

A NEWSLETTER
DEDICATED TO
MEMBERS OF HALIFAX
REGIONAL FIRE &
EMERGENCY



FeedLine

Serving Canada's Largest Composite Fire Service

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...And More



Photo by John Giggey

BACK HOME – As FeedLine was going to press, Firefighter and Warrant Officer Barry Bastow returned home April 16 after a six-month tour of duty in Afghanistan. About 100 of our members, including our Honour Guard and our pipes and drums band, were at the airport to greet him. His wife, Dawn, holds a bouquet of flowers presented by Chief Director Bill Mosher. Look for more coverage in our Spring Edition.

Operations

Asst. Dep. Chief Dir. Bryan Clarke

Service Delivery Being Reviewed

GPS/AVL Going Into Four Trucks on Trial Basis

Our service delivery standard is now being reviewed by our Fire Response Analyst, Capt. Steve Nearing.

His audit has found a few glitches, but overall the delivery is excellent and any weak spots are being identified and changed. He is now working on our response protocols and making changes where needed.

Meantime Administrative Chief Mike Smith is working on moving us toward uniform equipment on all our apparatus. All engines in the department, for example, will have the same complement of equipment. This will also apply to quints, tankers, and tactical units. Of course, some variation may be allowed when special local circumstances make that necessary.

Four pieces of apparatus in the downtown Halifax area will be equipped with GPS/AVL (Global Positioning System/Automatic Vehicle Locator) for a trial period. At present, apparatus or stations are dispatched according to their assigned area. But it's not uncommon for trucks to be on the road at one end of their district, and then to be dispatched to a call at the other end of their territory. Meanwhile another station or unit may be much closer.

With the GPS/AVL system in place, the nearest available apparatus would automatically be dispatched. If the system works as expected, it is our goal to have this equipment installed on all front line apparatus in the department, career and volunteer.

We have been considering using Safeorce in our apparatus. This is a sort of 'black box' for cars and trucks which can monitor speed, turning, braking and so on. We have our safety manager, Div. Capt. Dave Meldrum, looking into that. Among other things, the device would warn drivers about excessive speed, taking corners too quickly, or whatever. It would improve safety and reduce maintenance costs.

The equipment is available through RSI Technologies. When the trial GPS/AVL units are installed, we will include a Safeorce in these apparatus so we can study its effectiveness.

There are some other changes. With the recent hiring, we now have day staff in two more rural stations, Station 24 Musquodoboit Harbour and Station 38 in Middle Musquodoboit. This brings to 55 the number of career firefighters assigned to E-Platoon.

And our platoon chiefs now have their war room on the 2nd floor of Station 13 on King St. instead of headquarters. Their sleeping quarters will still be at Station 12 on Highfield Park Dr.



PC Bryson Wilson in the new War Room

The Green Sheet

A Reminder from the Office of the Assistant Deputy Chief - Operations

Moved? New cell or telephone number? Just married? We have to know.

For the benefit of all our members as well as for administrative purposes, we have to have accurate records at headquarters of all of our employees – both career and volunteer.

The Employee Data Change Form is initially filled out when you become a career or volunteer firefighter and so all members are familiar with it. It includes full names, next of kin, phone numbers and emergency contact information and so on. Any change of status requires a new Green Sheet with the new data.

Just this year, for instance, a number of T-4 slips came back to head office because the address of

some members had changed and we were not notified. This presents an obvious problem for the employee at tax time.

Please ensure this form is filled out if there is any change in your status and signed off by your captain (career) or station chief (volunteer). The form should be sent to headquarters via regular or internal mail. Career members send forms to Lynda McEwen, and volunteer members to Sandy Beagan.

Forms are available at headquarters and at every station. They're also available on the intranet in both pdf and Word format.



Photo by John Giggey

LONG WAY DOWN — FF Frank McDow of E-6, dressed in ice rescue gear, makes his way down a steep embankment to a car that sailed off the Kearney Lake Rd. Jan. 28 and landed on the ice, about 150 feet from the roadway. McDow attached a cable from a wrecker so the vehicle could be hauled up to the road. Quint 7 crew and paramedics had earlier extricated the driver who was taken to hospital. E-6 and its ice rescue gear was brought in as a precaution for the remainder of the incident.

Safety**Div. Capt. Dave Meldrum****Apparatus Safety****Good People and Improved Technology Will Save Lives**

Over the last ten years, crashes, including collisions and rollovers, have consistently accounted for the second largest share of firefighter deaths overall. The common trends held again in 2007. Sudden cardiac death claimed the largest number of deaths in the year, followed by vehicle crashes.

On January 1st of this year, the 2009 version of NFPA Standard 1901 "Standard for Automotive Fire Apparatus" came into effect. The revised standard has improved technology requirements for new fire apparatus intended to reduce the number of deaths caused by crashes:

- > A vehicle data recorder will be installed to record operating conditions such as the rate of acceleration or deceleration, engine speed, seats occupied and seatbelt status. This data can assist in safe driver training and accident investigation.
- > New vehicle stability testing requirements include a new testing system and either a calculated center of gravity no higher than 80 percent of the vehicle height or a vehicle stability system.
- > Vehicles must be designed with their estimated in service weight (fully loaded) in mind, and top speed must be linked to total weight and tire ratings.
- > Seat belts now may be red or bright orange. A minimum seat belt length is established. A seat belt alarm is required to alert the driver and officer if a belt is not worn by any occupant.
- > Cabs on vehicles over 11,800 kg must meet standards on occupant protection in the event of a crash.
- > The wearing of helmets by occupants is discouraged, and provisions for safe storage of fire helmets while under way is required.
- > The requirements for reflective striping have been increased, including highly reflective "chevron" style striping on the rear of the vehicle.

These are welcome changes, even though they will probably increase the overall cost to fire departments.

But the most important safety system in any apparatus is the crew of firefighters who operate the machine. The constant application of safe operating practices will save firefighters lives more effectively than any other measure. You and your crew can "arrive alive" by practising safety every day.



(continued next page)

Conduct thorough and regular Detailed Vehicle Inspections (DVIs) on your assigned apparatus. Pay careful attention to the condition and adjustment of air brakes, tire inflation and condition, seat belts, head and signal lights, visual and audible warning devices, windscreen and windows, wipers, and all door and compartment latches. Complete the DVI form (FD-002) and report any defects. If any deficiency affects the safety of the apparatus, report it, and take the apparatus "out of service" without delay.

Don't allow your apparatus to move until it has been circle checked, all equipment is secure and, most importantly, all crew members are seated with seat belts fastened. This is a crew responsibility, and all members have to work together to ensure this is always done. Your crew mates and their families deserve nothing less.

Drive safely at all times and in accordance with policy (i.e. HRFE Policy P-604 "Safe Operation of HRFE Vehicles"). There is no benefit, to firefighters or the public, from an unsafe response. Drive within the posted speed limit and in a manner safe for conditions. These are the best actions you can take to protect your crew, the motoring public and those at the emergency scene. Emergency responses involving excessive speeds provide no benefit for the public, and an apparatus involved in a crash simply



PHOTO: Quint 13 operator Jim Barlow performs a DVI on his apparatus during a shift in April.

becomes another emergency as well as an asset that never got to the call.

Review safe driving practices and policies with your crew. Operating the apparatus safely requires a crew in which everyone encourages and participates in safe behaviour, respects each others safety, and willingly does their part. Circle checks, backing, seat belt use and other safe

practices require the entire crew to complete. Firefighters take great pride in watching out for each other at structure fire emergencies. We must do no less in and around our apparatus.

If you are operating or responding in a utility vehicle or personal motor vehicle, don't forget that this applies to you! Keep these vehicles well maintained, and operate them in accordance with policy and law. Crashes in these vehicles are no less deadly, and they account for a startling number of firefighter deaths.

Emerging technology will surely help you reduce your risk of death from motor vehicle crashes. But the technology is only a tool that we all must use carefully and thoughtfully to protect ourselves, our fellow firefighters and the public.

References:

- 1 - U.S. Firefighter Fatalities in Road Vehicle Crashes - 1998-2007, NFPA, July 2008**
- 2 - Firefighter Fatalities in the United States - 200, NFPA, July 2008, nfpa**

Fire Prevention

Div. Chief Don Day

Concrete Changes Under Way with Approval of Management Plan

Our plan for changes and improvements in Inspections, Investigation, and Public Education went to the Department Management Team March 17. With the approval of the plan, we are moving ahead with the following changes that will greatly improve the effectiveness of the entire division.

Investigation

Our partnership with operations will allow us to run with three investigators, two primary and one back-up, from the division. The back-up investigator will also be involved with Inspections, but will do investigations as needed. The majority of fires will be investigated by a designated officer who is part of the fire response.



Investigator Bill Murphy is rolling out the program. All officers, career and volunteer, will be trained to the NFPA 921 level of Fire and Explosion Investigation. Most career and many volunteer officers have already gone through this training.

To ensure consistency, Murphy will identify incidents that can be handled by officers on scene and ensure that training is in place through the Training Division. Officers on scene will understand at what point to call in a division investigator and there will be a single contact number to facilitate the process.

Murphy will also review all fire reports to assure consistency in the quality of the investigations and the reports.

The rollout of these new initiatives will be completely supported by the division. In some areas, and especially on the career side, this is already happening. In other areas of HRM, members will be breaking new ground. They can be assured that they will have the necessary information and training before taking on investigation responsibilities.

Inspections

Six new members have completed their six-week orientation training and they started hitting the street in early May. They will also embark on extended training to be certified by the province through the Nova Scotia Fire Marshall's Office. Their Level 1 Certification will take from 15 to 18 months, and their Level 2 will take an additional 12 to 14 months.

Two inspectors will be assigned full time to rural, and Tom Silver will be the primary contact. Volunteers in the rurals who are interested can also participate in the inspection process. They will be trained to conduct General Life Safety Checks and can go through orientation with the rural inspectors. We're working through the Zone Fire Prevention Committees on this.

We are making many changes to the FDM database. We are identifying all commercial and institutional

buildings across HRM and are developing a program to ensure they are inspected at least every three years on a regular frequency.

These changes to the database will also allow us to become far more effective in our General Life Safety Checks. Policies are being revised and volunteers as well as career members will be involved and given the proper tools and training to do the job. Holly Weatherby will be the point of contact as the General Life Safety Check program expands.

We are also evaluating our whole involvement in the WETT (Wood Energy Technical Training) inspection program, a service we have been providing free to the community for many years. The industry is considering changes which would make involvement by career and volunteer firefighters extremely difficult.

Public Education

Traditionally, we have focused on educating the public on fire safety in schools and other venues. We are now embarking on a program which would use PubEd to tie together the other two aspects of the division.

Inspections and Investigation.

The results obtained through Inspections and Investigations will be tracked. What is causing most of our fires? What trends are turning up in Inspections and GLSC's that pose a hazard in the community?

As these are identified, our Public Educators will develop presentations or other information vehicles and find venues to get that message out to the public. We are going to identify the issues through Inspections and Investigations, and use PubEd to get the educational messages out to minimize or even eliminate these issues.

We will have two people working full time on this. And again, the volunteers can play a vital role. This

has also been discussed with the Zone Fire Prevention Committees, and the relationship between the committees will continue to expand as we move along.



Photo: Investigator Scott Wheeler at a fire scene in Prospect on March 5th.



The Last Alarm

Ronald Reynolds, 76, who served for more than 30 years with the Upper Musquodoboit Volunteer Fire Department, passed away Jan. 11. In 1967 he became the department's first fire chief and over the years served several terms in that position.

Fleet Services**Fleet Manager Paul McCulley****'Forestry Skid' Will be Assessed This Year**

A tender for three one-ton utilities has been awarded to Steele Ford. The units will be outfitted with full size salt bins and snow plows for winter, and can serve as forestry and utility trucks in their zones the rest of the year.

The new utility which will be located at Station 59 on Bay Rd. will be equipped with something new to HRM – a forestry skid.

The skid is equipped with a 500 gallon (US) water tank, a 250 gpm @ 50 psi pump, an 18 hp portable pump, and two crosslay preconnects that will each carry 200 feet of 1 1/2 inch forestry hose. The skid is simply lowered into the bed of the utility at the beginning of the brush fire season, secured, and the utility becomes a full fledged forestry vehicle.

The skid will be assessed this year and if it proves to be a useful tool, more will be added to the fleet. K&D Pratt was awarded the tender for the skid and was to be delivered March 26, 2009.

On Feb. 23 we went to Pierce Manufacturing at Bradenton, Florida for pre-delivery inspections of two new rescue pumpers. We were very pleased with the quality of work. The first arrived March 04. Both were expected to be in service by the end of March, one at Station 62 in Harrietsfield and the other possibly at Station 45 in Fall River.

A new air supply and rehab vehicle for Zone 5 (Western Region) has arrived. It will serve as the new Tactical unit for the zone.

We've also received a new Ford Ranger 4X4 to replace a divisional chief vehicle.



Photo by John Giggey

Photo:

Jordan Kennedy and Howard Parker of Mechanical with a new rescue pumper when it arrived at Fleet on March 04. It is one of two new units from Pierce Manufacturing.

Teamwork Quickly Knocks Down Threatening Fire in Dartmouth

Even before arriving on scene, Quint 13 Capt. Jeff Bourgeois could see heavy smoke coming from around the eaves of a large two-storey structure housing a business and apartments on Prince Albert Rd. Feb. 07.

Once on scene, Bourgeois did a 360, told Capt. Eddy Oakley on incoming Quint 12 to ladder the roof and start ventilation, handed command off to arriving District Captain Brendan Dunfee, then joined his crew in stretching a 1 ¾ line inside to begin an attack.

The Quint 13 crew found only light smoke on the top floor but heavy fire in the attic. They held off on the water until Oakley and his crew completed a vent hole, then they hit the fire. They were joined by E-15 crew in pulling ceilings.

The fire had extended into various voids and it would take a while to complete extinguishment, but most of it was knocked down within about 20 minutes.

Three engines, two quints and Tact. 1 operated at the scene. PC Mike Blackburn was IC.



Photos by John Giggey



DIRTY JOB – Quint 13’s Denise Patey (above) is covered in soot and insulation as her crew cycles out as interior sector and heads for some water. Crews had to pull large sections of ceiling to get at the fire in the attic space under the roof.

ROOF SECTOR – E-14 crew (left) take their turn as roof sector, digging out a stubborn fire under the roof. Chris Camp has the saw. With him are Benoit David, Darren Wamboldt, and their Captain, John Wynn.



FAMILY NIGHT AT STATION 4 – Capt. Mike Rogers' family relax in the lounge at Station 4 on Feb. 26. They were invited for dinner with E-4's crew on Mike's last shift. From left are daughter Stephanie with Mike's grandson, Markus; grandson Daly; granddaughter Kate on Mike's lap; and Mike's dad, Basil, and wife, Rose. Basil retired in 1977 after 34 years on the department. Both Basil and Mike spent their entire careers on C Platoon.

Capt. Mike Rogers Retires After 31 Years

December 16, 1977 - A Day of Decision

Mike Rogers had wanted to follow in his father's footsteps as a firefighter since he was a boy. He tried unsuccessfully and it didn't seem like it was going to happen. So in the meantime, after leaving university, he began a career with Canadian National Railway in 1974.

Mike worked as a brakeman/conductor and in May of 1977, he was asked to go to Gimli, Manitoba to become an engineer.

However, in September of 1977, Mike had received a call from the Halifax Fire Department asking if he was still interested in becoming a firefighter and that he could come on the Department in December.

"I told the railway I couldn't go on course right away but I continued

to work as a brakeman/conductor while deferring the engineer's training till the following year." Mike was hired on December 16, 1977 and continued to work both jobs for a period of time.

"It was a huge decision for me. I started in the fire service making less than \$10,000 dollars a year and CNR was paying me over \$30,000 at that time. An engineer was making over \$40,000."

When Mike showed up for his first shift as a firefighter on December 16, he knew he had kissed a career as an engineer goodbye.

Mike's dad, Basil, had joined the Fire Department in 1943 and served 34 years, retiring in May 1977.

Besides his father, he had several uncles and cousins who were also serving the department. It was common in the Rogers' home to hear conversations about the fire service while Mike was growing up. Firefighting was in the blood.

"My dad was at many large fires over his career – the 40's, 50's and 60's, and had many stories and pictures that he saved. Many of the pictures in the union office are my father's. He saved everything.

"At the Piercey's Building Supply fire, early in his career, a member accidentally turned a 2 ½ hose line on him full force. It caught him on the side of his head knocking off his helmet and went right in his

(Continued next page)

ear. He wound up in the hospital and has been hard of hearing ever since.”

Mike remembers his first fire, which was on McCully Street off Agricola. It was a two-storey set of flats, with the fire on the second floor. As the junior member he took the hydrant. Once the water supply was established, he followed the lines up the stairs leading to the fire where he caught up with his crew.

“It was no big deal but it was nice to have the first fire behind me. Everybody wants to get that first one out of the way as quickly as possible.”

There were several fires that stood out as Mike recalls. The Weldon Law Building, the Brunswick Street United Church, and the Dalhousie hockey rink. These fires were all learning experiences. “It is awesome to see the true force of fire once it takes control.”

Over the years Mike served Local 268 in the capacity of shop steward, secretary and vice president. Leading up to Amalgamation he was chairman of the negotiating committee representing the various IAFF locals in hammering out its first collective agreement, which took over 18 months to complete.

At the same time he was co-chair in the design and implementation of the new HRM pension plan, a project

that took more than two years. “It was a very busy time,” recalls Mike, “and all members who served these committees should be commended for their efforts, dedication and commitment.”

On February 26, Captain Rogers worked his last tour of duty. His family was there along with many friends.

If he could go back to December 16, 1977 would he make the same decision?

“Yes, it wasn’t the money that motivated me. I wanted and needed security for my family. I needed to know if anything should happen to me that my family would be looked after. Besides, I liked being

part of a team, working and living with people who you like, the station atmosphere, fun in the station, and of course, cards. Being a train engineer can be a lonely job.”

(More coverage on Page 12)



LAST CREW – Rogers poses with his last crew (centre). From left are Capt. Kevin Slaunwhite of Quint 5, who was filling in for Rogers at Station 4 during his last day; Brad Simms; Rogers and his father, Basil; Steve Rogers, a cousin of Mike’s and now with Station 2; and Stephen Slaunwhite.

CAUGHT IN THE ACT – Mike’s grandson, Markus, (left) checks to make sure no adults are watching as he prepares to sample the frosting on the retirement cake.





All Photos by John Giggey

BUFFALO HEAD – (Above left) Buddy Jim McKenna of Quint 5 drops by for a visit and presents Mike with a figurine of a buffalo. Mike is holding his granddaughter Kate. Years ago Mike let his hair grow longer than usual. Some members thought he resembled a buffalo, thus earning him the moniker 'Buffalo Head'. (Above right) Grandsons Daly and Markus get to sit in Mike's seat on E-4.

Some Parting Words from Capt. Rogers

Always, I mean always, document injuries and accidents, and keep a copy for your own records. Always stay with your crew unless otherwise assigned – never split up! Know your limits – use common sense to guide you. Believe in your union – be proactive and get involved to make your job better.

Remember the Fire Service is what you make it. Treat others as you would like others to treat you. Do whatever you can to help your community. Keep whatever benefits you have and take the necessary steps to protect your future, particularly your pension.

I appreciate the time I have spent and I will always remember all of you. Finally, I would like to thank Moon McKenna for his parting gift to me. I don't know who got more pleasure out of it, him or me. For those who don't know, Moon gave me a statue of a beautiful buffalo.

May God Bless you and keep you safe!

Buffalo



Members Attend Funeral for Fallen Boston Firefighter

Our department sent a five-person delegation to Boston in January for the funeral of a Boston truckie killed in the line of duty.

Lt. Kevin Kelley of Ladder 26 was killed Jan. 09 while returning from a call. His truck went out of control on a steep grade, struck some parked cars, tore through a brick wall and then rammed into a building. Four other members were hurt.

Kelley, 52, was a 30-year veteran and left behind a wife and three grown children. The Boston Globe quoted sources as saying the vehicle may have lost

its brakes and that investigators were looking at possible mechanical problems.

Kelley was one of the firefighters in the 2005 Discovery Channel's program "Firehouse USA-Boston." The show featured Ladder 26.

The funeral was held in Quincy, about 20 kilometres south of Boston. Attending from our department were FF's Joe Barbatti and Brian Forbes (representing the Honour Guard), PC Bryson Wilson, and Captains Jim Gates and Derrick Harty. With them below is Boston Fire Chief Kevin MacCurtain, who has since retired.



Feature Report

Corporate Security



Photos by John Giggey

CORPORATE SECURITY TEAM MEETING – Members of the new team hold their weekly meeting at the Spicer Building. From left are Norm Lavoie, Bill Gilby, Wayne Hill and Sgt. Randy Stoddard, team manager. Missing from photo is Mike McCulley. (Inset Page 15) Norm Lavoie of Logistics at his desk in the Corporate Security office at the Spicer Building.

Fire Becomes Pilot Project of New Corporate Security Team

By John Giggey

We have scores of millions of dollars in assets, many of them in our 59 fire stations across HRM.

When you include all of our career and volunteer staff, those stations can be accessed by more than a thousand people at any time.

It's called: exposure. And when you have that much exposure to such a vast array of assets, it's vital to ensure that those assets are protected and used properly. The rule holds true throughout the municipality, but fire is unique among all the business units and so the new Corporate Security team is turning its attention to us first.

The team leader is Sgt. Randy Stoddard, who's been seconded to the unit from the police department. Also

seconded is our own Norman Lavoie of Logistics. His background and training in asset management is important to the team, and Stoddard describes him as the security advisor for Fire.

Actually, Stoddard is quick to point out that the most valuable assets of Fire, and of all other municipal business units, are the people. Protecting them, making sure they are secure, is the number one priority.

But the other assets are important too. And there are lots of them.

"Think of all the things to make one fire station run," says Stoddard. "It's not just the equipment on a truck,

but think of the things needed to maintain that truck. There are tools, oils and fluids. The station needs various kinds of soaps, paper towels, toilet paper, as well as computers, printers and office supplies.

“All of these things are accounted for as they come out of stores or are delivered, but what happens to them then? Are they used properly? Does some of it disappear? This is an area that we have to manage properly. Fire is unique in the sheer volume of assets it has, and the huge number of people who have virtually unlimited access to them.”

Some time ago HRM struck a safeguarding committee to address recommendations from several audits which indicated that HRM assets were at risk in a number of areas.

“As a result of that, my position was created,” says Stoddard. “I did a lot of research, looked at the best practices in place by municipalities across the country, and from that we have the recently appointed Corporate Security team.”

The team doesn't change anything. It identifies what changes could be made.

“We will do security assessments, threat and risk assessments. We'll look at our assets: personnel, property and information. We'll identify threats and risks to those assets, find out where we are vulnerable.



“We'll look at procurement. How a product, even something as simple as paper towels, is ordered, how it's delivered, and most importantly what happens to it after that.

“There are other things. For instance, does every firefighter across the municipality need access to every fire station? They may and that will be for management to decide. Our job will be to identify the risks. Are there other options we can identify and what is the cost?”

“We'll analyze the data we collect, come up with recommendations and prioritize them. The implementation then becomes a budgetary matter. Once we identify the appropriate asset security management process for Fire, then that will become the standard for the rest of HRM.”

Other members of the team are Bruce Gilby, who specializes in alarm systems; Wayne Hill, a locksmith, who will deal with security access; and Mike McCulley, an asset controller,

who will be examining several things, including procurement.

Only Stoddard and Lavoie are seconded from other HRM business units. The others have been hired as employees of the team.

National Non-Smoking Week Focuses on Fire Safety

Using the question: “What Have You Got to Lose?”, followed by photos of burned out homes, the national Non-Smoking Week campaign this year (Jan. 18-24) gave people a very good reason to butt out.

The campaign noted that smoking is the number one preventable cause of home fire deaths in Canada. It then provided a series of safety measures that can be in place if people do smoke at home.

The safest thing, of course, is to just not smoke. Are you a smoker who wants to quit? There's help available.

Smoker's Help Line: 1-800-513-5333 or . . .

<http://www.smokershelpline.ca>

Photos by Ron Shano



Members get ready to renew an interior attack. Platoon Chief Bryson Wilson, who was IC, is at right.

Robie St. Frenchy's Gutted in Early Morning Fire

Three company Captain Paul Boyle and his crew found heavy smoke coming out around the eaves and fire visible inside the store as they arrived at a reported structure fire at the Frenchy's store on the north end of Robie St. early on the morning of Dec. 15.

While his E-3 crew forced entry, Boyle had Aerial 1 ladder the roof. Incoming E-4 dropped a feed to E-3, then laddered the A side and started opening the roof.

By now Boyle had called for more apparatus as he and his crew stretched a 1 ¼ line into the store and started pulling ceilings to get at the fire. They were joined by Aerial 1 crew who brought in a second line, and were also assisted by E-4 once the ventilation was done. Meanwhile next-in E-2 was tasked to protect an exposure on the south side of the fire building.

As Platoon Chief Bryson Wilson arrived and assumed command, the interior crews continued to knock down visible fire on both the main store level and the second floor where there was an apartment. But as they opened walls and ceilings and found heavy fire everywhere, the decision was made to end interior operations and the crews pulled out. By the time they were back on the street the fire had breached the roof.

Crews re-entered and extinguished hot spots once the exterior attack had knocked down most of the fire.

Quints 5 and 13, and Tacts. 1 and 2 also responded.



Left, Cornelis Rutte of Tact. 1 and Mike Boutilier of E-2 make their way to a landing next door to attack the fire coming through the roof.



Left, FF Mike Boutilier of E-2 hits roof fire from a deck next door. At right, Drew Sullivan of Tact. 1 changes a bottle for Rodney Misener of Quint 13.





Top:
E-3 chauffeur George Evans works his way through the maze in October.

Above:
E-3 Capt. Pat Kline takes a tumble in a simulated floor collapse.

Right:
Jim MacLean (left) and Joe Mattie, both of Aerial-1, are working their way back through the maze after recovering the victim.

Training – Saving Our Own

A tough new course called “Save Your Own” was rolled out by the Training Division last summer, and by late in the year most career members had already cycled through the evolution which was set up at the training ground behind Station 7.

What’s your worst nightmare inside a working fire? A collapse? Entanglement? A missing buddy? Severely confined space? The floor falling out from under you? It’s all there and more, and you’re guaranteed to be wearing one sweat-drenched uniform when you come out the other end.

Training Officer Dave Slaunwhite says the course is designed to simulate many of the worst hazards members could find inside a burning building. Then to make it even more interesting, crews have to locate a collapsed firefighter (Rescue Randy) and complete the course in reverse with him in tow to get him to safety. Members have to work as a team to get through it.

Of course, it’s all done using BA and a blacked out mask. Everyone finishing this course heads straight for the water supply.

Photos by John Giggey



Sixth Annual Battle of Wits - An Evening of Trivia Supremacy

By Jeanette McPherson

The 6th Annual Battle of Wits, sponsored by the Halifax Board of Nova Scotia Crime Stoppers Association, was another great success.

The event was held on January 31st at St. Agnes Church Hall, and several teams were on hand to represent HRM, including Halifax Regional Fire. Team members from the "Fire Crackers" were Dan White, Sandy Glennie, Brenda MacNeil, Paul Fallon and Alan Currie.

Twenty-six teams of five players competed against each other in 12

rounds of questions. Categories ranged from Movie Music, Spam, Metal - Heavy or Not, Sitcom Neighbours, Astronomy, Geography, Anatomy and so on. Adrenaline was pumping as all categories were timed - the pressure was on!

The winning team, "The Paper Cuts" had a total of 218 points. The "Fire Crackers" came in 10th with 162 points. Tenth out of 25 is an impressive standing considering the difficult level of the questions.

One of the questions in the "Spam" category was "Where is the Spam

Museum located?" The answer was Austin, Texas, which stumped Dan White as he hails from there, and he couldn't remember a Spam museum being in Austin. Turns out he was right! He checked when he got home and it's actually located in Minnesota.

Everyone had a great time and are looking forward to participating in the 7th Annual! If you would like to participate next year, please contact Jeanette McPherson at:

mackayj@halifax.ca

Boiling Water in a Microwave - Be Careful

Whether at home or at the fire hall, here's an alert from the U.S. Food and Drug Administration we can all benefit from.

Numerous reports of burns and scalding, some serious, have been reported from heating or boiling water in a microwave. The problem is that the water may not appear to be boiling, but it can actually be superheated – above the boiling temperature. A slight disturbance or movement by picking up the cup, or adding something such as a teaspoon of instant coffee, can now cause the water to violently erupt.

Safety tips:

- > Follow the precautions and recommendations found in the microwave oven instruction manuals, specifically the heating time.
- > Do not use excessive amounts of time when heating water or liquids in the microwave oven.
- > Before putting the water into the oven, insert a non-metal object with a surface that is not smooth. (e.g. a wooden stirrer or ice cream stick)



Photo: FF Joel Brewer removes a cup of hot water from a microwave in the kitchen of Station 50 in Hammonds Plains.

More information here:

<http://www.fda.gov/cdrh/consumer/microwave.html#10>

Diversity

Capt. Nadya-Lyse Paré – Diversity Officer

Diversity Workshops Being Prepared for Monthly Training Plans

And, A Look at our Diverse Heritage

Welcome to the new “Diversity Page” of the Feedline. I will be using this page to keep you aware of educational opportunities and to share a little awareness.

It is my pleasure to announce that all our Diversity courses have been revamped to have a yet more “custom” approach. Currently we have 3 courses that are completed and have been seeing tremendous success. We have a program for “Rookies” and two for “Officers”.

All of these courses have become a mandatory part of the basic firefighter or officer development programs. For the firefighters, I am currently developing a series of ½ day workshops making them more convenient to include as part of our monthly training plan. A listing of these courses will be made available soon with a brief description of each.

Did you know?

The Senate of Canada passed a motion in December, 2001, designating May as Asian Heritage Month. This was to honour the achievements of Asian Canadians and their contributions to Canadian History.

According to Statistics Canada, 2006, Canadians of Asian ancestry comprise the largest

visible minority in Canada, at 11.2% of the Canadian population. Canada has a long history of Asian immigration over the past 100 years.

In 1923, Parliament passed the Chinese Immigration Act which banned all Chinese immigration. With this act, all other non-whites were restricted from immigrating to Canada as well. In 1947, the act was repealed.

During and after the Vietnam War, a large wave of Vietnamese refugees began arriving in Canada. When Hong Kong reverted to the Chinese Mainland rule, many Hong Kong emigrants found new homes in Canada. Over 3 million Asians now call Canada their home.

You probably already know that gunpowder, fire-crackers and the abacus are all Chinese inventions. But did you know that so is the compass, the tooth brush, the umbrella and the wheelbarrow? The sound card for your PC is an invention from Singapore, and of course the Play Station is a Japanese invention. The Karaoke and the incubator were both invented by Filipinos.

June is Gay and Lesbian Pride Month. Gay, Lesbian, Bisexual and



Transgendered pride events are celebrated by communities across Canada including Halifax where the Pride Parade will be held July 21. During this time people find solidarity and take pride in their community’s history. I thought it would be interesting to mention just a few of the most famous GLB&T people you may know that have made a huge contribution to history.

- Leonardo da Vinci
- Michelangelo
- Virginia Wolfe
- Laurence Olivier
- King Edward the II

June 21st is National Aboriginal Native Canadian Day. This is an event that recognizes outstanding contributions of First Nations, Inuit and Metis. We’ll have more information on this proud history in the Fall Edition.

Anyone who would like to be involved in upcoming multicultural events, outreach initiatives or more learning opportunities, please give me a call at 223-9575.

“Equality is the result of human organization. We are not born equal.”
Hannah Arendt (1906 - 1975)



TRYING TO PUNCH THROUGH — Capt. Robert Isnor (left) of Station 55 (Seabright) and FF Dave Yourex of Stations 50/51 (Hammonds Plains) ventilate the roof of this home in Black Point during a stubborn house fire. Once the fire gained hold above the ceiling, it was a long battle to track down all the fire and extinguish it. The house had both a double ceiling, and two roofs.

Tough Ventilation Job at Black Point Bungalow Fire

Arriving in Tanker 50, Hammonds Plains Chief Chris Robinson led his crew in an interior attack at a heavily involved large single story bungalow on St. Margaret's Bay Rd. in Black Point Jan. 24.

Faced with heavy smoke, Robinson first got some horizontal ventilation going with a PP fan. They then found the main body of fire and got a quick knockdown inside.

However the fire had gotten into the walls and the ceiling. With both a double ceiling and a double roof due to renovations over the years, it became a tough job for members using axes, saws and hooks both on the roof and inside as they tried to get at the hidden fire. As a result the blaze gained headway in the voids before it could be brought under control after about a two-hour fight.

Multiple units from Zone 5 operated at the scene.

Photo right: Hubbards Deputy Chief Clary Coolen and Capt. Chris Fryer of Stations 50/51 (Hammonds Plains) consult at the side door of the structure during the smoky blaze.

Photos by John Giggey



Feature Reports

Inspectors Garber/Boutilier Retire



TABLE EVENT – Some of those attending the retirement dinner for Tony Garber and Mike Boutilier of the Fire Prevention Division filled this table at Cousin's Restaurant in north end Halifax Dec. 30th.

Joined Up on a Bet

Inspector Tony Garber Retires After 33 Years

By John Giggey

One hundred feet in the air, on top of an aerial ladder, Tony Garber was in a dilemma.

The policy was clear. He had to stay harnessed to the ladder. But the victim was just a couple of feet beyond his reach. He would almost certainly die if Garber didn't go that extra distance.

The call was at the grain elevator in south end Halifax around 1985. A man had fallen from a small platform part way up the rear of the elevator and was dangling from the end of a rope. If they tried to pull him up, he'd fall. If they couldn't reach him by ladder, he'd fall.

Retired firefighter/engineer Bill Moore was driving the aerial out of what is now Station 2 on University Ave. that day. It was a 1966 Seagrave tiller truck renown for

its amazing ability to manoeuvre into tight spaces.

Moore got it into position as close to the structure as he could to get maximum length from the ladder. With the man hanging on to the end of the rope and screaming he couldn't hang on, Garber opted to break some rules. He went to the tip of the ladder while it was still in the cradle and rode it up.

"I knew where to put my feet and hands so I'd be okay. There was absolutely no time and to this day I don't think he would have hung on if he hadn't seen me coming for him. It just seemed to give him the extra adrenalin he needed."

Once the ladder was all the way up, Garber faced the

(Continued next page)

Editor's Note:

The Fire Prevention Division held a dinner Dec. 30 to honour retiring Inspectors Tony Garber and Mike Boutilier. Together they had served the department for almost 66 years. Over the next few pages, FeedLine presents some photos from that event and stories on the highlights of their careers.

dilemma we mentioned at the beginning of this story.

"I knew it wasn't by the book, but I disconnected so I could stand on the second rung from the top and hold him against the building." Squeezing against the structure as much as he could, Garber calmed the victim and convinced him to let go of the rope so he could drop the couple of feet to the top rung. Then he talked him down to the second rung, then all the way to the ground.

"It's different when you're 100 feet in the air," says Moore. "Tony did a great job that day. You have to assess the situation on your own. I figured he knew enough to know if he was going beyond what he was capable of doing."

It was a fluke Garber was even there to perform the rescue. Before 1975, he and fellow Inspector Mike Boutilier worked with a mortgage company. They were driving by a fire station one day and Boutilier said to him: "I bet you five bucks you don't have the guts to apply to the fire department."

Garber took him up on the bet, went in and applied. A few months later he was on the job.

"If we hadn't driven by the fire hall at that particular time and Mike hadn't made that bet, I never would have applied and I never would have had this career," says Garber. "Only thing is, I'm still waiting for my five dollars."

But this was just one of several close calls Garber had over the years. At one big fire, he became separated from

his crew and was disoriented in heavy smoke. He thought he was finished until another member found him.

In the late 90's he took a month off for stress leave.

When he came back to work, there had just been a fire in Dartmouth that killed two children. He was asked to take on a special project in Fire Prevention to get the new Alarmed and Ready program up and running. He never went back to operations, instead joining the Fire Prevention Division full time about nine years ago.

Boutilier, meantime, had joined the department about a year after Garber and he was already in Fire Prevention. "Mike had trained me in the mortgage business,"

says Garber, "and now he trained me in fire inspections." The two worked their last shifts within a few days of one another in December.

On Dec. 30 the division threw a dinner for both Garber and Boutilier at Cousin's Restaurant across from Station 4 on Lady Hammond Rd. Most of the division turned out for the event, as well as many other members and provincial Fire Marshal Robert Cormier.



PHOTO: Inspectors Mike Boutilier (left) and Tony Garber get some help cutting their retirement cakes from grandsons Benjamin and Gage.

Feature Reports

Inspectors Garber/Boutilier Retire



All Photos by John Giggey

THE BOYS — Mike Boutilier and his grandson, Benjamin; Geoff Garber and Keegan; Tony Garber and Gage; and Fire Marshal Robert Cormier pose for the camera at Cousin's Restaurant.

'There's the Back of the Truck. Good Luck!' Inspector Mike Boutilier Retires – 32 ½ Years on the Job

By John Giggey

Mike Boutilier liked the mortgage business and he was taking a course in accounting at Dalhousie University.

But his dad, Ernest Boutilier, had been a Halifax firefighter since 1955 and he encouraged Mike to try and make that his career.

Mike applied, and was hired in 1976. In those days, you learned on the job.

"My first posting was at West St.," he recalls. "They said: 'Here's your boots. Here's your coat. There's your helmet. There's the back of the truck. Good luck.' "

He didn't talk much about his first call for years. It was a little embarrassing. "I was pretty up tight and nervous. The gong went off during the night. I jumped up and ran to the pole. I was about to slide down when I realized I didn't have my pants on. Fortunately everyone was scrambling and so no one else noticed."

He got his pants for that call, and he never forgot them again. And he fondly remembers the people who helped him along.

"There were some that just laughed at your mistakes

(Continued next page)

and called you 'stupid rookie'. But others were a big help. Charlie Carter helped me a lot. He died of cancer a few years later. He was just 34.

"When I went to Bayers Rd., Everett Jardine was a driver there. But he also loved fighting the fire and he went inside whenever he could. He always took the time to show me what was done and why."

Boutilier remembers the huge 1979 fire at the Brunswick St. United Church. It was also the first big fire which he and his dad, who retired in 1985, fought together.

"Dad was on duty and was already on scene. I was working at Lady Hammond Rd. with Gerry Condon. We were off duty but called back for the fire." They picked up a service truck and made their way downtown.

"Gerry and I came down Cornwallis St. When we turned right on Brunswick, I just said: 'Holy shit.' It was really rolling."

Boutilier wound up on a monitor. Not too far in front of

him, Nick Morash came off the roof of a one-storey building and was injured. "He couldn't see for the smoke and lost his footing. Fortunately the roof was only about eight feet high." And Boutilier couldn't see Morash for the smoke and didn't know about the accident until later.

After about 12 years in operations, Boutilier wrote the promotional routine.

"In those days, if you passed the routine, then you were offered the promotions as they came up. When it was my turn, it was for fire prevention. You either took the promotion, or you didn't.

"But I had a lot of office experience anyway and I knew I would

enjoy the job. They handed me my fire code book and my building code book and told me to have fun."

Boutilier worked for 20 years in the division before retiring in December.



Inset: Mike Boutilier with grandson, Benjamin, and daughter, Tammy King.

Far Left: Fire Marshall Bob Cormier greets Inspector Boutilier.

Left: Capt. Kevin Edwards does some babysitting.



Photo by John Giggey

CHECKING FOR EXTENSION — Paramedics are caring for a couple of residents suffering minor injuries in the EHS unit. Quint 7 crew in the background is checking the roof for any extension.

Herring Cove Rd. Apartment Building Damaged by Fire Several Residents Removed by Ladder

Reports of a fire on the top floor of an apartment building on the Herring Cove Rd. with possibly people trapped brought a full structure response Jan. 14.

Capt. John Wynn, of first due E-6, found smoke coming from a third floor balcony. Civilians had already put a ladder to one balcony to remove people, and Wynn could see a woman at another balcony, apparently waiting for a way down.

Wynn was told by a resident the fire was out, so he and FF Sherry Thibault made their way to the 3rd floor with the intention of bringing the woman down the stairway. But they soon discovered the fire was

definitely not out.

Wynn radioed the other members of his crew, driver Barry Taylor and Robert Lutley, to ladder the building and rescue the trapped woman. He also asked dispatch to get another aerial to the scene. That would be Quint 7, and it came in handy.

Taylor and Lutley got the lady off the balcony while Wynn and Thibault stretched a 1 ¼ line to the fire floor to begin an attack. Taylor went back to operate the engine and Lutley came up to the fire floor to assist Wynn and Thibault in knocking down the fire and searching apartments.

Next in 5 Quint under the command of Capt. Paul Nickerson was tasked to grab a hydrant and feed E-6. However Nickerson had to re-position his unit to remove more people from balconies. But a few minutes later the extra aerial Wynn had requested, Quint 7, was on scene and the water supply was secured.

Command was passed to PC Mike Blackburn. In the end, paramedics checked out a few people and took a couple to hospital, but no one was seriously hurt and the fire was quickly controlled. Aerial 1, Tacts 1 and 2 and the re-hab trailer were also on scene.



Above: FF Chris Johnson of Quint 7 gets a new bottle.

Below left: A pup gazes admiringly at FF Rob Lutely of E-6 after being rescued.

Below right: FF Skip Hoffman of Quint 5 exits the building following overhaul.





AMONG FRIENDS – Inspector Don Surette poses with some of his friends who attended the reception. From left are Inspector Rob Kamperman, Divisional Chief Don Day, Melinda Horton and Shirley Beth McNeill of front office staff, and just retired fellow Inspector Mike Boutilier.

Inspector Don Surette Retires After 31 Years

“We Thought it Was Out - It Blew Us Right Across the Room”

By John Giggey

Don Surette grew up in north end Halifax. But by the mid 70's he was making a comfortable living as a draftsman and had built a house in Lower Sackville.

“I always liked to give something back to the community, so I was doing volunteer work with the church; beavers, cubs, that sort of thing. One day we heard they needed volunteers on the fire department so a buddy of mine and I went down and signed up.”

Surette became a volunteer in the old Sackville department in 1978. He was good enough that his platoon captain encouraged him to apply for a career job. “I didn't think I really had a chance because a lot of good people wanted to get on, but I was accepted.”

The change meant a \$15,000 a year drop in pay from drafting. “But it was one day on and three days off then, so I figured I could make up the difference in my off time.

“The first two weeks were nuts. We had three car

accidents in a row in which people were killed. I was beginning to wonder if it was going to be like this all the time. But things settled down again and I knew this is what I wanted to do with my life.”

There were some bumps and bruises and close calls along the way.

At one house fire, Surette and his partner worked their way through the smoke to find a fire in a couch. They extinguished it and someone started to open some windows to ventilate. But there was some hidden fire somewhere and it was starving for air.

“We thought it was out. But as the air came in, it blew us right across the room. We were lucky to have gotten out of that.”

At another house fire, Surette and another member were crawling down the hallway of a home through heavy smoke trying to find the seat of the fire.

(Continued next page)

“It was really hot on the floor and we could hear the flames crackling under us. We knew the fire had to be in the basement.”

They backed out, came around to the entrance to the basement, and started to push down the stairs. The fire pushed right back.

“The fire was tremendous. We’d think we were getting it knocked down, and it would roar right back at us. Then we heard a huge crash.”

Most of the main floor, which they had been crawling on just two minutes before, had collapsed into the basement. “It was close. But we didn’t think too much about it. We got the job done and nobody got hurt.”

After 17 years in operations and several injuries, Surette found the job too demanding on his back and so transferred into Fire Prevention as an inspector.

“With amalgamation, a couple of us were a little timid about doing fire inspections in the ‘big city’. But we soon learned that a building is a building.” He also did Public Education and Investigation.

“I think I liked Investigation the best. But the hours were long. You would work all day, then go out again at night. And my back was taking a beating. So for the last few years I just did Inspections.”

Would he go back to 1979 and take that \$15,000 pay cut all over again? “Yes, I’d do it all over again,” says Surette. “I might do a couple of things a little differently, but I’d do it again.”



Photos by John Giggey

Inset: Retiring Inspector Don Surette poses with his wife, Sandra and daughter Kimberley during a retirement reception at Station 9 in Sackville Jan. 30.

Left: Surette, Mike Boutilier and Chief Director Bill Mosher enjoy some conversation.

Christmas 2008



Photo by John Giggey

FAMILY TRADITION – The Gould family from Corner Brook, Nfld., take time to chat with FF Brian Forbes and Darlene Ellis as they take care of a Salvation Army Christmas donation kettle at Mic Mac Mall Dec. 22. Lester Gould, his wife, Stella, and son Stephen, 11, have a family tradition. They contribute something in every Salvation Army kettle they see during the Christmas holiday. By the time FeedLine caught up with them, they had already donated in St. John's and Corner Brook. Many of our members, career and volunteer, donated time to man two kettles at Mic Mac Mall Dec. 22. It turned out to be a great job. Our group raised \$1,785, the highest one-day total of the season.



Photo by Jeanette McPherson

From left: Shirley Beth McNeill, Gerard Cottreau and Melinda Horton of front office staff attend a Christmas function at Station 17 in Cole Harbour on Dec. 18.



Christmas at Station 17

Above, from left, Divisional Chief Don Strachan, Platoon Chief Mike Blackburn, Executive Officer Lloyd Currie and Platoon Chief Bryson Wilson pose for a photo during the reception.

Left: Chris Mitts of Training is caught in the act at the dessert table.



Right: Wayne Higgins and Kevin Thomas of Fire Prevention.



Photos by Jeanette McPherson

Christmas 2008

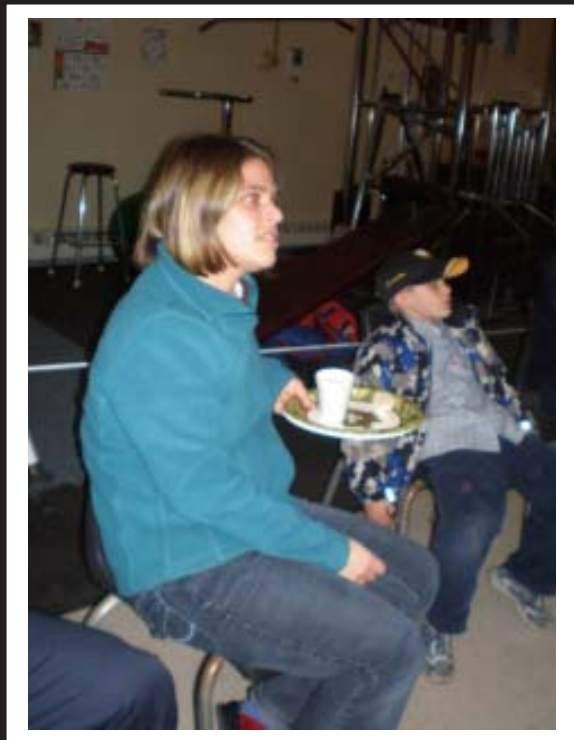
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Meet & Greet at Bay Rd.

Far left: Maggie Church, 10, daughter of Capt. Andrew Church and FF Rose Luedee of Station 59, nibbles on some fries. Later with her dad; time to go home.

Below: New recruit Vicki Pulsifer of Station 59 takes some time to relax.



Above: FF Alicia McIsaac of Bay Rd. grabs a snack.

All Photos by Rose Luedee

Right: FF Jason Gallant of Station 55 (Seabright) and Capt. Andrew Church of Station 59 (Bay Rd.) pause for a chat.



Left: FF Rose Luedee and Deputy Chief Lorne Pierciey of Station 59.



Right: FF's Randy Johnson and Ronnie Coons of Station 55 (Seabright).



Photo by John Giggey



WASHING IT DOWN – Capt. Wallace Scallion and FF Whitney MacLeod of Tanker 59 (Bay Rd.), and Lt. William Marr of Tanker 63 (Sambro) wash down the still smouldering exterior walls of this home on the Prospect Rd. March 5th. The two-storey home was extensively damaged.

Fire Engulfs Home in Prospect

Prospect Chief Barb Sawatsky and one of her captains, Christine Scott, were together in a vehicle on the Prospect Rd. Mar. 05 when they received a page for a structure fire.

They were first on scene. Sawatsky confirmed with dispatch there was a working fire in the two-storey home and asked for additional units besides those on the initial page. She remained in command throughout the incident.

Meantime a resident was distraught because her dogs were still inside. Capt. Scott opened the front door

momentarily. She could hear the dogs inside and tried to call them out. But with the fire and smoke increasing she had no choice but to shut up the building until apparatus arrived. The bodies of the four animals were recovered later.

Lt. Andrew Bednarz of E-54 and FF Laura Allen of Station 58 faced heavy black smoke and intense heat as they began an interior attack and worked their way into the structure. They were backed up by Capt. Jim Pittman of Tanker 58 (Lakeside) and his crew who several times had to knock down

fires that reignited behind the first team.

Working in tandem, the teams got a good initial knockdown, but now there was fire at the rear of the building on the deck, a back room and an exterior wall. Lt. Bill Marr of Tanker 63 (Sambro) and a member of Tanker 59's crew, new recruit Whitney MacLeod, attacked the exterior fire.

The bulk of the fire was knocked down in about 30 minutes but units were on scene for several hours. Two engines, seven tankers and two Tactical units responded.

Photos by John Giggey



Lawrencetown Home Destroyed by Fire

A large two-storey home in Lawrencetown was fully involved with flames venting out the roof and front windows when the first units arrived Dec. 29.

Capt. Bruce MacDonald of E-17 (Cole Harbour) had the first-in units concentrate on an exterior attack until the bulk of the fire could be knocked down. Teams then rotated through interior operations, pulling ceilings and walls as they dug out hot spots and looked for extension.

Five engines, three tankers and a tact were on the call. The only person home at the time was taken to hospital for treatment of minor burns and smoke inhalation.

Above: FF John McDonald (left) of E-21 and Chris Powell of E-17 hit some hot spots in the lower level of this two-storey home in Lawrencetown Dec. 29. Units from Stations 17, 19, 20 and 21 responded.

Right: Some busy officers: Captains Chris Conrad of Station 19 (Lawrencetown) and Cory Dominix of Station 21 (Lake Echo) work on overhaul in the foreground, while Captains Duane Wong and Blair Manning, also of Station 19, man a line on the deck.





STATION VISIT – A family who may owe their lives to an ADT C/O detector visited Station 62 in Harrietsfield along with an official of Scott Health and Safety in January. From left are Harrietsfield Chief Bill Powell; Kelly and Susan Gage and their son, Nathan, 2; Derek Roy, Canadian Zone Manager for Scott, which markets ADT products in Canada; and Harrietsfield Deputy Chief Don Patterson. Roy presented the station with a new Scott Eagle thermal imaging camera.

ADT and Scott Present TIC to Harrietsfield Firefighters

By John Giggey

Kelly Gage is a commercial sales executive with ADT. And so it makes sense he would protect his own home with ADT equipment and service, including a C/O detector.

One night last November was a typical evening in the Gage household in Williamswood. Kelly and his wife, Susan, put their 20-month-old son, Nathan, to bed, watched TV for a while, and hit the sack.

But it was not to be a typical night. At 3 a.m. Kelly and Susan awoke to the sound of an alarm going off. They soon realized the C/O detector was sounding in Nathan's bedroom. Barely 30 seconds after the alarm woke them up, the

phone was ringing. It was the ADT alarm centre telling them the fire department had been notified and was on its way.

In eight minutes E-62 from Harrietsfield was on scene. They evacuated the family and Lt. Joel Doucette started administering oxygen to Nathan, who was groggy. A check of the house found high C/O levels.

It was determined a defective damper on the wood stove had allowed deadly amounts of carbon monoxide to fill the air in the rec room downstairs. Eventually the gases crept upstairs where they set off the detector in the child's room. The Gages knew the

detector had probably saved the lives of the whole family.

Kelly told his company about what happened and a commercial about the incident was prepared to promote the value of the company's product. ADT and Scott Health and Safety then donated a new Scott Eagle Thermal Imaging Camera to the Harrietsfield station. Both ADT and Scott are owned by Tyco International.

In January, the Gage family and officials of Scott and ADT visited Station 62. Nathan got to sit in all the trucks, and Chief Bill Powell was presented with the new TIC on behalf of the department.

Officer Promotions/Appointments

Career Promotions:

Mike Moore, Captain
Kevin Reade, Captain.
Nadya Paré, Captain
Corey Beals, Captain
Robert Hebb, Captain
Dennis Pitts, Captain

George Evans, Lieutenant
Paul Clark, Lieutenant
David Slaunwhite, Lieutenant
Simon Ray, Lieutenant
William Marr, Lieutenant

Peter Greenham, Training Officer
Vince Conrad, Training Officer
Richard Sullivan, Training Officer

Dennis LeRue, Fire Prevention Officer
Matt Parker, Fire Prevention Officer
Marty Lahey, Fire Prevention Officer
Brian Moriarty, Fire Prevention Officer

Simon Ray, Fire Prevention Officer
Bruce Sangster, Fire Prevention Officer
Mike Purcell, Fire Prevention Officer

Volunteer Appointments

Stephen Holman, Chief, Mushaboom (Station 34)
Edgar Kerr, Chief, Oyster Pond (Stations 26,27)

Shaun Boutilier, Deputy Chief, Mushaboom (Station 34)

Casey Cameron, Captain, Lake Echo (Stations 21, 22)

Luke Monk, Captain, Tangier (Stations 30, 31)
John Casey, Captain, Hammonds Plains (Stations 50/51)
Robbie Kay, Captain, Middle Musquodoboit (Station 38)

Steven Hollis, Lieutenant, Cole Harbour (Station 18)
Scott Keck, Lieutenant, Hammonds Plains (Stations 50/51)
Roger Bourque, Lieutenant/Acting Captain, (Cole Harbour) (18)
Mike Colley, Lieutenant, Bay Rd. (Station 59)

Stephen Drake, Zone 2 Fire Prevention Officer

Winning in Fredericton

Members of the Halifax Blaze won the first place trophy at the annual Fredericton Firefighters Hockey Tournament in February.

The Blaze lost their first game 3-1

to Fredericton, but then defeated Moncton 10-3 and Saint John 4-1. They then trounced Fredericton -1 in the championship game. The event was held in Fredericton Feb. 21,22.

In the championship game, Blaise Mattie and Tommy Arsenault each scored two goals. Others were added by Mark Haverstock and Adam MacNeil.

Goalie Shaun Brownell, who played an amazing tournament and allowed only the one goal in the championship game, was named one of the game's most valuable players, as was Rob Belliveau who got an assist.



(Front Row) Barry Williams, Patrick Conrad, Shaun Brownell, Jamie O'Donnell and Rob Belliveau. (Back Row) Tommy Arsenault, Blaise Mattie, Mark Haverstock, Kenny Saxton, Kevin Slaunwhite, Adam MacNeil, and Coach Joe Barbat.

(Editor's Note: The following (edited) letter was received in response to our FDIC coverage in the May_June, 2008, edition of FeedLine. It is self-explanatory.)

To Heather McKay and FeedLine,

I recently read the FDIC report in FeedLine on the presentation by Heather McKay of Human Resources on the value of Junior Firefighter programs.

I can add some validation of her views as they pertain to the retention of young people involved in these programs into fire departments as active members.

I joined the fledgling group called the "53rd Halifax Fire Venturers", sponsored by the old Halifax Fire Department, about 20 years ago. This program was spearheaded by Capt. Tom Caithness of the Training Division, who would share responsibilities on the group committee with Platoon Chief Peter Dauphinee. Then firefighters Bruce Burrell and Ron Ryckman acted as advisors.

This was patterned after the scouting movement where the leaders are deemed to be "advisors". It is the responsibility of the youth members to work on developing where they want the program to go, under the guidance of the advisors.

We had weekly meetings through the school year where we learned various fire service skills including first aid, auto extrication, and lots and lots of drills in the training tower at Knightsbridge. Some of us were able to put some of those skills into practice by being the 'First Aid Team' at Scouting events in various parts of the province.

One of our "crowning glories" was a simulated car accident staged at the West End Mall on a Sunday afternoon. The event was organized by David Hill of the Police Venturers (now a Constable with HRP), Mary-Anne Hagen of St. John Ambulance, and, myself. It involved the youth of the organizations being tasked with utilizing their training in an accident scenario.

Since we were on private property, we had the members respond Code 1 into the accident from a "Station", the parkade at Sears. Youth members operated under the watchful eyes of the advisors who would act as drivers and safety only. Chief (Tom) Power allowed us to have Tact 1 (still a new piece of gear), the command bus (which acted as a communications centre for the Fire and Police Venturers), the training station wagon (which was the Command Vehicle), and the old Mack "Foam Car".

The Fire Venturers and Rovers were expected to extricate the patients from the cars, while the Police Venturers conducted crowd control and interviews to determine cause. St. John Ambulance members were responsible for patient care.

What was interesting is that the youths acted in such a professional manor in responding and in their communications that a Halifax Daily News reporter responded from Dartmouth. He was extremely 'ticked' to discover it was just a training scenario for young people. We received positive press from ATV news, even though the reporter was covered by AFFF Foam. (We had warned her she was too close.)

I agree that these youth programs gain the interest of young people in making a career in emergency services such as fire. Here are just some of the people who were with us in these junior programs and where they are now:

.Skip Hoffmann, career firefighter, HRFE
.N. Peter D. Service, RCMP (auxilliary)
.Matthew Lang, DNR
.Dwayne Bell, Vol. Lieutenant HRFE
.Phil Powers, RCMP (auxilliary)
.Matthew Vaughen, EHS paramedic
.Micheal Berkman, EHS paramedic
.Jared Doucette, Vol. Lieutenant HRFE
.Chris Boyle, Vol. Captain HRFE
.Joanna Sharples, Vol. firefighter HRFE

I am hoping that these names would help to validate your position that the programs are worthwhile.

Regards;

N. Paul Service

(Paul is a volunteer at Station 62 in Harrietsfield. He is working toward joining the USAR K-9 team)



Members of the 53rd Halifax Fire Venturers and Rovers pose for a photo in 1995. Identifiable members include Mike Berkman (now a paramedic with EHS) and Peter Service (now an auxiliary member of the RCMP) standing on the snorkel, currently a reserve unit. Standing beside the truck are (left to right) Paul Service, Robert Lavoie (a former member of Station 60), and Skip Hoffman (now a career member).

Are you interested in helping to develop a junior firefighters' program? Go to the internal page on our web site, click on 'Programs' and follow the link.



Photos by John Giggey

POUR IT ON – FF Pat Pickles of Station 40 (Dutch Settlement) uses a Blitzfire monitor to pour water on this large smoldering fire in Antrim Feb. 16. Shawn Hann of E-47 is at right. Operating a 1 ¾ handline behind the excavator on the hill are Lt. Adam Brightman of Station 40 (Dutch Settlement) and FF Eldon Arsenault of Station 38 (Middle Musquodoboit).

Antrim Landfill Fire Presents Water Supply Challenge

Yes, You Can Put Out a Fire With Green Water

A stubborn, smoldering fire at a landfill site in Antrim presented some challenges for Station 40 (Dutch Settlement) Chief Richard Arnold on Feb. 16.

The deep-seated fire was going to take a lot of water to put out. A cistern at Station 47 (Goffs) was too small, and a long way away. The nearest hydrant was at the Aerotech Industrial Park at the airport. That was even further away, a 36-kilometer round trip for tankers.

Arnold opted for a catchment pond at the foot of the compost cells right on the property, just a few hundred feet from the fire. The water was a nasty shade of green and it smelled bad, but there was lots of it and it was wet. Units involved had to be thoroughly flushed out later, but the water source did the trick.

It took four tankers to maintain the necessary water flow. Members were on scene for about 10 hours before the fire was declared out.

Several units from Zone 3 and E-47 from Goffs operated at the fire. Stations 41 (Waverley) and 43 (Grand Lake) also sent personnel.



(Left) FF Shawn Hann of E-47 is dwarfed by an excavator working in the background. The machine dug deep for burning waste and dumped it in front of our lines so it could be extinguished.

(Below) Lt. Adam Brightman of Station 40 (Cooks Brook) and Eldon Arsenault of Station 38 (Middle Musquodoboit) man a line together to wash down the debris.





GROUND ATTACK — FF's Adam MacNeil and Santiago Salgueiro of E-10 crawl out from under the mobile during an attempt to knock down flames underneath the structure in the early stages of the fire.

Close Call for Member at Mobile Home Fire

A fire that started under a mobile home while someone was trying to thaw pipes quickly engulfed the structure on Duggan Dr. in the Woodbine Trailer Park off Beaver Bank Rd. Jan. 25.

E-9 crew comprising of Capt. Greg Hebb, Mark Younker and Todd Foran made a quick attack into the mobile but were beaten back by heavy fire. A second attack line was stretched and this time the teams made good headway into the mobile, but had to stop when they were told there was fire under them.

A few minutes later one member went through the floor, landing on the ground about four feet below. He was pulled back up through the hole by other members and carried outside. He was not seriously hurt. But from that point on it was an exterior attack.

There was also a disruption in the water supply. The area is unhydranted and tankers had difficulty getting in and out of the narrow lane quickly.

Two engines, five tankers and Tacts 1 and 2 were on the call. Platoon Chief Brian Gray was IC.

LEARNING THE ROPES – Student Nick Forest of the Nova Scotia Firefighters School was riding with E-9 that shift and so caught the call. He handles an exterior line with FF Mark Younker.



Photos by Ron Shano



LONG SMOKEY JOB — The large, smoky fire at this compost facility in Prospect required multiple lines. E-54 chauffeur Jim Stymiest is on the left, Dist. Capt. Paul Irving (Safety) is on the right.

Compost Fire in Prospect



Photos by Ron Shano

A stubborn and smoky compost fire at New Era Farms on Evergreen Place in Prospect tied up multiple units from Zone Five for about four hours Feb. 2nd.

The compost was housed in a large structure with concrete walls and a fabric roof. Initially 1 ¾ lines were advanced, but these were switched to 2 ½ as larger quantities of water were required.

A company employee who also operated a front end loader was certified to wear SCBA. Once there was good ventilation in place, he was equipped with SCBA by our members. He then used the loader to haul loads of smouldering compost from the building. It was dumped in a safe spot outside and doused with hand lines.

Five tankers, three engines, a quint, and the Zone 5 Tactical unit operated at the scene. Prospect Chief Barb Sawatsky was IC.

Left: FF Laura Allen of Station 52 (Prospect) and Lt. Andrew Bednarz of E-54 (Prospect) take a water break.

**A NEWSLETTER
DEDICATED TO
MEMBERS OF HALIFAX
REGIONAL FIRE &
EMERGENCY**

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We're on the Web!
www.halifax.ca/fire

REMEMBER this is
your Newsletter!
Articles, comments and
photographs are most
welcome!



**Halifax Regional
Fire & Emergency**

Photo by John Giggey



WORKOUT BUDDIES – Capt. Chris Fryer of Station 50 (Hammonds Plains) and his two-year-old Shepherd/Lab mix, Archie, enjoy one of their frequent workouts together at the station gym.

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