



# Central Whidbey Island Fire & Rescue

1164 Race Road  
Coupeville, WA 98239

Professionalism • Integrity • Compassion • Excellence

(360) 678-3602

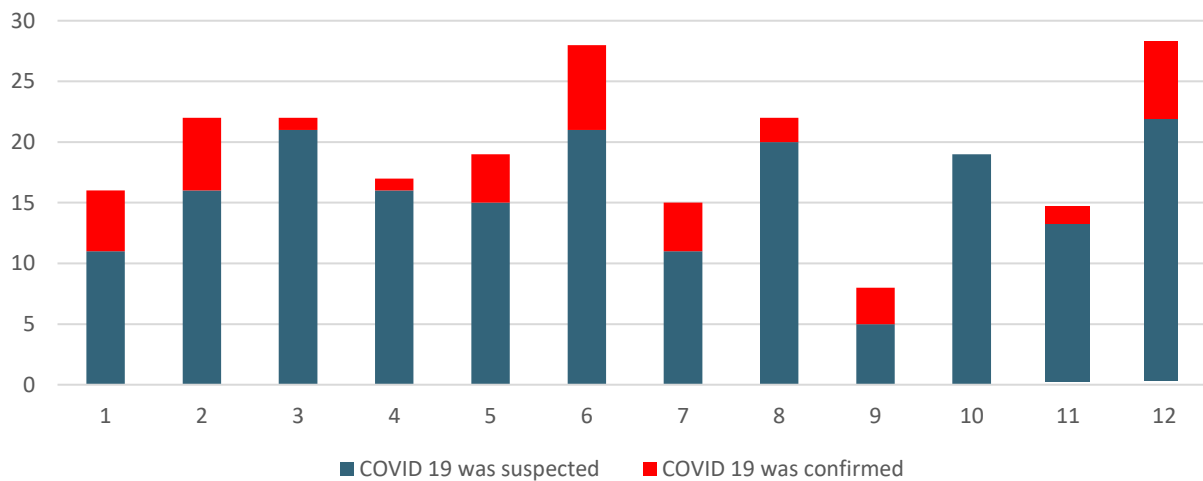
[www.cwfire.org](http://www.cwfire.org)

To: Board of Fire Commissioners  
From: Interim Fire Chief Jerry Helm  
Date: January 12<sup>th</sup> 2023  
Subject: Chief's Report

## COVID-19

As illustrated below, COVID-19 has had an ongoing impact on incident operations, but the frequency with which our members have encountered this disease has fluctuated through the preceding year. During the month of December, there were 28 incidents where COVID-19 was suspected and 9 with COVID-19 confirmed.

2022 Responses Where COVID was a Factor



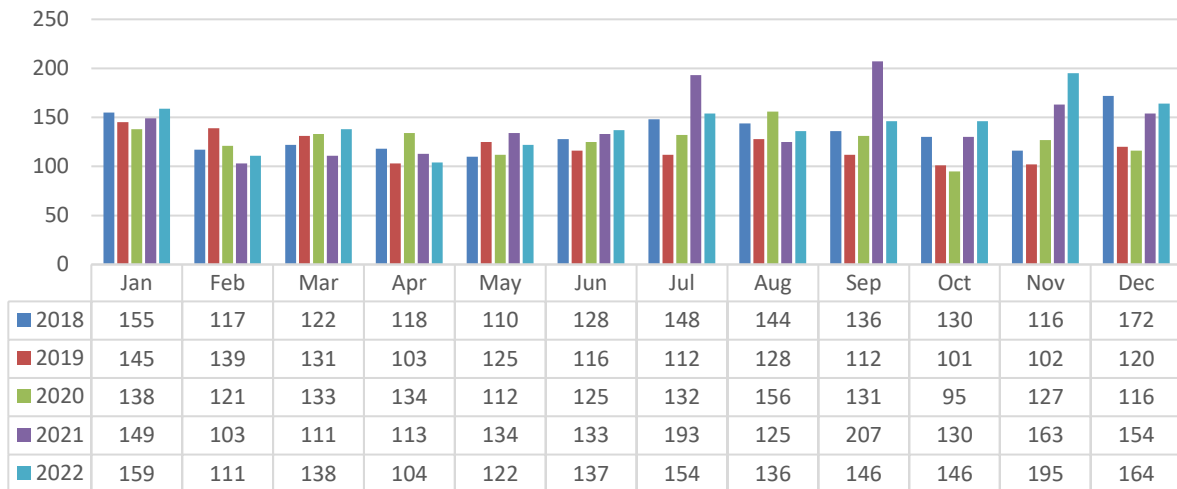
## Operational Activity

During the previous month, the district received 164 calls for service as illustrated below. The district had 64 concurrent incidents (simultaneous calls). This brings our yearly total to 1710 calls for service with 28% (483) being concurrent with another call. Most notably, two house fire on two back to back days at the end of December. One was a chimney fire that spread to the attic space in the house, and the other was a fatality fire in a detached garage that spread to the nearby house. Both causes are still under investigation at this time as we await the audio recordings from ICOM. While not a big increase from last month, this did rank as the 6<sup>th</sup> busiest month we have had in the past 5 years.

### Frequency By Incident Type

Incident type	Frequency
1 - Fire	5
2 - Overpressure Rupture, Explosion, Overheat (No Fire)	0
3 - Rescue & Emergency Medical Service Incident	113
4 - Hazardous Condition (No Fire)	4
5 - Service Call	15
6 - Good Intent Call	12
7 - False Alarm & False Call	14
8 - Severe Weather & Natural Disaster	1
9 - Special Incident Type	0
Total	164

### Incident Frequency by Month



### Administrative Activity

**LTGO Bond:** With a lot of hard work from Jim Nelson, Chief Hartin, Cathy Nirro, and myself we are ready to present the board the resolution tonight to accept Savi banks LTGO bond offer. I also contacted the district’s attorney Rich Davis, and he is good with the terms of the contract and is familiar with Cynthia Weeds’ work. He is comfortable with the board signing tonight.

**Other:** Lots of work done this month by Cathy to secure and re-establish our direct deposit process as the county had switched banks. Special thanks to Cathy and Acting Deputy Chief Mirabile for organizing and doing the heavy lifting for Chief Hartin’s retirement party. This included numerous members volunteering to help clean and prep the station before the event, was really a great turnout making light work with many hands.

**Collective Bargaining:** With the error on my part last month, I have adjusted the collective bargaining contract to reflect the current member of the local serving on the negotiating team. I Have a clean copy here with me for the board to sign.

## Station 53 Construction Project

**Foundation:** Most foundation inspections have been completed and the slab is being prepped for pouring next week.

**Electricity:** As you all are aware, the district was informed that in order to get three phase power to the station location, there will be a substantial fee coming to run three phase power from the highway up to the site. In talking to the architect, I have learned that this estimate was requested from PSE long before we went out for bid on this project. Unfortunately, PSE places little emphasis on projects that are not permitted yet, as such, as soon as our permit had been approved the wheels finally went into motion with PSE and the estimate carried more validity. Unfortunately, we had not received this estimate prior to going out to bid, or requesting the LTGO bond. This endeavor is estimated at roughly 132,000 dollars. Unfortunately, at this point we are stuck because having to redesign the station back to single phase at this point in the project would likely cost us more than it would to run the three phase power. More to follow on this, but administration is working out a plan to address this.

## Operations

**Standard Inventory:** Completed the engine standard and placed checklists on apparatus.

**QA/CQI:** Firefighter Jeff Rhodes audited 207 National Fire Incident Reporting System (NFIRS) incident reports and selected electronic patient care reports.

**Equipment:** Established a collapse rescue response cache on R53

## Community Risk Reduction (CRR)

**Fire Code Inspections:** During the month the following fire code inspections were completed:

- A shift completed 6 initial inspections and 1 re-inspect
- B shift completed 6 initial inspections and 1 re-inspect
- C shift completed 2 initial inspections and 1 re-inspect

**Other:** Burnett continued recruitment and coordinating 5/6 new members for next Academy, Kellison and Burnett working group for new part time recruitment process, Porter – 4 hours in admin inspection work

## Professional Development

**Recruitment:** Firefighter Burnett and Div. Chief Mirabile continue to collaboratively work on streamlining the new member process. This is a major focus for the early part of 2023 as the process is important for recruitment and retention with an emphasis on retention. New members are regularly attending In-Service training each week. The Professional Development Divisions for CWIFR and SWFE are coordinating the next Fire Academy (for 2023). The academy start date will be on Feb. 6, 2023.

**In-Service Training:** December in-service training included refining skills across a range of disciplines involving training in rope rescue with patient packaging, EMS continuing-education, and on-line training targeting the annual update for Infection Control. On-line and in-service training further supported leadership training to include valuable discussions regarding organizational culture.

**Training Programs:** December included a week-long inaugural course dedicated to establishing a collapse rescue capability. At the conclusion of the course, CWIFR now has a Type 4 Squad, in line with the requirements set forth in the Puget Sound Region Structural Collapse Annex (dated July 2014). This document is part of the Regional Catastrophic Disaster Coordination Plan from the Washington Military District Department of Emergency Management. The Type 4 Squad is capable of ground search, and light surface rescue, reconnaissance and assessment of structures (to include FEMA assessment markings) during a large-scale catastrophic event that include wide spread structural collapse. The district will expand the number of members capable to serve in this capacity as well as endeavoring to upgrade to a Type 3 Squad. The upgrade requires substantial additional training for the purpose of entering and stabilizing collapsed structures during a collapse event to search and rescue trapped occupants. The Professional Development Division is attempting to communicate the enhanced capability to both Island County Emergency Management, and Washington Military District Department of Emergency Management as an update to the Annex.

**Collaboration:** As mentioned, SWFE and CWIFR are coordinating the next Island County fire academy. Additionally, both entities continue to train and collaborate together.

### Facilities

Coordinated replacement of station 51 bay door receivers and remotes, purchased and picked up the scissor lift, inventory of new PPE, and assisted with P/T employee announcement and hiring process

### Fleet Maintenance

During the month of December fleet work was somewhat light due to FF/Mech Matros falling ill and taking some annual leave to be with family around the holiday season. He was able to complete the inspection work and replacement of the steer tires on the Santa Mobile (Unit 8602) in order to meet its first run of the season in December. The truck will need to have the rear brakes pulled apart during 2023 due to a leaking left rear brake can and possible worn foundation brake components under the rear drums. Work also continued on Unit 1401 with all of the faulty electric valves now replaced. The wiring harnesses from the controllers to the valves have been extended and are ready for installation. Once the new wiring harnesses are installed a new panel will be built to house the new controllers for the valves.