FIRE PROTECTION DIVISION
Marine Corps Base
Camp Lejeune, North Carolina 28542-5000

11320
FIRE
30 Dec 1986

FIRE PROTECTION DIVISION NEWSLETTER #4

1. A Fire Officer's Training Session was conducted at the Fire Protection Division Classroom, Fire Station No. 6, on 17 and 18 December 1986. Subject training was on Hazardous Substance Response and the Fire Department Role as a First Responder, and its role as the Designated Marine Corps on Scene Commander (MCOSC).

2. After the training session the following topics were discussed:

a. The Fire Chief expressed his appreciation for the show of respect and admiration for Captain Kearney and his family during their period of bereavement. We'll miss Captain Kearney.

b. Physical Fitness: see attached supplement.

c. Four firefighters on Engine and Truck Companies at all times. Any exceptions will be by notification to and approval by Duty Assistant Chief.

d. Retirement Dinner: Several firefighters will be retiring in the near future. An annual Retirement Ceremony and Dinner will be conducted at Fire Station No.6. The time and date will be announced as soon as plans are finalized.

e. Safety: The fact that the department is having too many unnecessary mishaps was discussed, and the responsiblities of the supervisor in reduction of these mishaps was discussed. Personal injuries resulting from many of these mishaps could be reduced by good physical fitness habits.

f. Hot Work Permits: Tighten them up, do not issue blank signed permits. Permits for longer periods than a normal work day, vague information such as Building No. 2, general area of Building No. 2. Be specific, date, welding or cutting in Building No. 2, second floor, Room 101, 0800 to 1130. If specific protection is required to perform the welding or cutting, such as a blanket, a fire extinguisher, or even a fire watch, note it on the welding permit. All permits must have an operator and a fire watch. Lets stop fires in our buildings that are preventable.

g. Trash Can Lids: I am still seeing a lot of trash cans without lids. When a trash can is found without a lid, the use of it must be discontinued until a lid is procured and placed on the can.

h. Panic Hardware: Our all out effort to correct panic hardware discrepancies has paid off. Keep up the good work and don't let up. Fire Prevention Inspectors (Specialists) and Engine Company personnel are doing a good job. The cooperation in the field has improved dramatically. This can be attributed only to dedicated inspection practices.

i. FRC - Flexible Response Concept: Attached is a copy of an article appearing in the current edition of the Navy Fire Protection Association Newsletter, by Mr. Al Kirchner. We are scheduled to receive four tele-squirts within the next twelve months.

k. Fire Marshal Inspection: Head Fire Marshal Clarence Rout, and Fire Marshal Robert (Bob) Valentine are scheduled to arrive 5 January 1987 and depart on 16 January 1986. Your support and cooperation during this inspection will be appreciated.

l. Self Contained Breathing Apparatus: It is this Department's policy that SCBA be worn during combating all type fires (structural, vehicle, dempster dumpster, trash can, training, etc.). The only exception being brush/forest fires and then when materials other than woodland are suspected or known to be involved SCBA will be worn.

3. Attached is a list of scheduled Fire Officer Training dates for calendar year 1987. These sessions will be held at the Fire Protection Division Classroom, Fire Station No. 6 beginning at 0830, unless notified otherwise.

FIRE OFFICER'S TRAINING SCHEDULE FOR CY 1987

8 and 9 January 1987

10 and 11 February 1987

16 and 17 March 1987

17 and 20 April 1987

19 and 20 May 1987

22 and 23 June 1987

8 and 9 July 1987

25 and 26 August 1987

28 and 29 September 1987

14 and 15 October 1987

16 and 17 November 1987

17 and 18 December 1987

MARINE CORPS FIRE SERVICE

"FLEXIBLE RESPONSE CONCEPT"

BY

ALBERT G. KIRCHNER, JR.

ADMINISTRATOR

The "Flexible Response Concept" is an methodology that provides the best tailored assignment of engine and ladder companies to a particular fire incident. The heart of the concept involves the use of standard 1000 gpm pumpers equipped with a 50' water tower/ escape ladder devices. Whether strategically located on a small base or one of several dispersed on a large activity, these units will be capable of responding to fire incidents as a first due engine company, first due ladder company or a subsequent arriving engine company on a first alarm assignment.

The concept draws from "flying squad" and "cross manning" arrangements used successfully in small cities. The basic idea is that the water tower/escape ladder equipped company, which we will probably designate as a Squad, will primarily be used as a ladder company unless the fire occurs in their first due area; in these cases the Squad will respond and function as an engine company. At activities with more than one such unit, an additional Squad will be dispatched to conduct ladder company operations. Otherwise an additional engine, mutual aid ladder company or mutual aid engine company can be used.

Basis of the Concept

The Marine Corps, like other federal fire entities, places tremendous emphasis on fire prevention programs. As a result of the success from this program we enjoy a very low fire incident and loss rate.

What is interesting is that while fires are a rare occurrence in the federal sector, a larger percent of our fires experience a greater degree of loss and there are a higher percent of "total losses" when a fire occurs in the federal sector.

Reasons for this are many and varied. Generally, it rests heavily on the level of risk the government decides to accept when it provides its own defined "minimum required fire fighting fighting resources". Observation of fire fighting operations and analysis of fire investigation reports clearly point to the need for more thorough, complete and timely ladder company operation at major fires. Despite the opportunity to significantly reduce loss in major fire scenarios, the cost of dedicated ladder companies needed to achieve the improved performance does not pass the cost-benefit test.

As an answer to the unfulfilled need to do a better job of ladder company operations coupled with the analysis of both our risk (building stock, life safety considerations, etc.) and our loss experience, we discovered that as opposed to a fully equipped NFPA 1901 ladder truck, a 50' aerial device manned with trained personnel and equipped with basic ladder company tools could adequately deal with the vast majority of the high dollar loss situations one would expect to encounter.

Pre Fire Planning and Training are Keys to Success

Making the concept deliver the intended results starts long before the fire. The Marine Corps fire protection order (P11000.11A) assigns activities engine companies based on fire flow requirements for a moderately advanced fire in each building, multiplied by a risk factor (normally, 2/3). The desired interpretation of the staffing/resourcing criteria is that the first alarm assignment for all structural fires will, at a minimum, equal the number of engine companies required to provide the fire flow/risk factor requirement. Departments having a ladder company are to dispatch the ladder company on all first alarm assignments for structural fires. Departments not having ladder companies should utilize an additional engine company, where possible, to perform ladder company operations.

Under "flexible response" this basic posture does not change; in fact, it is solidified in most cases. Structural fires will still receive an engine response assignment equal to the fire flow/risk factor requirement. In most cases however, a tower equipped company will be available after the first due engine to respond as a ladder company. The earlier arrival and dedicated assignment of ladder company functions are expected to deliver more timely and effective results. Later arriving engine companies may be responding from a more distant location or may have to be picked up from mutual aid sources in order to "fill out" the fire flow requirements on the first alarm assignment.

It is evident that this concept relies on proper geographical placement of these "dual hatted" Squads. Standard engine companies would be located where more first due runs are made; squads would be placed where fewer first due runs are made. Under ideal circumstances, Squads would run as first due ladder companies from second and third due engine company positions. When a fire occurs in a Squads's first due area, it will respond as an engine company with additional engines plus another squad or engine to do ladder company duties.

Once Again, Training Makes The Difference

Like every mission of the fire service, it takes trained people to get the job done. Successful utilization of the flexible response concept will depend mostly on the personnel who staff the flying squads. The utilization of the squads to

conduct ladder company operations concentrates that type of experience into a smaller segment of the department -- another positive spin off.

Squads will require people who are able to master two important but distinctly different mission areas. Moreover, ladder company operations are generally regarded as being more physically demanding and requiring a much higher level independent judgement.

Getting Ready for the Transition

As we expect to begin receiving our tower equipped pumpers by the summer of 1987, Marine Corps Fire Service personnel have a busy itinerary. They have to conduct their geographic analysis, discuss siting plans to ensure the stations are capable of accommodating the apparatus, order tools, appliances, and specialized equipment, modify the response cards and develop and implement an intensive training program. Then, once the program gets underway, it must be continually and intensively evaluated to refine the concept.

QUESTIONNAIRE

PIERCE 1000 GPM PUMPER

1. Rate the following elements of this apparatus. Please explain poor or fair ratings in Remarks section:

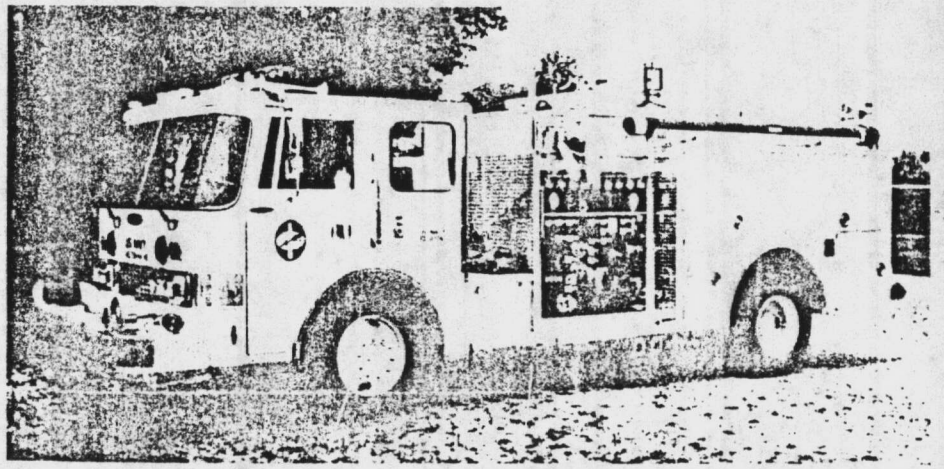
	EXCELLENT	GOOD	FAIR	POOR
Chasis				
Pump				
Drive Train				
Body				
Configuration				
Equipment				

2. What changes or equipment inclusions do you feel would improve future apparatus?

3. Have you or your personnel discovered any unique problems or operational characteristics of this unit that would be beneficial knowledge to other WALTERS apparatus recipients?

Please return to:

FIRE CHIEF W. C. SCHOOLEY
Naval Air Station
Patuxent River, Maryland 20670-5409



This is the first brand-new unit that the Naval Communications Unit Washington Fire Department (NCUFD) located at Cheltenham, Maryland, has had since 1971. The 1986 Pierce Dash model pumper has a Waterous single-stage 1000gpm pump with a 750gwt and 100 gallon AFFF tank. The NCUFD unit, Engine 791, is the first production vehicle of a 62-unit order for the Navy with most of the remaining units intended for overseas assignment. These pumpers are powered by a Cummins L10-300 6-cylinder diesel engine (300 HP) with an Allison HT-740 four-speed automatic transmission. The foam system is an around-the-pump type allowing foam to be flowed through any attack line. Engine 791 is configured with two 200'-2" and one 100'-1.5" preconnected crossleys, one 400'-1.5" and one 150'-2.5" rear preconnects, and 2000' of 3" supply line. These are the first Navy pumpers equipped with front intakes (5") and also have permanently mounted deck guns, aluminum cab and body, 5KW gas generators and cost about $90,000 each. The pumpers are painted lime green with white cab tops and are equipped with two 500 watt quartz lights. Entering service in June 1986, Engine 791 has Prince George's County radios for mutual aid calls and is the first Pierce Dash pumper in the Washington metro area. Photo by Bruce Paquette.