) for details.  
Search for 0081-series