



FULLY INVOLVED

THE NEWSLETTER FOR THE MEN AND WOMEN OF TAMPA FIRE RESCUE

March 2015

Volume 2, Issue 3

Rollin' in the deep SS Richard D. Santmyer returns to service

What's Inside

Chief's Column

Who moved my cheese?

Page 2

On the Air

Favorite frozen food

Page 3

Ammo at Fire Scenes

Dist. Chief Susan Tamme

Page 4

Operations Division Update

Chief Nick LoCicero

Page 5

A Dispatcher's Perspective

John Sciabarrasi

Page 8



Tampa Fire Rescue Fireboat 17, SS Richard D. Santmyer, during sea trials. *Photo by District Chief Mark Abitabile*

Tampa Fire Rescue Fireboat 17, also known as the SS Richard D. Santmyer, returned to service March 6. The boat was pulled out of service last April for an extensive dry dock period during which the vessel underwent a major overhaul.

The boat's three 225hp 2-stroke motors were replaced by three Yamaha F225XCA 4-stroke engines. Although rated at the same horsepower, the engines are more fuel efficient and easier to maintain.

The exterior hull was stripped to the bare aluminum, sanded and now sports a new paint scheme. Renovations in the pilot house involved removing a portion of a floor-to-ceiling locker to create a new chart table which also allows for a full 360-degree view. New electronics and navigation aids were installed as well as an upgraded

fire suppression system. Technicians also overhauled the fire pump system including a rebuild of the small block Chevy V8 power plant and replacement of valves and pumps.

The boat underwent sea trials on February 20 after nearly ten months in dry dock. Now with those sea trials successfully completed Tampa Fire Rescue has a crucial marine asset back in service to enhance rescue and firefighting capabilities.

All of the work was made possible by a grant from the U.S. Department of Homeland Security and matching city funds totaling \$175,000.

The vessel is named after District Chief Richard D. Santmyer who died on active duty August 17, 1990. Santmyer spent part of his career assigned to a marine unit and was respected for his extensive knowledge of boats and marine operations.



From the Chief: *Who Moved My Cheese?*

In just a few short days (Sunday March 8, 2015 at 2:00 a.m.) we will all be changing our clocks one hour ahead to recognize the time change to daylight saving time. This time change has been occurring since the days of Benjamin Franklin. For decades in America, we have used this time change to allow for

better use of the natural daylight by setting our clocks forward one hour.

As I was thinking of this impending change, for some strange reason my mind drifted back to a book that I read over a dozen years ago. The book, written by Dr. Spencer Johnson, is titled *Who Moved My Cheese?* The story is about change that takes place in a maze where four amusing characters look for cheese. In the story cheese is a metaphor for what we want to have in life; whether it is a particular job, a relationship, money, a big house, freedom to do as we choose, better health, recognition, spiritual peace, or even an activity like jogging, working out, or golf. Each of us has our own idea of what “cheese” is, and we pursue it because we believe it makes us happy. If we get it, we often become attached to it, and if we lose it or it is taken away, it can be traumatic.

As I recall, the four characters live in a maze and look for cheese to nourish them and make them happy. The maze is where you spend time looking for what you want. It may be the organization you work in, the relationships you have in your life, or the community in which you live.

Two of the characters named Sniff and Scurry are mice. They represent the parts of us that are simple and instinctive. The other two characters, Hem and Haw are little people, representing those complex parts of us as human beings. Sometimes we are like Sniff, who anticipates change early by sniffing it out, or Scurry, who quickly scurries into action and adapts. Maybe we are more like Hem, who denies change and resists it out of fear, or Haw, who learns to adapt in time when he sees something better. Whatever part of us we choose, we all share the common need to find our way in the maze of life and succeed in changing times.

The success of great leaders depends on their ability to establish a base of loyal, capable, and knowledgeable followers. This is a truism as old as mankind and has been impervious to technology and even the most radical changes.

The leader’s challenge in managing high-pressure change is to maintain morale and motivation. In the face of this challenge, optimism must be the guiding force that influences every leadership action and decision.

Leadership is inextricably connected with the process of innovation, of bringing new ideas, methods, or solutions into use. Innovation means change and change requires leadership. More change always demands more leadership. Leaders must be the chief transformation officers of their organizations and learn everything there is to know about the changes that are taking place. They must learn how to deal with the emotions that result from chaos and fear of change. They must turn insecurity into hope. It is not enough to put new processes in place, people must be motivated to rise to the challenge and support the new values and beliefs that are demanded.

The most basic quality of a leader in coping with change is tough-minded optimism. Leaders must instill in their people a mixture of morale and realism. People need to know the worst, but at the same time they must have a future worth working towards. Leaders must help followers see frustration and the risk not as a reason to doubt themselves, but as a reason to strengthen their resolve. I’ve had the good fortune to learn from the numerous military academies and colleges I’ve attended over the years as I rose through the ranks to Senior Non-Commissioned Officer and Chief Officer that “the first and last task of a leader is to keep hope alive and confidence unimpaired.”

Until next time, stay safe out there and I’ll see you soon...

Fully Involved

- Tampa Fire Rescue Chief:** Chief Tom Forward
- Public Information Officer:** Jason A. Penny
- Contributors:** Chief Nick LoCicero
Dist. Chief Susan Tamme
CT2 John Sciabarrasi

The content of this newsletter is prepared, edited and provided by the Tampa Fire Rescue Public Information Office. **Fully Involved** is an authorized publication for members of the Tampa Fire Rescue department and their families. Its contents do not necessarily reflect the official view of the City of Tampa or Tampa Fire Rescue and do not imply endorsement thereof.

On the Air

March is National Frozen Food Month. We asked:

What is your favorite frozen food?



I hate frozen food but if I had to pick it would be egg rolls. I like the pork and veggie ones. I'd fry them up like they're supposed to be prepared. No microwave or toaster oven. If you're going to do it, do it right.

- F/F Chad Sweat
Truck 14B



Frozen pepperoni pizza. I love pizza. Doesn't matter if it's frozen or not. If it's pizza and it's pepperoni I'm going to eat it. 'Nuff said.

- F/F Jonathan Tavio
Engine 14B



I love frozen hash browns. But NOT from Save-A-Lot. Frozen hash browns are exquisite when prepared in the oven. They'll give Waffle House a run for their money any day.

- F/F Michael Abesada
Engine 16A



I love Save-A-Lot potato wedges. It's my favorite place to buy them. When I think of potato wedges I obviously think of save-A-Lot. Am I right?

- F/F Tyler Brown
Engine 16A

District Chief Susan Tamme a 2015 Woman of Distinction

The American Association of University Women (AAUW) SunCity Center – has chosen District Chief Susan Tamme as one of their 2015 Women of Distinction nominees. The AAUW serves as the nation's leading voice in promoting equity and education for women and girls. Since their founding in 1881, AAUW members have examined and take positions on the fundamental issues of the day – educational, social, economic, and political. The Sun City Center Chapter support the PACE Center for Girls, a program that provides a better future for at-risk girls through education and counseling. They have been delivering Meals on Wheels in both Sun City and Kings Point for more than ten years and purchase books for the Sun City Library and for elementary school girls as well as scholarships for deserving mature women in the community.



2015 AAUW Women of Distinction. From left, Jennifer Orsi, Managing Editor, Tampa Bay Times; District Chief Susan Tamme; Regional Performer Barbara Van Eycken.

Photo courtesy AAUW

Mitigating the dangers of ammunition at fire scenes

By District Chief Susan Tamme

The Second Amendment to the Constitution of the United States protects the rights of individuals to keep and bear arms. State laws will vary in form, content and the level of restriction of weapon ownership as more and more people across the country choose to be gun owners.

It is reasonable to assume that if a person owns a firearm they will also own the ammunition to go with it. How that ammunition is stored presents an additional risk or potential danger to firefighters at a structure fire.

Recently Engine 11C, led by Captain David Hohenthaler, responded to a structure fire at 10805 North Florence Avenue. The initial information given by the homeowner was that there was an explosion in the oven. The fire was out upon arrival and at first glance seemed to have been contained to the oven. Captain Hohenthaler cancelled responding units and began investigating. What he found was several boxes of ammunition in the oven. The captain properly ordered everyone out of the structure and then requested the bomb squad for removal and disposal of the ammunition.

What is the risk of unspent ammunition/bullets to firefighting crews when exposed to the heat of fire?

Ammunition/bullets are made of a case/jacket or shell, which holds all the bullet parts together. The jacket is made of a thin layer of metal, which is usually a copper-tin or copper-zinc alloy that protects the bullet from the barrel of the gun. The case/jacket is designed with a rim so that the extractor on the gun has a place to grip the casing to remove it after it has been fired. A primer is located at the bottom and in the center of the rim and contains approximately 1 grain of propellant. The propellant is commonly made from lead azide, which is designed to “spark” when struck.

The case surrounds the “core” which is made of a dense material that aids in penetration once the bullet is fired. This can be made of steel, tungsten, antimony, lead, plastic or any type of material. Sometimes a lubricant is included into the core design that is meant to reduce damage to the ammunition during the manufacturing process. Finally, a projectile is located above the core, which is responsible for the penetration of the bullet.

Finally there is the gunpowder. All gunpowder is designed to burn quickly to produce rapid expansion of gas in a confined space, e.g. the shell. There are a multitude of powders available in the marketplace.

In a structure fire it is the heat produced during the burn that activates and causes the bullets to explode; the larger the caliber of the bullet, the more explosive potential exists.

What makes a bullet deadly?

A bullet becomes deadly when there is force behind the projectile. The force is usually directed through a gun barrel with a straight-on trajectory and is meant to penetrate.



Let’s consider this scenario: Ammunition/bullets are located in a box in the nightstand during a house fire. The bullet when heated will explode and pieces of the casing, often referred to as shrapnel, will scatter in all directions. In the same scenario, if there is a loaded gun in the nightstand during a house fire, the risk increases because there is a potential for a directed force of the bullet out of the gun chamber.

What should firefighters do with ammunition at the scene of a structure fire?

Firefighters performing extinguishment of a free burning fire may not be aware that the crackling, snapping noises are exploding bullets – especially if they are stored in a drawer or closet. Once the fire is under control and ammunition is discovered in the overhaul process it may be necessary to contact a local Police Department Bomb Squad for disposal.

Sergeant Jarrett Seal of Tampa Police Department Bomb Squad explained, “that once cooled – the bullets/ammunition may still present a considerable hazard as the chemical makeup of the original product has changed due to the exposure of heat. Although the potential of ammunition going off is lower once cooled, there is still potential for an uncontrolled explosion. You don’t want the bullets to arbitrarily go off.”

A bomb squad utilizes special gear while handling the unspent bullets. The bullets are transferred to a hardened steel vessel, which is designed for the burning-off of the explosives in a controlled manner, in an isolated location. Firefighters should not leave even the smallest amount of ammunition behind after a structure fire, especially since it has been exposed to heat. The unpredictable nature of the powder could result in another emergency for first responders.

Firefighters need to be aware of ammunition, even when it is not loaded in a gun. Ammunition or bullets may be present in any strength or caliber and in any location in a structure. As firefighters, we are trained to evaluate risk and with an increased knowledge about bullets added to an increased situational awareness about ammunition – we can ensure that everyone goes home.

Operations Division Update

By Chief Nick LoCicero, Assistant Chief— Operations



“Officium Paratus”

Our next in-service class will be substantial. It will be a live fire training exercise filled with the most current research-based information with respect to fireground tactics in the face of changing building materials and construction methods. The effects of modern building methods continue to kill and injure firefighters every year. There is no question that modern building methods and materials have changed the residential fire environment, but so have modern furnishings. In the Department of Homeland Security-funded Underwriters Laboratories (UL) study, “The Impact of Ventilation on Fire Behavior in Legacy and Contemporary Residential Construction,” tests showed that the increased use of synthetic materials in homes means there is more fuel to burn. With adequate ventilation, the time to flashover is significantly reduced. Two side-by-side experiments with adequate ventilation demonstrated flashover times of less than four minutes with modern furnishings as compared to more than 29 minutes with legacy furnishings. Legacy furnishings would be furniture found in homes from the 1950s to the 1970s, which were made with different materials from the furniture manufactured today.

The world of fireground operations is filled with uncertainty and incident commanders must address multiple issues simultaneously which is no easy task. We must be mindful that when multiple immediate tasks must be accomplished sequentially, we must make fire control our first priority. Rescue of trapped occupants is the first strategic priority, but not necessarily the first tactical priority. The aforementioned UL study, along with other studies, have shown that more people are saved by a well-placed and advanced hose line than by any other tactic. Controlling the fire removes the hazard from the victims, which is much more efficient than trying to locate and remove the victim from the hazard. We should not conduct unsupported or unprotected search and rescue operations, rather we should support and protect the search and rescue operation sensibly.

Lastly, I would like to extend my deepest appreciation to all those that responded to the working fire at St. Joseph’s Hospital on February 26. Once again good initial decisions were made by the company officers that were instrumental in the reduction of damage to the structure while minimizing the potential for firefighter injuries.

Until next time- Stay Safe.



Firefighters respond to the fire at St. Joseph’s Cancer Institute February 26. Crews acted quickly and decisively to ensure the fire did not spread. An investigator from the Fire Marshal’s Office determined that the fire likely started when sparks or slag from welding operations on the upper roof fell to the lower roof onto the construction materials and smoldered until eventually flaring up and spreading the fire. Photo by Daniele Jeffres

ARFF unit adds temporary station

For the past 12 months, the Aviation Authority and the ARFF Division have been working together to find a suitable location for a temporary ARFF station. This station will be in addition to the main station. The reason for the station is due to the ongoing \$1 billion construction project which includes the demolition of Taxiway J (Juliet). This will require a longer response time to the West Runway 1L/19R for ARFF. The additional station will allow us to respond to our stand-by locations during an aircraft emergency within the timeframes set forth by the FAA. The temporary station, located at the old air cargo location, will utilize the south cargo area for the ARFF vehicle bays and a commercial trailer that will be used by the crews as living quarters during the 24 hour shift. The crews moved into the station on February 17th and are expected to be there for the next 18 to 24 months during the rebuilding of Taxiway J.



Training Division completes Driver-Engineer testing

Training Division successfully assessed the skills of 145 firefighters vying for promotion to Driver Engineer during the week of February 16-20. Assessors came to Tampa from departments around the state of Florida to grade the participants. The Training Division facilitated the process, setting up and inspecting the equipment daily. The firefighter examinees had to face multiple scenarios during testing to provide a suitable and equitable way for assessors to determine each person's skill level. The results of the tests are part of an overall assessment of individuals being considered for advancement to Driver Engineer.



TFR and Pasco Fire Rescue train with TPD aviation unit

Tampa Police Department's Chief Pilot Todd Curraba and Flight Observer Chris Sheppard brought one of their TPD helicopters to TFR Station 21 Thursday February 26. The crew held training with firefighters from New Tampa and Pasco County fire stations on the Bambi Bucket and video downlink. District Chief Susan Tamme along with companies Engine 21, Truck 21, Rescue 21, Engine 22 and Pasco County Engine 26 and Rescue 26 were all on hand. The group discussed various settings of the video downlink and witnessed a demonstration with the assistance of a second helicopter. In addition they trained on Bambi bucket operations including its method of deployment limitations.

After the ground training was complete the company of officers performed an area survey of the local territory from the air in an effort to locate possible water sources and landing



zones should there be fires in the area in the future.

Tampa EM team recognized by LEPC District 8

The City of Tampa's Emergency Management team received a Thomas Yatanabe "Certificate of Appreciation" from the State Emergency Response Commission (SERC) February 25. According to their website, the Thomas Yatabe Award signifies outstanding contributions made in the implementation and support of the Emergency Planning and Community Right-to-Know Act through achievements, accomplishments or superior participation in hazardous materials planning or response. Annually, the SERC awards one individual, agency and/or organization the Thomas Yatabe Award for each LEPC District within the State. The SERC issues "Certificates of Appreciation" for other worthy nominations received.

Tampa Emergency Coordinator Chauncia Willis along with Oliver Greene and Peter Ignacio received the Certificate of Appreciation for their work on the Port of Tampa awareness campaign. According to the nomination "A multijurisdictional and interdisciplinary outreach initiative was developed by the City of Tampa's Office of Emergency Management in collaboration with Tampa Fire Rescue, City of Tampa's Neighborhood Empowerment Department, Tampa Port Authority, local port tenants and the Local Emergency Planning Committee. With the focus of targeting the residents in the neighborhood immediately adjacent to the Port of Tampa, the initiative centered around providing pertinent information on the utilization and storage of hazardous materials in the Port as well as the corresponding safeguards that are being administered. Information was also shared to address a variety of other natural and man-made disasters. Introduction to the new Port



Pictured from Left-to-Right: LEPC Chair Jeff Patterson, Tampa's Office of Emergency Management Director Chauncia Willis & staff members Oliver Greene and Peter Ignacio.

siren alarm/alert system and demonstration of Shelter-in-Place procedures were key components of this inaugural event. The goal was to make area residents more resilient to and educated on these emergencies. This event was well attended by the General Public and Port tenants. Based on its success, this event will be conducted again next year and will be used as a model for future events." Congratulations to the team for their recognition.

Intake Relief Valves

There has been significant debate and misinformation regarding the proper setting for the intake relief valve on our fire apparatus.

The manufacturer recommends that the device be set at the highest normal hydrant pressure +10%

TFR has determined and established that these devices will be set to 75psi.

The department has experienced documented injuries related to pressure surge that likely would have been prevented had the intake relief valve been properly set to 75psi.

Please remember that the occasional brief relief of pressure experienced is to be expected and is far better than the danger presented by an intake relief valve set at too high a pressure.

Finally, should an engine fail on scene, and it is necessary to pump through that apparatus, it will be necessary to set the intake relief valve to an appropriately higher pressure.



Tampa Fire Rescue
Training Division
Chief Jason L. Dougherty
3-2015



A Dispatcher's Perspective

Special to Fully Involved by John Sciabarrasi

So I sit at my console
And take my own pen in hand
In an effort
To understand

All the same things
I already know
Drilling myself
To send the firefighters to the show

Reminding myself
Of what I have been trained to be
Answering desperate calls, to a
911 Operator like me

Boat turnarounds
Deep in a far Port
May Day Calls,
How to keep them short

Falls,
In the hole of a ship
Docked
Not near where the waves rip

Water rescues indeed
F33C
Boat fire in open water
Not an F22 this would be

Pleasure craft docked
Just went up in flames
Poor boat owner
Will never be the same

Where are the boat ramps
In this city of mine?
Give me 10 seconds
And any one I can find

Which channel are you sinking in..
Sedon, Garrison or Cut D
Is it Sparkman, East Bay or Northeast
Maybe Ybor, which one will it be?

So float a while
While help I will send
Talking with you
Again and again

The list goes on
The calls never end
Sometimes in the middle of the night
I am their only friend

So say what you will
Just don't say it to me
Until the lives I have known
Through my eyes you have seen

A blood curdling scream
Was that 2 or 3?
Two engines and two rescues
I will be staging, you see

All in a night's work
The howls of death all around
Just looking for a good night's sleep
When I lay the headset down

Swing by my office some time
If you dare...
It's not your life you take in hand
When you sit in this chair.

*The author is a Communications
Technician 2 at the Tampa Fire Rescue
Communications Division.*