



D.C. BRAVEST





To Our Members:

As the second issue of DC Bravest is published, I want to take the opportunity to again say how honored I am to serve in this position for you and the citizens & visitors of the District of Columbia. While we have many challenges ahead of us, I am more confident than ever that we will meet these challenges with professionalism, experience, and teamwork.

As with the Presidential Inauguration in January, the eyes of the nation were turned towards our city for a different reason on June 22 because of the Metro Transit crash on the red line. One of the most tragic events many of us have experienced claimed the lives of nine people, while injuring dozens more. We continue to receive accolades about the rapid response, the great patient care, and the incident management that you demonstrated on that day. Your efforts and actions will not be forgotten.

During the Metro incident, a substantial amount of our operations were focused on EMS and patient care. Just a few weeks after this incident, the Department moved forward in the EMS transition phase by swearing in the EMS Officers on August 3 at the Armed Forces Soldiers Home. We were fortunate to have our Honorable Mayor Adrian M. Fenty conduct the ceremony with many of the families in attendance for this special occasion. I want to extend my congratulations to all of you.

While there are many projects currently under way in our Department, our fire house renovations are among top priority. We are moving forward smoothly on the renovation of Engine 10 with Engine 29 and Engine 14 soon to follow. In addition, we have completed the Buff-Scrub-and Greening of Engine 1, Engine 3, and Engine 4 with more scheduled. We are working diligently to secure funding to continue to provide fire houses that you and our citizens are proud of.

Again, Thank You. As every day passes, I learn more about you and this Department. As I close, I would like to offer a simple quote that I have heard many times over my career. "Success does not come from improving the past, but from creating the future." As we move forward, I ask you be a part of the future of this great Department. Be safe out there.

Sincerely,

Dennis L. Rubin

High-Rise Fires – Some of the Basics We Need To Know ... Part 2

By Batalion Fire Chief Wayne Benson

Structural Components

The structural system, the building's skeleton, composed of vertical columns supporting the horizontal girders and beams is commonly reinforced concrete or steel. To provide fire resistance the structural members are protected by a sprayed on cement-based product or are encased in concrete or sheetrock. In the "old" style buildings the exterior walls were part of the structural frame and were load bearing members. In a "new" building the exterior walls are most often non-load bearing, pre-fabricated, "curtain wall" panels that are trucked to the site and attached to the exterior face of the building using clips. The fit between the exterior panel and the structural member is often not perfect and can create an avenue for vertical fire extension and smoke movement, if not properly fire-stopped.



The floor configurations in fire-resistive buildings will be compartmented into apartments in condos and hotels, etc. or will have large open floor areas as is often seen in office buildings. In compartmented floor plans the fire-resistive building separations between units was designed to confine a fire to the compartment of origin, even if the fire department never showed up. As we often see in "real life", there is no guarantee that the above will actually occur.

In office buildings there are large, wide open spaces that are separated by walls that only extend to the bottom of the drop ceiling, disqualifying them as firewalls, or there is widespread use of 6-foot high, movable walls to form office cubicles, which serve as not barrier to fire spread.



The ceiling assemblies between "old" and "new" style buildings also differ. In the "old" buildings we find plaster and lath or sheetrock attached directly to the floor joists above. That method of construction eliminated the wide, open plenum spaces found above the drop ceilings in "new" buildings. The plenum space above the drop ceilings can hide large volumes of fire above our heads and if the lightweight metal drop ceiling assembly fails we now find ourselves entangled by a deadly web of ducts, wires, and phone lines.



The floors will have many "poke-throughs" for utility lines and HVAC system ducts. Since bathrooms and kitchens are typically stacked over the one on the floor below, these channels often extend the full height of the building. This allows fire and smoke to rapidly extend to upper floors if those voids are not properly fire-stopped.



Building Systems

The building systems found in a high-rise consist of the electrical and HVAC systems, the elevators, and the fire suppression systems. These are much more complex than those found in a single-family dwelling. When it becomes necessary for fire personnel to control or alter these systems to assist with suppression efforts, it should be done under the direction and / or assistance of a building engineer. Fire personnel who attempt to make adjustments on their own risk the possibility of shutting down the fire pumps, lighting, and vent systems we need.

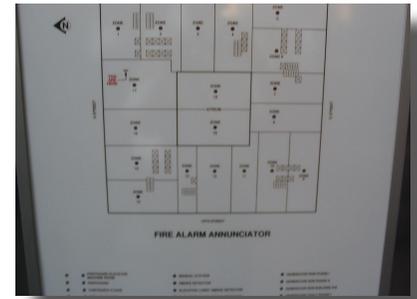
The fire suppression system in a high-rise typically includes the fire pumps, sprinklers, standpipes, and annunciator panels. These systems are our lifelines during a high-rise fire in that if they fail to properly operate or we fail to properly use them, firefighting operations will be severely effected.

The building's fire pumps should be considered as secondary water source for standpipe and sprinkler systems. The primary water source will be our wagons pumping into the systems through exterior Siamese connections. The standpipe and sprinkler systems should be considered as vertical extensions of the water



mains in the street. With that fact in mind, if we fail to charge or get the proper gallons and pressure into these systems it will create the same problems for those at the fire as a wagon driver operating from a dead or defective hydrant.

Annunciator panels are excellent and quickly used resources to use when determining the possible location of the fire as you enter the building. The annunciator will indicate the floor(s) and quadrant(s) of the building where detectors, sprinklers, and other fire systems are operating. This is an important clue. You may have been dispatched for smoke on the 11th floor, but upon arrival find the annunciator panel indicating smoke detectors activated on the 9th floor. Putting that information to work for you would indicate the fire maybe on a lower floor than the 11th floor, where you were probably headed armed only with the initial dispatch information.



Stairways

Stairs are our most reliable and safe route to the fire. Yes, the SOG's detail the procedure to place the elevator in the "Fireman's Service" mode if you choose to use that method. But, it has been my experience that we seldom take the time to place the elevator in the "Fireman's Service" mode. We simply, get in the elevator, punch in a floor that is one or two floors below the reported fire floor and "hope" the car does not take us directly to the fire floor, which may be different than floor where we think the fire is located.

Due to the building, height restriction in the city, high-rises in the District are typically no more than 12-stories high. This makes the use of the stairs for at least those initial arriving units a very doable and best option for a number of reasons. First, the SOG says we should take the stairs for a "known" or "suspected working fire." Shouldn't the first due units always assume they have a fire since that is why we were dispatched? Just because there is not fire evident from the exterior, does not mean we do not have a "working fire". Second, in a majority of buildings the standpipe riser runs up the stairway. If you opt to take the elevator and you end up on a floor with fire conditions, you are then forced to make your way from the elevator to the stairway to access the connection without the benefit of a protective hoseline. Lastly, by taking the stairs you can check all of the lower floors for fire conditions, note the apartment numbers to give you an idea of where the fire may be located in relation to the stairway and riser, and ensure you will have the shortest stretch to the fire apartment.



The building code now requires all stairways to be labeled detailing :

- what you floor you are currently on.
- on what floor stair starts and where it ends, a floor or the roof.
- a large number to identify that specific stairway.



This stairway placard is a great tool for our firefighting operations. We can now easily determine the floor number, if it goes to roof for venting, and have a easy, sure-fire method to positively identify which stairways we will use for fire attack and evacuation.

Conclusion

This short article only briefly details some the knowledge officers and firefighters alike should have before we run into a fire in a high-rise. While on watch or between runs use your "down time" wisely and learn all you can about everything. John Norman's "The Officer's Handbook of Tactics" which should be found in every unit's study material bookcase has a lot of useful information. In addition, if you "Google" <curtis massey high rise fires> or just <high rise fires> you can find additional information. Knowledge and experience equal power. In a future article we will talk about tactics and strategies for high-rise fires.



IMPROVING FIREGROUND RADIO TRANSMISSIONS

By Captain Troxell

Clear and concise radio transmissions are an essential component of every fire ground operation. Radio transmissions are necessary in order to ensure the safety of all members operating on the fire ground. (see Figure1). Garbled and unintelligible messages can prevent incident commanders from receiving important or even critical information that is needed to make the proper decisions while conducting the operation. Since switching to the 800 MHz digital radio system several years ago, our Department has experienced an increase in problems with radio transmission intelligibility on the fire ground.



Clear and concise radio transmissions are essential to ensure the safety of all members operating on the fire ground. (Courtesy of www.DCFD.com)

It was later discovered that some of these unintelligible transmissions could be directly attributed to a combination of members positioning the remote speaker microphone too far from the SCBA voice port (see Figure 2) as well as the presence of excessive fire ground background noise during the transmission.

In 2006, the International Association of Fire Chiefs (IAFC) began receiving reports of possible communications problems involving digital portable radios that were operating in close proximity to common fire ground noises such as SCBA low air alarms, PASS devices, power saws and fans.

Because of this, the IAFC responded to the issue by establishing a committee to research the issue. The IAFC committee has come up with a set of “best practices” for operating portable radios in a high-noise environment:



Figure # 1

Problem such as these also occurred quite often while conducting rapid intervention evolutions during our latest round of “Back to Basics” in-service training. Many of the radio transmissions made during these drills were difficult to hear and understand due to low volume, or were completely unintelligible.



Figure # 2– SCBA Face Piece Voice Port

- *When calling a MAYDAY, always make the radio transmission BEFORE activating your PASS device. This is because the noise from the PASS device may cause the message to be unintelligible*
- *Position the remote speaker microphone one to two inches away from the SCBA face piece voice port or speaker diaphragm (see Figures 2 and 3) and angle the microphone so that you are speaking directly into it and not across it*
- *Speak in a loud, clear and controlled voice (this will dramatically improve radio performance in all situations, but especially in those with a noisy environment)*
- *Try to shield the microphone from noise sources by cupping your hand around the back of the microphone*
- *Use a free hand to muffle the Vibralert low air alarm on the mask-mounted regulator if you are transmitting during a low air event. Covering the regulator can greatly improve radio intelligibility in this situation*
- *Locate radios and microphones as far as possible from PASS device and other equipment that generate noise*



Figure # 3 – The IAFC Committee recommends holding the speaker-mic one to two inches from the voice port when transmitting to improve intelligibility.

Members have determined that by simply placing the speaker-mic flat against the SCBA voice port (as recommended by Motorola) while cupping the back side of the mic (as recommended by the IAFC), radio transmissions can usually be heard much more clearly during normal fire ground operations as well as when operating in a high noise environment (see Figures 4 and 6). Using the mic in this manner allows for audible transmissions and effectively blocks out much of the background noise.

In addition to the best practices recommended by the IAFC, Motorola, the manufacturer of our XTS portable radios, has the following recommendation:

Users who are wearing SCBA masks should hold the speaker-microphone directly over and flush with (flat against) the SCBA voice port or speaker diaphragm (see Figure 4).

While conducting unofficial tests of these best practice recommendations, members of our Department have found that a combination of some of the practices recommended by the IAFC as well as the recommendation put forth by Motorola seems to be the most effective in improving radio transmission intelligibility.



Figure # 4 - Motorola recommends holding the mic flat against the voice port, which results in dramatically clearer, more intelligible transmissions.



Figure # 5 - The Gearkeeper utilized with the radio shoulder strap.

Many of our members wear their portable radios on the outside of their PPE utilizing the carrying case and shoulder strap. When worn in this fashion, the mic is usually attached to the tab on the shoulder strap. This makes it difficult to place the mic in direct contact with the voice port on the face piece in order to make a transmission. Detaching the mic from the tab is difficult with a gloved hand, and is not practical every time a transmission is to be made.



Figure # 6- The Gearkeeper in use with the radio shoulder strap to allow the mic to be held flat.

However, there are some retractable speaker-mic lanyards that are available making this both possible and practical. One such device, known as the "Gearkeeper," can be clipped onto the mic tab on the radio shoulder strap (see Figure 5). The retractable end of this device is attached to the clip on the back of the speaker mic as shown in. This allows the mic to be placed in contact with the voice port to make a transmission without having to detach it from the shoulder strap (see Figure 6). When the transmission is completed, the user simply lets go of the mike, allowing it to retract back to its original position.



A pin-able version of this device can also be utilized in the same manner if the radio is carried in the radio pocket or worn under the coat, as some members prefer (*see above*). These devices, as well as other similar devices, are available on-line and retail for approximately \$20.00.



The WMD Technical Emergency Response Training Course is a four-day training course providing an overview of the terrorist threat and potential targets and seminars in chemical, biological, radiological, and explosive hazards that may be used in CBRNE incidents. Participants will also experience hands-on practical exercises utilizing the responder's knowledge and skills in performing decontamination and triage procedures, using survey and monitoring equipment, and responding to an event with multiple devices. An ongoing scenario will tie all seminars and hands-on training together, providing the performance defensive responder with the ability to identify all areas of response to a CBRNE event. This course further prepares responders for a CBRNE incident by providing them the opportunity to practice their knowledge and skills in the world's only toxic chemical training facility dedicated solely to emergency responders—the Chemical, Ordnance, Biological, and Radiological Training Facility (COBRATF).

RTC 358 was the 1st Fire Recruit class in the country to attend this training as a group. I have arranged through the CDP and our agency to send all new recruit classes through this training as part of their recruit training. With the adherent new dangers of our profession, this is a valuable training opportunity for our agency.

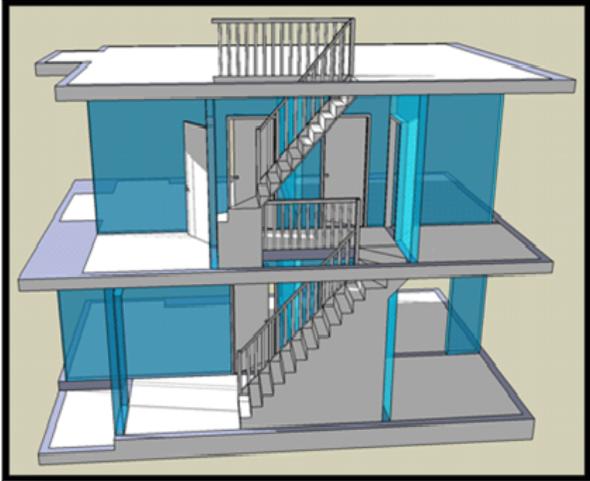
Ralph L. Thompson

Sergeant

Washington DC Fire & EMS Department

Get off the stairs!!

- Tony Carroll, Lieutenant, Rescue Co. 2



Picture 1. The stairwell...an important structure in any building. Source: photobucket/beaty1961

Have you ever been labeled as a “stair statue”? Let’s hope not, as that means you were in the wrong place at the wrong time--clogging the stairway as a fellow firefighter needed to negotiate the stairs. As an interior firefighting force, we need to treat the stairway as hallowed ground and “GET OFF THE STAIRS”! Why? Allow me to review a few of the reasons why we should keep the stairs clear at all costs.

Access

The stairway is the main route of travel when moving from the first floor to the second, or higher, floor. Not only is it the main route for us, but also for the occupants. For that reason, it is usually free of obstructions. I know at my house you might find some shoes on the first couple of steps, but it is pretty clear otherwise. Therefore, it should be a relatively easy way to get upstairs. If it is cluttered with a company standing by with a back-up line, then getting to the second floor can be difficult. When you are the victim waiting for the Rescue’s B-team to get to you, this route of travel needs to be clear. If you are looking for a second line to assist with the fire attack or the truckies with hooks to open up, you know the value of an unobstructed stairway.



Picture 2. A clogged stairwell. Not an easy hurdle to clear for the interior firefighting DCFD. Taken by BFC K. Byrne.

Egress

I like to use past incidents to help illustrate a point. The incident that best emphasizes the need for clear stairs for egress is the horrible Fourth Street, NE, incident from October of 2007. The injuries most certainly would have been worse had the members encountered a clogged stairway when they were trying to get out. Our firefighters have been trained in lots of escape techniques, but the easiest and safest is using the stairs to get back down to the ground floor.

Now, let us go back to that B-team assignment. During your search, you find a victim on the second floor in the hallway bathroom of the two-story middle-of-the-row. There are a couple of exit options, 1) the stairs, and 2) a window. A window removal can be a very difficult operation. The route to the window may be a tough path to negotiate. It will most likely take you through a bedroom and they can be chock full of belongings. Once you get to the window, you will need a ladder. If it is not there, the rescue will be delayed as one is placed. Now that you have a ladder, it will take a few members to assist with bringing a victim down. As you can see, this can get to be a big operation. This makes the clear stairway the best option for quick egress.



Picture 3. The exit path for Engine 4's members from the 4th Street, NE, fire. Picture from 4th Street Presentation.

Fire Control

Most of our fires are in Type 3 and Type 5 residential buildings. The stairway in these types of buildings is typically open from the first floor to the floor(s) above. If a fire breaks out on the first floor, it can very easily travel up the open stairwell and extend to the second floor. The heat, smoke and flame moving up the stairwell like moving up a chimney will hurt anything in its path. Imagine hanging out on the stairs when the fire lets loose and fills the stairway (Research FDNY LODD's: Captain John Drennan, Firefighters James Young and Christopher Siedenburger on March 28, 1994). This is not a place you want to be. If you are going up, get on and get off the steps as quick as possible.

To help illustrate just how dangerous stairways can be, here are a couple of quotes from the NIOSH report on the Fourth Street, NE, fire:



Picture 4. Stairway from 4th Street, NE, fire. Typical rowhouse open-stairwell. *Picture from 4th Street Presentation.*

“An open stairway, such as the one found in this structure, is the most dangerous stairway a fire fighter can climb when operating above a fire. It becomes a chimney flue, allowing the flame, heat, smoke and toxic gases generated by the fire below to flow up the open stairway leading to the second-floor rooms.”

“A wood-frame building poses the greatest threat to firefighters who must search above a fire. Vertical fire spread is more rapid in this type of structure. The three common types of vertical fire spread are stairways, windows and concealed spaces.”

Source: NIOSH F2007-35

“Get off the stairs!”

The stairway is a very important structure within a building. We must know where it is. They can help us to get to the second floor fire and they can help us to get to the second floor bedrooms. We may need the stairs to get out in a hurry. In addition, we need to know where they are to help control the spread of the fire. Once we find the stairs, members need to remember to stay off the stairs unless moving up or down. A very smart, firefighter tells me that they’re called a stair-**ways** for a reason. It is a way to get somewhere, not a place to hangout.

DRIVING SAFETY

- by DFC William Flint

Driving an emergency vehicle for the District of Columbia Fire and EMS Department is a major responsibility! Our department responds on over 150,000 emergencies every year, ranging from Locals with a single-unit response to multiple alarms with over 40 units assigned. While most of these responses take place without incident, the possibility exists for collisions: bringing on property damage and the potential for injury or death. In the history of the fire department in the District of Columbia, 17 members have lost their lives due to injuries sustained from vehicle or apparatus accidents. The safe operation of an emergency vehicle depends heavily on the skill, competence, and professionalism of the driver.

REMEMBER: When driving department vehicles, you are responsible for the lives and safety of the public and of your entire crew.

In March of 2008, the department issued Special Order 17: Safe Driving Initiative (SO 17, SERIES 2008). This order mapped out a comprehensive plan to re-write all policies regarding the operation of vehicles within the department, and the final product should be on the LAN by the time this article is published or soon after!

Every year, the International Association of Firefighters (IAFF) and The International Association of Fire Chiefs (IAFC) join together to sponsor the Fire/EMS Safety, Health, and Survival Week. This year, the program motto is: *Protect Yourself: Your Safety, Health, and Survival Are Your Responsibility*. The DC Fire/EMS Department contributed a presentation on Highway Safety to the Council of Governments (COG) Fire and Health Safety subcommittee Safety, Health, and Survival training program. The presentation addresses the *SAFETY* component of the motto, and gives guidance and procedures to reduce the hazards found when responding and operating on a highway or roadway incident. This presentation, and all other presentations by the COG partners, may be viewed at the Safety and Wellness Division website on the department LAN. The SAFETY initiative reads:

Safety: *Emergency Driving (enough is enough—end senseless deaths)*

1. Lower speeds—stop racing to the scene. Drive safely and arrive alive to help others.
2. Utilize seat belts—never drive or ride without them.
3. Stop at every intersection—look in all directions and then proceed in a safe manner.

These concepts are firmly reinforced by DC Fire EMS policies, and by following our policies, keeping good situational awareness, and above all, SLOWING DOWN, we can reduce collisions, minimize injuries, and prevent senseless deaths due to vehicle accidents.

REMEMBER: Respond and Operate Safely!

Resources

<http://www.respondersafety.com>

<http://www.workzonesafety.org>

<http://www.everyonegoeshome.com>

<http://www.firefighterclosecalls.com>

<http://www.firefighternearmiss.com>

Check out the Backside or Take in the Rear!!!

This feature will be a recurring item. Each issue you will get a picture of the front of a building in the District. Then, next issue you will get the picture of the rear. This is designed to show you “can’t judge a building, by looking at the cover (or the front).” If anyone has a building they would like featured, please contact Lt. Tony Carroll at Rescue 2 #4 (gerald.carroll@dc.gov). Thanks and enjoy.



[A Health and Safety Message from the Safety and Wellness Division](#)

As you work outside protecting the public or enjoy the outdoors, be aware that skin cancer is the most common form of cancer. This article is intended to increase your knowledge about skin cancer and to offer prevention and risk reduction tips.

What Causes Skin Cancer?

Sunburn and Sunlight

Very simply, sunburn and UV light can damage your skin, and this damage can lead to skin cancer. There are of course other determining factors, including your heredity and the environment you live in. However, both the total amount of sun received over the years, and overexposure resulting in sunburn can cause skin cancer. Most people receive 80% of their lifetime exposure to the sun by 18 years of age. The message to parents from this is to protect your children.

Tanning is your skin's response to UV light. It is a protective reaction to prevent further injury to your skin from the sun. However, it does not prevent skin cancer.

Remember, skin cancer is very slow to develop. The sunburn you receive this week may take 20 years or more to become skin cancer.

Heredity

If there is a history of skin cancer in your family, you are probably at a higher risk. People with fair skin, with a northern European heritage appear to be most susceptible.

Environment

The level of UV light today is higher than it was 50 or 100 years ago. This is due to a reduction of ozone in the earth's atmosphere. Ozone serves as a filter to screen out and reduce the amount of UV light that we are exposed to. With less atmospheric ozone, a higher level of UV light reaches the earth's surface.

Other influencing factors include *elevation, latitude, and cloud cover*. Ultra Violet light is stronger as elevation increases. The thinner atmosphere at higher altitudes cannot filter UV as effectively as it can at sea level. One factor that actually reduces UV is cloud cover. Climates and micro-climates with regular cloud cover may have a 50% lower level of UV light. The actual amount is affected by the density of the clouds.

What is Skin Cancer?

Skin cancer is a disease in which cancer (malignant) cells are found in the outer layers of your skin. Your skin protects your body against heat, light, infection, and injury. It also stores water, fat, and vitamin D. The skin has two main layers and several kinds of cells. The top layer of skin is called the epidermis. It contains three kinds of cells: flat, scaly cells on the surface called squamous cells; round cells called basal cells; and cells called melanocytes, which give your skin its color.

Basal Cell and Squamous Cell Cancers

There are several types of cancer that start in the skin. The most common are basal cell cancer and squamous cell cancer. Skin cancer is more common in people with light colored skin who have spent a lot of time in the sunlight. Skin cancer can occur anywhere on your body, but it is most common in places that have been exposed to more sunlight, such as your face, neck, hands, and arms.

Skin cancer can look many different ways. The most common sign of skin cancer is a change on the skin, such as a growth or a sore that won't heal. Sometime there may be a small lump. This lump can be smooth,

shiny and waxy looking, or it can be red or reddish brown. Skin cancer may also appear as a flat red spot that is rough or scaly. Not all changes in your skin are cancer, but you should see your doctor if you notice changes in your skin.

Melanoma

Melanoma is a disease of the skin in which cancer (malignant) cells are found in the cells that color the skin (melanocytes). Melanoma usually occurs in adults, but it may occasionally be found in children and adolescents. Your skin protects your body against heat, light, infection, and injury. It is made up of two main layers: the epidermis (the top layer) and dermis (the inner layer). Melanocytes are found in the epidermis and they contain melanin, which gives the skin its color. Melanoma is sometimes called cutaneous melanoma or malignant melanoma.

Melanoma is a more serious type of cancer than the more common skin cancers, basal cell cancer or squamous cell cancer, which begins in the basal or squamous cells of the epidermis. Like most cancers, melanoma is best treated when it is found early. Melanoma can spread (metastasize) quickly to other parts of the body through the lymph system or through the blood. (Lymph nodes are small, bean-shaped structures that are found throughout the body; they produce and store infection-fighting cells.) You should see your doctor if you have any of the following warning signs of melanoma: change in the size, shape, or color of a mole; oozing or bleeding from a mole; or a mole that feels itchy, hard, lumpy, swollen, or tender to the touch. Melanoma can also appear on the body as a new mole. Men most often get melanoma on the trunk (the area of the body between the shoulders and hips) or on the head or neck; women most often get melanoma on the arms and legs.

If you have signs of skin cancer, your doctor will examine your skin carefully. If a mole or pigmented area doesn't look normal, your doctor will cut it out (called local excision) and look at it under the microscope to see if it contains cancer. This is usually done in a doctor's office. It is important that this biopsy is done correctly.

How can I determine my personal risk?

It is estimated that 1 out of 7 people in the United States will develop some form of this cancer during their lifetime. One serious sunburn can increase the risk by as much as 50%.

The effect UV light has on your skin is dependent both upon the intensity and the duration of your exposure. How your skin reacts to the amount of exposure received is related to your genetic background. Even if you rarely sunburn, sensitive areas such as your lips, nose, and palms of the hands should be protected.

Are there precautions that will reduce my risk?

The following six steps have been recommended by the American Academy of Dermatology and the Skin Cancer Foundation to help reduce the risk of sunburn and skin cancer.

- Minimize your exposure to the sun at midday and between the hours of 10:00AM and 3:00PM.
- Apply *sunscreen* with at least a SPF-15 or higher, to all areas of the body which are exposed to the sun.
- Reapply sunscreen every two hours, even on cloudy days. Reapply after swimming or perspiring.
- Wear clothing that covers your body and shades your face. (Hats should provide shade for both the face and back of the neck.)

- Avoid exposure to UV radiation from *sunlamps or tanning parlors*.
- Protect your children. Keep them from excessive sun exposure when the sun is strongest (10:00AM and 3:00PM), and apply sunscreen liberally and frequently to children 6 months of age and older. Do not use sunscreen on children under 6 months of age. Parents with children under 6 months of age should severely limit their children's sun exposure.

The UV Index

The UV Index provides a forecast of your likely UV exposure at noon. This forecast can help you determine what level SPF sunscreen will best protect your skin. The forecast is based on a scale of 1 (low) to 15 (high).

Remember!

Skin cancer is a preventable, detectable disease! Protect yourself and your family, and have a safe and wonderful summer!

This article was prepared with the assistance of the National Cancer Institute PDQ Statement.



RETIRED CORNER

I was appointed to the D.C. Fire Department in May, 1972 and assigned to Truck Co. 6 after going to a five day crash course at the Training School that included basic hose and ladder evolutions and how to use the "Scott Air Paks". This was during the time of the second round of the infamous "14th Street Arsonist" who wanted to make a statement about all the vacant buildings in the Columbia Heights neighborhood in the aftermath of the 1968 Riots. He set fires in them almost every night, and he knew how to do it. To say the least, I learned a lot in a very short time. Truck 6 was then the busiest truck company in the city. I went back to the Training School after about six months in the company to complete the recruit training.

The day to day operations were very much the same as Butch Oliff has described in the last Retired Corner article, so I thought that I would write about the apparatus of the department when I was appointed to that of today so that the younger members of the department can compare and appreciate the differences.

1972 apparatus

Engine Companies (32)

Wagons (two piece engine companies)

Nine 1971 Ford C/Ward LaFrance 750 gpm pumper with crew cabs.

Five 1970 Ford/Bruco 750 gpm pumpers.

Five 1969 Ford/Pirsch 750 gpm pumpers.

Five 1968 Ford/Ward LaFrance 750 gpm pumpers.

Eight 1966 Ward LaFrance 750 gpm pumpers.

Pumpers (two piece engine companies)

Five 1965 Pirsch 750 gpm pumpers.

Five 1963 Ward LaFrance 750 gpm pumpers.

Four 1962 Ward LaFrance 750 gpm pumpers.

Three 1961 Pirsch 750 gpm pumpers.

One 1960 Pirsch 750 gpm pumpers.

Four 1959 Pirsch 750 gpm pumpers.

Four 1958 Pirsch 750 gpm pumpers.

Six 1957 Mack B Model 750 gpm pumpers.

Note: 1970 and older apparatus did not have crew cabs.

2009 apparatus

Engine Companies (33) all with enclosed crew cabs.

Wagons (single piece engine companies)

Three 2008 Seagrave 1250 gpm pumpers.

Eleven 2006 Seagrave 1250 gpm pumper.

Six 2005 Seagrave 1250 gpm pumpers.

Seven 2003 Seagrave 1250 gpm pumpers.

Four 2003 Pierce 1250 gpm pumpers.

Two 2002 Seagrave 1250 gpm pumpers.

Water Supply Engines (6)

One 2003 Pierce 1250 gpm pumpers.

Three 2000 Seagrave 1250 gpm pumpers.

One 2000 E-One Cyclone II 1250 gpm pumper.

One 1998 Seagrave 1250 gpm pumpers.

1972 apparatus

Trucks (17)

One 1971 Sutphen mid-ship 85' aerial tower with semi-crew cab.

One 1970 Pirsch 100' TT aerial ladder with semi-crew cab.

One 1969 Pirsch 100' TT aerial ladder.

One 1968 Pirsch 100' TT aerial ladder.

2009 apparatus

Trucks (16) all with fully enclosed crew cabs

One 2003 Seagrave Aerialscope mid-ship 95' aerial tower.

Two 2008 Seagrave 100' TT aerial ladder.

Two 2006 Seagrave 100' TT aerial ladder.

One 2005 Seagrave 100' TT aerial ladder.

Three 2003 Seagrave 100' TT aerial ladder.

One 1966 Pirsch 100' TT aerial ladder.
One 1966 Seagrave 100' aerial ladder.
One 1965 Pirsch 100' aerial ladder.
One 1963 Pirsch 100' aerial ladder.
One 1962 Pirsch 100' aerial ladder.
One 1961 Pirsch 100' aerial ladder.
One 1960 Pirsch 100' aerial ladder.
One 1959 Seagrave 100' aerial ladder.
One 1958 Pirsch 100' aerial ladder.
One 1957 Pirsch 100' aerial ladder.
One 1956 Seagrave 100' aerial ladder.
Two 1955 Pirsch 100' hydra-mechanical aerial ladder.

Rescue Squads (3)

One each 1968, 1970 and 1972 Ford/Bruco custom rescue squads.

Fire Boat (1)

Originally a Navy Landing Craft Mechanical (LCM Mark 8) converted to a fire boat in 1960 by the Old Dominion Marine Railway Co. of Norfolk, Va. Named "Firefighter" and rated at 6000 gpm

Ambulances (10)

Five 1971 Ford Econo/Superior ambulance.
Five 1970 Ford Econo/Superior ambulances.

Two 2003 American LaFrance 100' TT aerial ladder.
One 2001 E-One Hurricane 135' RM aerial ladder.
Two 2000 Seagrave 100' TT aerial ladder.
One 1999 Seagrave 100' TT aerial ladder.
One 1998 Seagrave 100' TT aerial ladder.

Rescue Squads (3)

Two E-One Cyclone II custom rescue squads.
One 2009 Seagrave Marauder II custom rescue squad.

Fire Boat (2)

Fire Boat 1: 1962 70' Diesel Ship Building Co. "John Glenn Jr." rated at 5000 gpm. Rehabbed in 2003.
Fire Boat 2: 2006 30' MetalCraft "Firestorm" rated at 1750 gpm.

Ambulances (41)

Fifteen 2008 Ford E450/Horton Type III.
Three 2007 Ford E450/Wheeled Coach Type III.
Twenty three 2006 Ford E450/Horton Type III.

In 1972 the apparatus at the Training School consisted of a 1962 Ward LaFrance 750 gpm pumper, a 1960 Peter Pirsch 750 gpm pumper and a 1947 Seagrave 100' TT aerial ladder. Other reserve apparatus includes 1953 to 1958 750 gpm pumpers, 1947 to 1954 100' aerial ladders, 1957 & 1966 rescue squads and 1968 & 1970 ambulances.

In 2009 the apparatus at the Training Academy consisted of a 2002 Seagrave 1250 gpm pumper, a 2000 E-One Cyclone II 1250 gpm pumper and a 1995 Seagrave 100' TT aerial ladder (OOS). Other reserve apparatus includes 1998 to 2003 1250 gpm pumpers, 1991 to 2000 100' TT to 110' RM aerial ladders, 1998 & 2000 rescue squads and 2000 to 2006 ambulances.

The apparatus listed in the 1972 column that is older than 1968 was originally open cab but had plywood cabs installed by the DCFD Repair Shop. For the most part, we rode on the back step of the wagons and on the sides of the trucks.

I was taught the history and traditions of this department by my peers whom I greatly respected. I have seen many changes in the department, some good, some not so good. There are now and have always been high and low points in each generation of firefighters. I feel I was lucky to have had the greatest job in the world in a great department. Keep the faith.

Jim Embrey DCFD Retired



spotlight on employees



Name: Stanley "Stan" Johnson

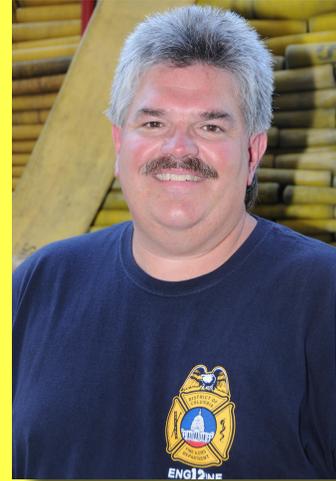
Position: Facilities Maintenance

Years Service: 35 Years

Memory: They've all been good and I'm retiring this year!

Quote: It's all good!

Family: Wife of 31 years, two daughters, three grandkids, and my dog Rock



Name: Bert Small

Position: Wagon Driver Engine 12

Years Service: 22 Years

Memory: "I've been very fortunate to have work with some great people that have mentored and helped me along the way. I hope I can do the same for others."

Extra Note: Chief of the Clinton Volunteer Fire Department



Name: Sandra "Sandy" Smith

Position: Logistics - Inventory & Records Management

Years Service: 28 Years

Memory: On her first assignment with the Community Relations Unit, she had the honor of serving lunch to a group of seniors at the DC Armory. Among the group was the mother of retired Fire Chief Burton Johnson.

Quote: No need to complain!

Family: Three daughters and one grandson

Promotions

The following promotions are effective on March 15, 2009:

Sergeant Jeffery S. Lar

The following promotions were effective on July 19, 2009:

Battalion Fire Chief David Foust

Captain Juan Carter

Captain Robert Leland

Lieutenant Rudy Doering

Lieutenant Daniel McCoy

Lieutenant Keith Long

Sergeant Michael Coleman

Sergeant Sean Gilligan

The following retirements are effective on the dates indicated:

Firefighter Kevin W. Rogan

Sergeant Wesley A. Hamilton Jr.

From:

FB-2

CSU-3

Date:

January 17, 2009

March 13, 2009

Departed Brothers and Sisters

Retired Firefighter Raymond E. Robinson

January 2, 2009

Retired Firefighter Clement R. Williams

March 12, 2009

Harold P. "Mickey" Mikules

April 23, 2009

Retired Captain Richard A. Bassani

April 24, 2009

Retired Firefighter Fred M. Carver

May 1, 2009

Retired Firefighter Jack M. Bernd

July 7, 2009

Retired Firefighter Wilburn M. (Jerry) Bargdill

July 15, 2009

Retired Firefighter Gary R. Manders

Retired Battalion Fire Chief Joseph P. McDermott

Assistant Fire Chief of Services, Joseph Kitt



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For More Information or to Submit ideas contact:

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William Hayes at william.hayes@dc.gov