

Neighbors Helping Neighbors

Southwest Harbor Fire Department Newsletter



Volume I, Issue
December 2011

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A Fireman's Night Before Christmas

Twas the night before Christmas and all through the town,
the fire siren echoed blaring its sound.
The firefighters came running from far and from near,
and raced to the trucks quickly donning their gear.

And I in my bunkers my boots and my hat,
jumped to the engine to see where the fire's at.
Down at the corner of Fifth and of Oak,
the dispatcher informed us of a house filled with smoke.

Smoke poured from the sides, from up and from down,
yet up on the roof there was none to be found.
So up to the rooftop we raised up a ladder,
and climbed to the top to see what was the matter.

I came to the chimney and what did I see,
but a fellow in red stuck past his knees.
Well we tugged and we pulled until he came out,
then he winked with his eye and said with a shout.

"These darn newfangled chimneys they make them too small,
for a fellow as I, not skinny at all."
With a twitch of his nose he dashed to his sleigh,
and called to his reindeer, "AWAY now, AWAY."

As we rolled up our hoses he flew out of sight, saying
"God bless our firefighters" and to all a good night.

-Anonymous



Confined Space Training

Junior FF Kayla Thomas taking a "ready" stance at Confined Space Training.



Pictured Right: Junior FF Colton Sanborn saving a furry friend.



Southwest Harbor Fire Department's Newest

Addition has an expected delivery of December.

Find out more on our



webpage

www.swhfire.org

Ladder 112

Deputy Fire Chief Martel and Chief Chisholm will be heading down to Louisiana on the 18th. That gives the department a chance to give Ladder 112 a once over before it heads north. The target date is still on tap for the end of the month. Updated pictures can be found on the Southwest Harbor Fire Department webpage.



Future Training Schedule Provided by Secretary Beth Gaiser



Train like your life depends on it!

The department Secretary was able to provide a wonderful list of future mandatory training sessions. These trainings ensure that we are all up to date with mandated OSHA and NFSTA annual refreshers. If you are an engineer, you are still urged to pack up SCBA or as a

minimum become familiar with the pack. SCBA is not mandatory but it could save your life. All of the dates listed are subject to change, please check your department email often for updates and changes.

~~12-01-2011 Hazard Communications~~

~~12-01-2011~~ MSDS

~~12-01-2011~~ Lockout/Tagout

~~12-03-2011~~ SCBA for Engineers

12-15-2011 Hearing

12-15-2011 PPE

1-19-2012 Sexual Harassment

1-19-2012 Airborne/
Bloodborne Pathogens

Fire Association News

We still have time to sell more stocking raffle tickets. If any one can help on Saturdays for a couple of hours let me know. We are trying a new fund raiser; Harbor House has given us a free table for their craft fair on the 9th and 10th of December. We will be selling baked goods and having a gingerbread house silent auction. We have a few people signed up but are looking for more. Please tell your friends and family they can make beautiful creations or bring baked goods, or come and bid on a house. If anyone has ideas we are looking for new ideas for next year.

Thank you for all your help and support

Lynne Brown

Association President



From The Desk of the Chief

Congratulations to Lynn Brown and Randy Summers for within milliseconds of each other coming up with the answer to last month's trivia question. The number 8.34 is significant in the fire service as it is the weight of 1 gallon of fresh water. Why you ask, is this important? Well let's say the chauffer asks you to kick a piece of 5 inch supply line out of the road. Now a coupled piece of hose, 100' long weighs around 110 lbs. by itself, 5" holds about 1 gallon per foot. Add it up, 110 for the hose and 834 for the water...you probably will need some help. How about putting a deck gun into a fishing boat tied to the pier at the lower town dock at 1000gpm? Putting a half ton into the hull without pumping it out. Well it won't be afloat for long. Think about trying to do a panic stop OR a turn to avoid a deer with Engine 103 and having 4 tons of water surging against your back! Get the picture?



Now for this month, here is the question, (and I am not going to make it as easy):

A fire department in the Midwest has a green light mounted on the right side of all their motorized apparatus. Name the Department and identify who and why this tradition came to be. 1st one to

Email me the answer from your Department Email address wins the prize!

Reminder to all, the Holiday party that the Chiefs and Captains are cooking up will be at 1500 the 11th. Bring the whole family and an appetite!

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Southwest Harbor Maine

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 for newsletter ideas or

Important Dates

December 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

We're on the web!
www.swhfire.org

Chiefs Quote
 "Not a spectator sport"



We have answered the call

109 Times This Year
 06 For the Month of
 November 2011
 11 less then last year at
 this time
 120 Total Calls on
 December 6th 2010

- 1st & 15th
Fire Department Meeting
- 9th Tree Lighting
- 11th Christmas Dinner
- 13th
Fire Association Meeting
- 25th
Christmas

Members Birthdays

- 11th Jonalee Roth
- 15th Ben Hampton
- 28th Kayla Thomas



This column will focus on featuring a number of tips and tricks geared toward improving our efficiency and effectiveness.

Tips and Tricks

Knowing our SCBA inside and out is vital to the survivability of the individual using it

SCBA issues on the fireground

Article By
Mark van der Feyst

Whenever we arrive at a working fire, time is running against us in terms of executing an interior attack and achieving a quick and effective knockdown of the fire.

Certain delays caused by human, mechanical or unknown error can arise, which handicap the efforts of our interior fire attack. Some of these handicaps are attributed to our personal protective equipment malfunctioning right at the time of our operation. A basic part of our personal protective equipment is the self contained breathing apparatus. This piece of equipment is an integral part of our personal protection as it provides for protection against heat, smoke, toxic gases and other products of combustion from entering into our respiratory system.

Knowing SCBA inside and out is vital to the survivability of the individual using it. Knowing the limitations, the mechanical operation and being able to troubleshoot problems as they arise will benefit the user and remove any handicaps.

During a firefighter survival training event that I was teaching at, two SCBAs malfunctioned, with the regulator not being able to dock properly with the face piece. We went on to hear that the same type of problem was also attributed to delays in mounting an aggressive interior attack at a few structural fires for a few fire departments.

The malfunction was that the regulator picked up a spare part from the SCBA waist belt and prevented proper docking into the face piece.

The domino effect for any firefighter is the progressive problem of the equipment malfunctioning, and not being able to recover from the initial problem.

In the photo below, we can see two regulators side by side showing the malfunction. The regulator on the left is showing a tan colored gasket, which makes the connection to the face piece air tight.

The regulator on the right is showing a black ring on top of the tan colored gasket, which prevented the firefighter from making the connection.

The photos below were taken at a training exercise in which two other firefighters experienced the exact same thing: they were not able to make the connection to the face piece.



In the first photo above, I've showed the two black rings on top of each other on the one regulator to illustrate the thickness of the rings and how easily it is to miss this handicap. The rings come from the cup holder of the SCBA, as shown on the photo on the right.

The ring allows the regulator to sit in the holder as it duplicates the opening of the face piece, which makes it easy for the ring to stick to the regulator when removing it from the holder. There is a prong on the ring that allows it to seat properly in the cup holder. In the second photo, one ring has the prong and the other ring does not.

In the photo below, you can see regulator trying to connect with the face piece. The ring stuck to the regulator adds a gap between the two objects, thereby not allowing the regulator to connect properly into the face piece opening.

This handicap will expose the firefighter to the environment that we are trying to prevent exposure from.

When certain parts of our SCBA equipment are not working properly, we need to recover quickly by troubleshooting the problem. A realization of the problem should warrant an immediate withdrawal from the IDLH area and declaring a Mayday.

Trying to solve the problem when previous attempts have failed while still located in the danger zone will only add to the domino effect.

