Portland Fire Department
2005 Annual Report

Munjoy Hill Firehouse, 1912, Ladder 2, Hose 2, Engine 2.

"Answering the Bell, Since 1768"

2005 ANNUAL REPORT DEDICATION

This annual report is dedicated to Detective Sargent Daniel Young, who retired from the Portland Police Department earlier this year. Dan was the Primary Fire Investigator for the City of Portland for more than 10 years. A leader in his profession, Dan was instrumental in bringing Origin and Cause Investigation to the highest level of standards. He brought to successful conclusions investigations involving several prominent fires, both accidental and criminal, in the City of Portland. He educated many through the classes he taught on fire investigation and on crime scene response for first responders, and he also spearheaded the efforts of the City of Portland Fire Investigation Unit.

The Portland Fire Department offers its gratitude to Detective Sargent Daniel Young, and wishes him good luck in all of his future endeavors.

CITY OF PORTLAND

ANNUAL REPORT

OF THE

CHIEF ENGINEER

OF THE

FIRE DEPARTMENT

2005

Fire Department
Chief Frederick J. LaMontagne, Jr.

Mr. Joseph Gray, City Manager
City of Portland, Maine
389 Congress Street
Portland, Maine 04101

Dear Sir:

As the year 2005 comes to a close, I want to thank the men and women of the Portland Fire Department for their commitment to protecting the citizens of Portland.

Progress has its own time table, as I have learned through the years. Some years, it comes swiftly, sometimes more slowly but, regardless of the pace, we do move forward.

The demand on staff and personnel in emergency response continued in 2005. We saw an increase in call volume, with a definite shift toward emergency medical response.

2005 brought several reminders of the need to respond to catastrophic events. While severe hurricanes and tsunamis are rare events, the tragedies in Indonesia and in the Gulf states this past year have borne out the need to review and prepare for all hazards. This preparation and all it entails remain a significant part of my time.

Our efforts to automate our reporting system also consumed a great deal of my focus in 2005. Technology, at times, outpaces functionality which, in turn, brings into question the practicality of its use. After 18 months of effort, we are still struggling with field reporting issues for fire and emergency medical services. It appears that this challenge will continue in 2006.

Data collection is improving and has provided some trend analysis which indicated a need to redistrict to meet our increasing demand for service. Most significant was the move of Engine Company 6 to the Air Rescue Station. This improved response to the Stroudwater District. Additionally, Rescue 1 Company was moved to Bramhall to offset the staffing change that occurred with the relocation of Engine 6. Ultimately, response to a growing Stroudwater district was improved, with minimal impact on the West End.

Our pursuit of a new fireboat continued, with requests for proposals going out to qualify yards around the world. Balancing the needs of Casco Bay and its islands, Portland Harbor, and the Portland waterfront with the cost of providing an updated and effective means of fighting fires continues to be a challenge. However, I am certain that 2006 will bring about a contract to construct a fireboat that balances mission and cost.

As 2005 closes, we face new challenges on the horizon, including the Tabor tax reform, lean budgets, and minimized capital projects. These factors, coupled with a shift in service demand toward emergency medicine, will bring forth more changes.

However, I am sure that we will adapt to meet the needs of our citizens.

Respectfully,

Frederick J. LaMontagne, Jr.
Chief of Department

ALARMS ANSWERED

Code	Alarm Type	Total
001	Still Alarm (includes EMS calls)	11,853
002	Desk Box	378
003	Street Box	70
004	Supervised Box	433
005	Other Type Alarm	72

Code	Alarm Type	Total
006	Service Run	50
007	Public Assist Alarm	36
008	Out of Town Box (Mutual Aid)	40
009	City Box	319
	Total Alarms Reported =	**13,251**

***"All Hands"* Incidents = 41**

Two-Alarm Fires = 5

A.	**Structure Fires** (Fixed Property Use) (FPU)		Incidents	Deaths	Injuries	Property $ Loss
1.	Private dwelling	(419)	65			182,501
2.	Apartments	(429)	139		1	276,625
3.	Hotels, motels	(449)	9			500
4.	All other residential	(459-499)	6			0
5.	**Total Residential Fires =**		**219**	**0**	**1**	**459,626**
6.	Public assembly	(100-199)	14			100,500
7.	Schools and colleges	(200-299)	8			0
8.	Health care and penal	(300-399)	13			0
9.	Stores and offices	(500-599)	20			2,300
10.	Industrial, utility	(600-799)	7			157,000
11.	Storage in structures	(800-899)	6			1,000
12.	Other structures	(900-999)	4			1,000
13.	**Totals for Structure Fires =**		**291**	**0**	**1**	**721,426**

B.	**Other Fires and Incidents**					
14a.	Fires in highway, vehicles		30			3,000
14b.	Fires in other vehicles		4			1,025
15.	Fires outside structure		14			3,000
16.	Fires in brush, grass, wildland		74			0
17.	Fires in rubbish, dumpsters 66		50			0
18.	All other fires		43			0
19.	**Totals for all Fires =**		**506**		**1**	**756,251**
20.	Rescue, EMS responses	(300-381)	9,506			0
21.	False alarm responses	(700-746)	1,457			0
22.	Mutual aid		40			0
23a.	Haz-mat responses	(410-431)	247			0
23b.	Other hazardous conditions		365			0
24.	All other responses		1,128			0
25.	**Totals for all Incidents =**		**13,251**	**0**	**1**	**756,251**

INCIDENT SUMMARY REPORT

IV Breakdown of False Alarm Responses

1.	Malicious, mischevious false call	(710-715)	100
2.	System malfunction	(730-739)	434
3.	Unintentional	(740-749)	826
4.	Other false alarms	(700-721)	97

V Intentionally Set Fires

				Property $ Loss
1.	Structure fires	(110-129)	19	152,000
2.	Vehicle fires	(130-139)	2	1,000

Total Calls by Incident Group

Code		
100-173	Fire	508
200-251	Overpressure rupture, explosion, overheat	84
300-381	Rescue, emergency medical service incidents	9,526
400-482	Hazardous conditions (no fire)	612
500-571	Service call	429
600-672	Good intent call	581
700-751	False alarm and false call (also 7009)	1,459
800-815	Severe weather and natural disaster	10
900-911	Special incident type	42

TOTAL CALLS by INCIDENT TYPE

Code		Total
100	Fire, other	18
111	Building fire, structure fire	65
112	Fires in structure other than in building	11
113	Cooking fire, confined to container	149
114	Chimney or flue fire (confined)	15
116	Fuel burner, boiler malfunction	37
117-18	Compactor, trash, rubbish fire	15
120	Fire in mobile property, other	1
130-34	Vehicle fire	34
140-43	Forest, woods, brush, grass fire	39
1431	Mulch fire	44
150-53	Outside rubbish, trash, waste fire	32
154	Dumpster, other receptacle fire	18
160-62	Other outside fire	30
200	Overpressure, rupture, overheat	12
210-21	Overpressure, rupture, other	14
251	Excessive heat, scorch burns	58
300	Rescue, EMS Call, other	2
311	Medical assist, assist EMS crew	206
3110	EMS - transfer	23
3111	EMS, no transport	296
3112	EMS - patient refused transport	48
321	EMS, excluding vehicle accident	2,351
3210	EMS, returned enroute	81
3211	EMS, cardiac	869
3212	EMS, respiratory	753
3213	EMS, trauma	1,174
3214	EMS, general illness	2,133
3215	EMS, ETOH	513
3216	EMS, overdose	246
3217	EMS, diabetic	175
322	Vehicle accident with injuries	432
323	Motor vehicle/pedestrian accident	18
324	Motor vehicle accident, no injuries	7
331-42	Lock-in, search for person, other	9
350	Extrication, rescue, from building	7
352	Extrication from vehicle	14
353	Removal of victim from elevator	45
360-65	Water and ice related rescue	8
381	Rescue or EMS standby	116

Code		Total
400	Hazardous condition, other	53
410	Flammable gas or liquid condition	14
411	Gasoline, other flammable liquid spill	96
412	Gas leak (natural gas or LPG)	57
413	Oil or other combustible liquid spill	36
421	Chemical hazard (no spill or leak)	5
422	Chemical spill or leak	7
423	Refrigeration leak	3
424-30	Carbon monoxide incident	29
440	Electrical wiring/equipment problem	50
441	Heat from short circuit (wiring)	15
442	Overheated motor	19
443	Light ballast breakdown	5
444	Power line down	99
445	Arcing, shorted electrical equipment	53
451	Biological hazard	1
460	Accident, potential accident, other	6
461	Building weakened or collapsed	3
462	Aircraft standby	26
463	Vehicle accident, general cleanup	34
481	Attempt to burn	1
500	Service call, other	35
510	Person in distress, other	30
511	Lock out	14
520-21	Water problem/removal, other	56
522	Water or steam leak	46
531	Smoke or odor removal	5
5310	Natural gas odor investigation	8
5311	Smoke odor investigation	29
542	Animal rescue	2
550	Public service assistance, other	32
551	Assist police or governmental agency	53
5514-19	Transport city divisions, media tour	6
552	Police matter	3
553	Public service	32
554	Assist invalid	31
555	Defective elevator, no occupants	6
561	Unauthorized burning	6
571	Cover assignment, standby, moveup	35

Code		Total
600	Good intent call, other	222
611	Dispatched and canceled en route	154
621	Wrong location	4
622	No incident found at dispatched address	15
631-32	Authorized controlled burning	12
641	Vicinity alarm (in other location)	9
650	Steam, other gas mistaken for smoke	10
651	Smoke scare, odor of smoke	35
652	Steam, vapor, fog, thought to be smoke	24
653	Smoke from barbecue, tar kettle	10
661	EMS call, transported by other agency	19
671	Hazmat release investigation, no hazmat	67
700	False alarm, false call, other	76
7009	False call, no report	22
710	Malicious mischievous false alarm, other	9
711	Municipal alarm system, MFA	39
712	Direct tie to fire department, MFA	14
713	Telephone, MFA	5
714	Central station, MFA	22
715	Local alarm system MFA	11
721	Bomb scare - no bomb	1
730	System malfunction, other	50
731	Sprinkler activation due to malfunction	25
732	Extinguishing system due to malfunction	1
733	Smoke detector activation, malfunction	202
734	Heat detector activation, malfunction	14
735	Alarm system sounded, malfunction	129
736	CO detector activation, malfunction	13
740	Unintentional transmission of alarm	83
741	Sprinkler activation, no fire	50
742	Extinguishing system activation	1
743	Smoke detector activation, no fire	372
744	Detector activation, no fire	128
745	Alarm system sounded, no fire	183
746	Carbon monoxide detector, no CO	9
813	Wind storm, tornado, hurricane	2
814	Lightning strike (no fire)	8
900	Special type of incident, other	36
911	Citizen complaint	6

Classification of EMS Calls	Total
Sea Dog Game Standby (detail) EMS Calls	91
Paramedic Bike Team (detail) EMS Calls	18
Total Emergency Medical Calls	**9,526**

N.E.T Team Transport Program	Total
Non-emergency transport ambulance (+ 67 EMS)	848
Wheel Chair Van #1 (detail)	1,892
Wheel Chair Van #2 (detail) (+ 29 W.C. EMS)	837
Total N.E.T. Team Transports	**3,577**

ALARMS ANWERED by COMPANIES, UNITS

Fire Companies		Bell, Still Alarms	Rescue, EMS Calls (Codes 300-381)	TOTAL RUNS
Car 2 (Platoon Deputy Chief)		1,193	28	**1,221**
Engine 1		690	379	**1,069**
Engine 4		1,268	940	**2,208**
Engine 5		1,149	1,343	**2,492**
Engine 6		1,130	624	**1,754**
Engine 7 Fireboat	(Marine 1)	71	57	**128**
Cavallaro	(Marine 2)	41	114	**155**
Engine 9		721	567	**1,288**
Engine 11		597	716	**1,313**
Ladder 1		1,089	43	**1,132**
Ladder 3 (Quint)		909	828	**1,737**
Ladder 4 (Quint)		821	499	**1,320**
Ladder 6		1,460	56	**1,516**
Rescue 1		1,241	402	**1,643**
Air Rescue Units				
Red 2 (Platoon Officer)		93	323	**416**
Red 3		62	39	**101**
Red 4		69	207	**276**
Paramedic Units				
Car 10 (Platoon Supervisor)		188	1,552	**1,740**
Medcu 3		275	2,997	**3,272**
Medcu 4		251	2,517	**2,768**
Medcu 5		383	3,844	**4,227**
Island Volunteer Companies				
Peaks Patrol (Police Public Safety)		26	87	**113**
Engine 12, Medcu 12	Peaks	30	73	**103**
Ladder 12	Peaks	14	-	**14**
Engine 13, Medcu 13	Great Diamond	4	20	**24**
Engine 14	Cushing	0	1	**1**
Engine 15, Medcu 15	Cliff	4	6	**10**
Fire Company	Little Diamond	2	2	**4**

* Codes 300-381 include EMS calls, car accidents, extrications, rescues, lockouts, and elevator removals.

EQUIPMENT and MATERIALS USED

Equipment Used		Total
Air Packs w/Bottles	=	620
SCBA Bottles	=	347
Salvage Covers	=	31
Gas Meters	=	459
Extrication Tools	=	41
Air Bags	=	2
Foam (Gallons)	=	21
CO2 Extinguishers	=	12
Dry Chemical Extinguishers	=	5
Portable Water Cans	=	120
Forestry Water Tanks	=	4

Feet of Aerial Ladders	=	4,580
Feet of Ground Ladders	=	2,247
Positive Pressure Fans (PPV)	=	289
Smoke Ejectors	=	259
Water Vacs	=	73
Ropes (Feet)	=	1,000
Thermal Image Cameras	=	325
Air Tools	=	2
Light Tower	=	3
Aerial (Minutes)	=	1,696

Hose Used		Total
Number of Hose Lines	=	277
Feet of 4-inch Hose	=	11,950
Feet of 2.5-inch Hose	=	2,650
Feet of 1.75-inch Hose	=	19,450
Feet of 1.5-inch Hose	=	3,400
Feet of Booster Hose	=	8,440
Feet of 2-inch Hose	=	0
Total Feet of Hose	=	**45,890**
Master Streams Used	=	1
Generators (Minutes)	=	2,470
Pump Time (Minutes)	=	4,667

EMS Equipment Used		Total
Oxygen (O2) Bottles	=	275
Bag Valve Masks (BVM)	=	157
External Defibrillator (AED)	=	27
Intravenous Lines (IVs)	=	33
C-Spine	=	36
Drug Box	=	28
Advanced Airway	=	6

COMPARATIVE STATEMENT

Year	Fire	EMS	TOTAL	Fire Deaths
1994	4,203	8,317	12,520	1
1995	4,612	8,603	13,215	3
1996	5,110	9,029	14,139	0
1997	6,184	9,065	15,249	0
1998	8,408	9,235	17,643	0
1999	8,196	9,471	17,667	2
2000	8,132	10,189	18,321	2
2001	8,928	11,181	20,109	1
2002	9,625	11,355	20,980	1
2003	10,502	11,165	21,667	0
2004	3,571	9,496	13,067	1
2005	**3,745**	**9,506**	**13,251**	**0**

* In 2004, the Portland Fire Department began assigning a single incident number to a Fire or EMS call.

Fire Fatalities since 1994

October 26, 1994 - At a three-alarm fire at 527-529 Washington Avenue in East Deering, Maude Holden, age 73, was found on the third floor, and died of smoke inhalation.

September 2, 1995 - In a single-engine plane, which crashed during take-off at the Portland International Jetport, Pilot Diane W. Clark, and Sally V. Leonard and Deborah Leonard-Prentiss died from injuries.

February 20, 1999 - At a two-alarm fire at 12 Forest Street, Mr. Robert S. Packard, age 40, was found on the third floor in apartment #12. He died of smoke inhalation and burns.

December 11, 1999 - At a three-alarm fire at 591 Congress Street, Mr. Adrian L. Randolph, age 44, was found on the third in apartment M. He died of smoke inhalation and burns.

August 31, 2000 - At a two-alarm fire at 76 Fessenden Street, Mr. Lawrence Vanscyoz, age 50, was found on the first floor in the rear apartment. He died of smoke inhalation and burns.

October 22, 2000 - At an unreported fire in a make-shift camp site at the rear of 199 West Commercial Street, Mr. Robert L. Niskanen, age 43, was found under burnt debris. He died of burns.

February 19, 2001 - At a three-alarm fire at 265 St. John Street, Ratchanee Chitbang-Onsil, age 45, from Thialand, was found in the basement of Seng Thai Cuisine Restaurant, died of smoke inhalation and burns.

October 16, 2002 - At a one-alarm fire at 824 Stevens Avenue, The Shalom House, Delmar Braley, age 63, died of a heart attack, hours after being severely burned when her clothing caught fire while cooking.

January 15, 2004 - At a two-alarm fire at 39 Greenleaf Street, Reyna A. Marroquin Solorzano, age 22, died of injuries sustained in a fall while attempting to exit the building.

FIRE ALARM COMMUNICATIONS

To: Chief LaMontagne,

2005 was a busy year for the Emergency Communications Division. As a whole, we answered 149,046 calls, averaging a call every 3.5 minutes. As a result of these phone calls, Fire Alarm Communications dispatched 13,287 Fire and EMS calls for service. There were also 5,518 non-emergent calls for service for the Portland Fire Department's Non-Emergency Transport Teams (NET) and the two NET Wheelchair Vans.

We continued to lead the area Communications Centers with the Cumberland County Strike Teams and Task Forces. In 2005, we assisted in the following 5 callouts:

1. 1/21/05 Engine Strike Team to new Gloucester
2. 5/21/05 Task Force to Gorham
3. 7/03/05 Ambulance Strike Team to Freeport
4. 9/30/05 Ambulance Strike Team to Portland
5. 12/31/05 Ambulance Strike Team to Gorham

The installation of computers into the three Medcu emergency ambulances has further improved the communications between Fire Alarm Dispatchers and EMS personnel, and Communications looks forward to the implementation of computers into the fire apparatus in the future.

The Cross-training of Telecommunicators continues daily. Supervisor Timothy Dunton completed his training in November, bringing the total of qualified Fire Dispatchers to nine. There are three still training, including Supervisor Susan Gorham, and Dispatchers Tyler Nash and Kurt Elkanich.

On November 28, 2005, Engine Co. 6 was relocated from the Bramhall Square Fire Station to the Air Rescue Station at the Jetport, and Rescue 1 from Central Fire Station to Bramhall. The relocations changed their still alarm territories, which communications assisted with and continues to help move forward.

Emergency Communications would like to thank you, Chief, and your staff for your continued support throughout the year. We look forward to 2006 and the changes and improvements it brings.

Respectfully submitted,

Kathi A. Grant, EMD
Telecommunications Supervisor
Emergency Communications Division

FIRE ALARM ELECTRICAL DIVISION

Since 1867

To: Chief LaMontagne,

The Electrical Division has had a diverse year in repair and maintenance. A summary is listed below:

- Radios are becoming a major part of what we do. Having a staff member of the Division working on overseeing repairs is a big part of his year.
- A radio audit was done at the request of the Police Department which lead us to the engineering of a 3rd site. This will not only help the Police Department, but also other City departments that use radio service.
- The installation of three V.R.S. for police supervisors' cars, as well as three for the EMS Division's three front line paramedic units. A VRS was programmed for the community of Long Island for better communication between us in emergency conditions.
- City-wide radio inventory was done for the re-banding of radio frequencies.
- The overseeing of all radio repair for DPW and still doing Public Safety, keeping the cost of repair down.
- Radios for special events such as New Year's Portland, Old Port Festival, 4th of July, parades and cruise ships in port, which has us working with other departments.
- Radios and other electronics were installed for the new Marine 3 boat.
- Assisted with the testing of a new fire alarm at Mercy Hospital, along with a DET 6, as well as testing the upgrade for the fire alarm system at Spurwink School.
- The engraving machine has helped us ID all department radios and other equipment as well as the Passport Program for firefighters.

Locates: We have expanded for engineering work for future jobs as well as construction. This protects the underground infrastructure for the City of Portland.

Major roadwork: Brighton Avenue/Maine Turnpike Bridge. Final cable work was done for this job just before snow came. Other jobs entailed overseeing the moving of houses and also poles that were struck by vehicles.

A traffic accident to a fire alarm box made us think it over at Morrills Corner, and Street Box 85, at 175 Brackett Street, and others.

A new fire alarm street box #341 was installed at Vannah Avenue and Baxter Boulevard.

Respectfully submitted,

Bienvenido Diaz

Bienvenido Diaz, Supervisor
Fire Alarm Electrical Division

FIRE PREVENTION BUREAU

Since 1940

To: Chief LaMontagne,

The following is the Fire Prevention Bureau's annual report for 2005.

The Bureau reviewed 623 building permits for code compliance and attended over 100 hours of site plan meetings. The Bureau's Assistant Code Enforcement Officer, Firefighter Jay Kelley, is also a member of the Cumberland County Juvenile Fire Setter Committee.

The Bureau is also responsible for the review and approval of all fire alarm and sprinkler systems, the installation of Knox boxes, and issuing and following up of blasting permits.

The Fire Prevention Bureau and the fire companies performed the following inspections, citywide:

- Routine inspections = 1,574
- Re-inspections = 271
- Business inspections = 319
- Permit inspections = 190

The Bureau also attended many meetings with other city departments, economic development for new businesses (SWOT), city staff meetings, and assist landlords, tenants and homeowners with many types of problems, questions, and fire code issues.

We are continuing our effort of upgrading the city ordinances and fire codes by adopting the latest editions of the NFPA standards. I expect to adopt the 2006 edition of NFPA 101. The Bureau is also beginning the task of developing and implementing a local sprinkler ordinance. We continue to review our ordinances for updating.

We continue to work with the landlords and management companies of the City to have their older buildings brought into compliance making buildings safer for the firefighters and citizens of Portland.

Respectfully submitted,

Greg Cass

Fire Captain Gregory E. Cass, *EMT*
Fire Prevention Officer

MARINE DIVISION

Since 1894

To: Chief LaMontagne,

It is said that good things come to those who wait, and indeed the Marine Division continues to wait for their dream of a new Fireboat to become a reality. My crew and I remain positive and determined that the new Fireboat will materialize in the next couple of years. It must be understood that a project this large, this technical, and this expensive takes time. Time has allowed for a very functional vessel to be designed thanks to the dedicated efforts of the New Fireboat Workgroup, you, Derek Noon, our architect from Robert Allen, Ltd., and Paul Gow, our consultant. Throughout the first half of 2005 many minor details were worked out and the final drawings of the new Fireboat were finished. When completed the written specifications filled a rather thick binder with painstaking detail so that when a builder is chosen we expect them to have very few questions for us about exactly what we are trying to build. In the second half of the year the request for qualifications for shipyards that had expressed an interest in building our Boat were sent out. As the year came to a close we were receiving documentation from several shipyards which is now being examined by Mr. Noon and Mr. Gow to determine which of the submitting shipyards are in fact qualified to build our Boat. We anticipate that those yards which qualify will receive an official bid package in February 2006. I was pleasantly surprised to learn that shipyards from not only the United States expressed interest but also several from Canada and oversees. Like any City undertaking, funding is the deciding factor that makes or breaks a project. On behalf of the New Fireboat Workgroup, I thank you for your unending search for funding sources as you seek out opportunities from Augusta to Washington, D.C. and also for the support and commitment City Manager Joe Gray has shown.

One small but important element of the new Fireboat was delivered in the early summer. We received a 20 foot aluminum boat built by Pacific Skiff and powered by a Suzuki 140 horsepower outboard engine. This small vessel is specifically designed to be carried by the proposed Fireboat on a ramp built into the stern and will be lowered into and pulled out of the water by a winch and cable on the Fireboat's after deck. Once this boat was placed in service the aging Zodiac was removed from the water and placed in storage. Marine Division Pilot Dick Wurfel did an outstanding job putting together our specifications for this boat which included working out details with the builder on the west coast and locating a local vendor. The funding for this boat as well as its outfitting of electronics and its lettering came from the Harbor Security grant money that was approved for the new Fireboat and which is managed by Judy Harris of the Waterfront Division.

In 2005 the Marine Division vessels were re-designated to lessen confusion and improve communications. The *City of Portland*, aka Engine 7, the Fireboat, Engine 7 Fireboat, or the Big Boat was designated Marine 1. The *Joseph C. Cavallaro,* aka Engine 7 Cavallaro or the Small Boat was designated Marine 2 and the new aluminum skiff was designated Marine 3. Old habits die hard and many of us in the Marine Division, other companies, and Dispatch still occasionally catch ourselves using the original designations. The most important part of these changes was that it was imperative for the Marine Division, regardless of how many vessels comprise it, remained Engine Company 7.

Marine 2 was placed out of service for a week during the summer when one of the cylinders in the Caterpillar engine failed. Fire Department Mechanic Joe Fournier work diligently, with the assistance of the Marine Division crew members, to completely rebuild the engine. After a test run and a few minor adjustments, Marine 2 ran and continues to run well.

During the Fall Marine 1 spent a month in dry dock at Gowen's Marine on Commercial Street. With Marine 1 out of the water a thorough inspection of her hull was completed which included ultrasonic evaluation. Several thin areas in the plating were identified and became our priority. The area above and aft of the propellers was doubled up, that is a ¼ inch steel plate was welded to the bottom to stiffen up the stern. The pump sea chests had 4 old and corroded thru hull fittings removed and capped over and one vertical section doubled. At the very bow on both the port and starboard sides, the plan was to remove a small square section of hull plating. Once these openings were made it was discovered that there was far more corrosion than expected so the openings were enlarged by cropping out more steel. Not only was the hull in these areas replaced with new steel but also the internal support structures in that area were required to be rebuilt. With the new steel in place the bottom was primed and paint and new zincs installed. Marine Division Engineer Joe Murphy did a great job repainting the red hull which shortly afterwards had new lettering applied by Deputy Chief (Ret.) Reggie Wyman.

Much training took place in 2005 as the Marine Division crews practiced operating the new Marine 3. Although this is a great new boat, it handles very differently than the previous Zodiac or Avon and took some getting used to.

Additionally several in town Firefighters expressed interest in training in the Marine Division. This is very encouraging for us because it is important to consistently have the same personnel covering our vacancies (sick leave and vacations) who want to be there and are being trained, all of which makes Marine Division operations safer. Lt. John Gillingham, Firefighter Ben Wallace, and I, along with three South Portland Fire Department members, attended the Texas A&M Advanced Shipboard Firefighting School for a week of intense training where we learned a great deal.

Finally I extend a grateful thanks to the members of the Marine Division for their assistance in all that we do that make Engine Company 7 a great team.

Respectfully submitted,

David O. Pendleton

Fire Captain David O. Pendleton, *EMT*
Engine Co. 7, Marine Division

August 1 - New 20-foot all-aluminum Pacific Workboat with 140-hp Suzuki outboard motor in service as Marine 3.

ISLAND FIRE LIAISON

To: Chief LaMontagne,

The services to our island neighborhoods in 2005 have moved to a higher level. The PFD's expanded training programs have brought many educational opportunities to the personnel of the island fire companies. We were pleased to include island residents, not associated with the fire companies, in these training sessions.

On March 24, Mayor Jill Duson recognized the City's first Citizens Emergency Response Team (CERT), which was formed on Peaks Island. Twenty citizens completed the CERT training. The program is designed to assist the PFD and Peaks Island Fire Company in various tasks during major incidences, (i.e., hurricanes, ice storms, and forest fires). Instructors Captain David Jackson and Paramedic Lieutenant Cindy Wilson should be complimented for a job well done.

We have two new EMTs on Great Diamond Island. Jennifer Fox and Roger Robinson committed to the hours of training necessary to obtain their EMT license.

A new program made available to island EMS personnel is the "24/7" training program, run in conjunction with Southern Maine EMS. This is a computerized classroom that allows personnel to study and test at home to keep up with their license renewal requirements.

This year's live brush burn on Cushing Island was one for the books. This being the wettest year on record, the burn had to be rescheduled more than once due to rainouts. When it finally did happen, excellent training was provided by Fireboat Captain Dave Pendleton and State Forest Ranger Matt Bennett.

During the summer, a new training was held on Peaks Island. Capt. Pendleton and FF John Martell provided the training in a live fire extinguishing class. Several island fire companies were in attendance, as well as Peaks' new CERT team.

Another new training program is the once-a-month EMS class held on GDI. All fire company EMS personnel are invited to attend this excellent event. Classes cover everything CPR to splinting and qualify for continuing education credit. We owe thanks to EMS Captain John Brady and FF/Paramedics Jessica Freire and Brian Richardson.

In the spring, the PFD Marine Division took delivery of a Pacific Skiff 2025 20' aluminum work boat powered by a 140 hp Suzuki outboard motor. This replaces our 18' Zodiac boat. The new boat will be known as "Marine Three," and to make names more consistent during radio transmissions, the fireboat "City of Portland' will be called "Marine One" and the "Cavallaro" will be called "Marine Two."

During the fall months, we changed over to a faster paging system for all island fire companies' personnel. This system gets messages out in 60-120 seconds faster than the old system. The pager display is also improved. Thanks to Lieutenant Aaron Osgood, D/C Terrance Walsh, and Northeast Paging for their roles in making this happen.

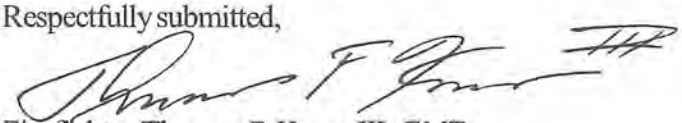
In September and October, the Marine Division, with the assistance of the island fire companies, worked to test the more than 17,000 feet of hose we maintain on our five inhabited islands.

In December, we began participating in a project with the Portland School Department. Twice a month, we transport the Cliff Island School students and teacher to Peaks Island so they can participate in activities provided by, and interact with the students of, Peaks Island School. In addition to the immediate educational experience, this is also a step to prepare them for a successful transition to Middle School on the mainland.

Congratulations are in order for the Peaks Island Fire Company led by Capt. Patrick Flynn. That Fire Company received a proclamation presened by Mayor Jill Duson for its improvements in response time, increased training hours, and an improved I.S.O. rating.

In closing, we must thank each crew member of Engine 7 Fireboat, Fire Alarm Communications, Electrical Division, and DPW Central Maintenance mechanic Joe Fournier for continued, exceptional commitment to providing service to our island citizens.

Respectfully submitted,



Firefighter Thomas F. Kane, III, *EMT*
Island Fire Liaison Officer

FIRE TRAINING DIVISION

Since 1929

To: Chief LaMontagne,

The Portland Fire Department Training Division and Training Committee has continued to diversify to meet the challenges facing the City of Portland and its neighbors by conducting and coordinating training goals with the help of many from within the Department.

Some of the mandatory training refresher programs that took place included:

- Self-contained breathing apparatus mask fit testing
- Personal protective equipment and SCBA
- Blood Borne and Airborne Pathogens
- TB testing
- Confined Space training
- Physical Fitness testing

Other training classes and topics included:

- EMT Refresher
- Cold Weather/Winter Operations
- Shipboard Firefighting
- RIT Refresher
- Scene Safety Class
- Hazardous Materials/Recognition and Identification Refresher, Decon Refresher
- Americold Site Familiarization Class
- Live Fire Training
- Firefighter Safety and Survival
- Portland Meds: Presented by City Hall

The Haz-Mat team had another busy year with ongoing training. The team accomplished many goals toward being prepared in case of a WMD incident or a Haz-Mat situation that may occur in the City of Portland and/or in surrounding areas potentially needing assistance. Eleven more members became Haz-Mat Tech certified during 2005. We also had 14 members become WMD Tech Certified during the 2005 year, keeping us up with the ongoing changes required by Homeland Security mandates.

2005 resulted in the successful training for the recruit class. Fourteen candidates graduated from this class and received their State Fire Fighter 1&2 certification. I would like to thank all instructors who accomplished this task and to welcome aboard the following Provisional Firefighters:

Adam Bean
Kevin Cady
Dale Dyer
Travis Gibson
Dan Hassle
Paul Marshal
Scot Mason
Peter Morrison
Elizabeth Morrissey
Ralph Munroe
Richard Pierce
Adam Royer
Nathan Sparling
Leonard Tracy

This year the Training Division also experimented with web based training to help meet the training needs of this Department.

I would like to give special thanks and wish the best of luck to firefighter Dana Asdourian in his retirement. I have appreciated all his help since I have been in the Training Division. With his vast experience, knowledge, and animated way of presenting classes, there was never a dull moment. He will be greatly missed. As we all know, in winding down his career, he presented the final class in the year 2005 (Firefighter Safety and Survival). Many shared with me how much they enjoyed and learned in this class. A very heartfelt thanks to you, Firefighter Asdourian.

In closing, I would again like to say that dedication and pride is built from within. If we all work together and train hard, this department not only will reach its goal of being the best-trained department to serve the City of Portland, it will become the leader of the Fire/EMS departments in this state.

Respectfully submitted,

Capt. Vincent A. DiFillipo Sr.

Fire Captain Vincent A. DiFillipo, Sr., *EMT*
Fire Training Officer

Portland Fire Academy Class of 2005-17

EMS TRAINING and EDUCATION

To: Chief LaMontagne,

As I finish my first full year as the EMS training officer, I have become more aware of the demands on the EMS system and the educational requirements of the providers licensed by the Portland Fire Department. The department holds licensure for over 300 personnel that include the Police Department, the Island responders, and our line personnel.

Quality assurance for regional and internal compliance was met with the assistance of Lt.McGuire and Dr. Mathew Sholl. We are now measuring outcomes in critical events such as cardiac and trauma calls. We have proven that early recognition utilizing 12 Lead EKG has made a difference in the lives of our patients.

This year we modified the in-house ALS training schedule so all our ALS providers have the opportunity to attend this valuable training on duty. This accounted for 24 hours of continuing education for each provider in Category 4. The course instructor was Dr. Matthew Sholl, Medical Director

Through Maine Medical Center and Emergency Medical Consultants we offered:

- Advanced Cardiac Life Support (ACLS) - 6 offerings
- Pediatric Advanced Life Support (PALS) - 5 offerings.
- The state rolled out the new protocols in which all ALS providers were trained in the drug and airway updates, which required all 87 providers to attend. Lt. Kevin McGuire was the course instructor.
- We had 12 providers attend the Advanced Airway lab in Bremen under the guidance of Dr. Peter Goth. This is cutting edge training and few paramedics in the state have this opportunity.

In the spring of 2005 we trained over 60 firefighters and police officers in a 5-day refresher program that included CPR and BTLS certification. This enabled the providers the continuing education credits to renew their EMS certification. Course coordinators for this training were Craig Messinger and Jessica Freire, working with a team of qualified instructors.

In 2005 the department began the on-line training contract with 24-7 EMS, which provides company level training by web-based access. This training offered over 20 topics and allowed for 36 hours of category 1-2 level training per student. By the end of 2005, over 70 percent of enrollees had utilized this valuable training tool with an average cost of $4 per student.

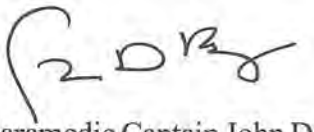
With the assistance of Captain Difillipo, the department now receives EMS credit for all in-house suppression training by integrating medical care components in monthly training sessions.

The islands received monthly medical training hosted by the folks of Great Diamond Island and has been proven to be quite successful with the help of Captain John Condon, Lt. Richard Frantz and co-instructors Jessica Friere and Brian Richardson. This training could not be accomplished without the help of the Marine Division and island liaison Fireboat Kane.

In 2006 we will continue to offer the above programs and expand upon some new practical and didactic training with a cadre of instructors for company level response. We will offer new programs for certification and continue to reinforce ongoing education to reduce the size and time of the annual refresher training.

I would like to recognize and thank Captain Difillipo with his assistance and cooperative efforts to provide quality and pertinent training to the members of our department.

Respectfully submitted,



Paramedic Captain John D. Brady, *NREMT-P*
EMS Training and Education Officer

WEAPONS OF MASS DESTRUCTION TEAM

To: Chief LaMontagne,

The WMD/ Hazardous Materials Response Team underwent significant changes in 2005. Eleven more team members completed the Hazmat Tech course in 2005, bringing the total number to 37 of the 39-member team with the other two members at the operations level. We also had 14 more of our Hazmat Techs receive certification, from the Center for Domestic Preparedness, as WMD Hazmat technicians. This brings the total number of WMD Hazmat technicians on the team to 20, with more already scheduled to go early in 2006. Because of the many areas of expertise required of the team, we have identified the need for some team members to become more specialized in certain areas. We have sent members to in-depth training on our detection equipment, radiation detection and mitigation, and explosives.

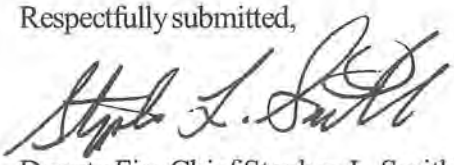
A couple of members have received training to identify specific hazards at facilities within our city. They have completed a couple of preplan training presentations, and have identified more to be completed in the future. This program helps the team, and the department, prepare to manage an incident at any one of these target facilities.

The new truck has been equipped and is being fitted with a small desk area and a few permanent shelves. It is expected to be in service the first week in January. This truck will allow us to bring all of our hazmat equipment, including decon, to any scene using a single vehicle.

This past year the team was activated on a limited basis a few times. There have been a couple of biological hazard investigations, a few hazardous gas investigations (some with minor leaks), and one hazardous gas leak of significance. These incidents have helped the team identify operational protocols that needed to be updated or changed so that we can operate as safely as possible.

This team continues to adapt to the ever-changing challenges before us. With the continued support of the city, the state, and the federal government, we continue to prepare to respond to the release of hazardous substances, for the known hazards that exist in the area, and to unknown dangers posed by terrorist acts.

Respectfully submitted,



Deputy Fire Chief Stephen L. Smith, *EMT*
Chief of Weapons of Mass Destruction Response Team

PROTECTIVE CLOTHING and UNIFORMS

To: Chief LaMontagne,

In 2005 we established a Gear Committee, consisting of one officer per platoon, to provide yearly safety inspections of all members' turnout gear and to make recommendations for replacement if necessary. The committee spent a day at the Globe factory in New Hampshire to see how our turnout gear is made and tested, as well as being trained in the proper procedure of gear inspecting. These inspections resulted in our replacing 29 sets of outer shells. We will soon begin repairing the remaining sets. The replacement of shells only, with liners replaced on an as-needed basis, saves dollars in an ever-tightening budget.

The committee is also wear testing some gear with newer technology that we may want to explore for future bids.

I would like to thank the members of the committee, Captain Michael Sargent, Lieutenant Greg Pirone, Lieutenant Chris Pirone, and Lieutenant David Lord for a job well done.

We are using a new black carbon type of hood that should wear better than the previous ones.

The turnaround for clothing orders has gone much smoother this year with the addition of a new vendor. Our supply items are well stocked and special order items are coming in much faster.

This year, we outfitted 14 new recruits with complete sets of turnout gear as well as work and dress uniforms.

As we look ahead to the new year, one of my challenges will be gear washing. As part of personal safety, we clean our gear annually to the vendor's standard. This minimizes contaminants that may expose our firefighters and prolongs gear life.

Respectfully submitted,

Laurence Libby

Deputy Fire Chief Laurence P. Libby
Chief of Uniforms and Turnout Gear

AIR RESCUE DIVISION

Since 1973

To: Chief LaMontagne,

In 2005 there were many accomplishments for the Air Rescue company. Our continued training, emergency preparedness and performance tested our skills and increased our level of readiness.

Lieutenant Michael Kucsma coordinated an in-house two-week Aircraft Rescue and Fire Fighting (ARFF) class for six new Air Rescue firefighters. Instructors were Lt. Kucsma, Captain Bob Stewart, Lieutenant Dan Small and Lieutenant Alan Bouchard. The program was based on a training curriculum published by the ARFF Working Group. After completing the in-house training, the six firefighters attended a nationally certified forty hour program in South Carolina where they earned National Fire Protection Agency (NFPA) 1003 Airport Firefighter certification. Lieutenant Bouchard went with the new Air Rescue firefighters and served as a mentor and a program evaluator at the South Carolina Fire Academy.

The success of our training program was demonstrated by passing the annual Federal Aviation Administration (FAA) Airport Safety and Certification Inspection. Recognizing the value of our participation in the ARFF Working Group to our recurrent training program, the FAA inspector encouraged us to continue working that relationship.

In February of 2005, Lieutenant Michael Kucsma and two Jetport Communications Center personnel were dispatched to the Teterboro Airport in New Jersey as members of the Jetport Go Team to review the incident for emergency response lessons that would apply to our own airport. The team met with initial incident commanders, ARFF personnel and Teterboro Airport management while National Transportation Safety Board investigators were still on the scene. Lt. Kucsma's report on the incident was published in the *NFPA Journal* (on-line and in print) and the ARFF Working Group's publication the *ARFF News*.

On May 6, 2005, a general aviation aircraft, with two persons onboard, crashed just short of the airfield. Air Rescue personnel were first on the scene. Lieutenant Dan Small and his crew were able to safely extricate both people from the overturned plane. The incident served as a reminder for our preparedness.

Nearly four years ago, the Portland Fire Department placed an automatic external defibrillator (AED) in service at the Jetport. The unit was mounted on the second floor of the Terminal Building, near the passenger screening area. Rapid defibrillation is considered to be the single most important factor in the survival rate of victims of cardiac arrest. In June 2005, the Jetport's AED was used to help save the life of a TSA screening agent. Fire Department personnel provided a second defibrillation and other medical interventions and rapid transport to save the man's life. He returned to work in October 2005, and is still on the job.

Since June, two more AEDs have been placed in the Terminal Building, providing quick access to the lifesaving devices throughout the building.

A functional exercise of the Airport Emergency Plan was conducted on June 2, 2005. Several months of planning preceded the multi-airport event. Local, state and federal agencies gathered at the Portland Arts and Technology High School. The Portland Emergency Operations Center and the Boston-Logan International Airport Emergency Operations Center were opened to simulate a crash of a plane taking off from Portland with a destination of Boston.

Training sessions on the Airport Emergency Plan became a vital part of the monthly station managers meetings at the Jetport. During the meeting, a specific piece of the plan is reviewed, or a scenario-based tabletop exercise is facilitated by Air Rescue personnel.

We continue to conduct portable fire extinguisher classes for Jetport maintenance personnel, Federal Aviation Administration Air Traffic Controllers, and car rental, Transportation Security Administration and Northeast Airmotive personnel.

In addition to our regular duties of ARFF training, inspections of aviation refuelers and airport buildings, and emergency response, ARFF personnel maintained and remodeled the fire station to improve the functionality of the building.

Respectfully submitted,

Michael Shutts

Deputy Chief George M. Shutts
Chief of Air Rescue and Transportation

May 6, 2005 - Air Rescue Company personnel attend to the single-engine Piper Cherokee airplane, which crashed just short of a runway with two people on board (minor injuries). **(Press Herald photo by Herb Swanson)**

EMERGENCY MEDICAL SERVICES DIVISION

Since 1975

To: Chief LaMontagne,

I submit for your review the 2005 annual report for the EMS Division (Medcu) of the Portland Fire Department.

I would like to thank the officers and paramedics for their continued support of the mission to deliver emergency medical services.

The year 2005 concluded with a continued high number of EMS responses, with Medcu 3 and Medcu 4 seeing an increase in calls. This is a current trend that is not expected to change.

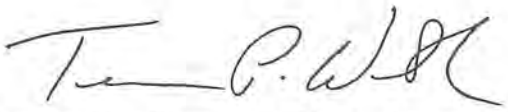
In 2005, Matt Scholl, MD continued his outstanding monthly classes, looking at new trends in EMS and re-enforcing standard levels of pre-hospital advanced medical care. Much of 2005 was devoted to 12 lead cardiac monitoring of cardiac patients, with the goal of reducing time to the cardiac catheter lab. Doctor Scholl has taken an active role with the department and was a member of the labor/management committee looking at ways to improve the EMS delivery to the citizens of Portland.

Lieutenant Paramedic Kevin McGuire took on the Quality Assurance (QA) role in 2005. Working with Dr. Scholl and Captain Brady, Lt. McGuire has brought the department into compliance with the Maine EMS rules.

The non-emergency transport (NET) program continues to provide ambulance and wheelchair transportation, primarily for the Barron Center. The call volume has increased, nearing 4,000 in 2005. There is a strong possibility of some private services leaving the business, which would result in a sharp increase in calls for 2006.

We continue to provide EMS coverage to the Sea Dogs, football games, Maine Marathon, and many other sporting events. The bike team provided coverage for various city events and the SRT team is very active.

Respectfully submitted,



Deputy Chief Terence P. Walsh, *Paramedic*
Chief of Emergency Medical Services, Emergency Manager Coordinator

EMS SINCE 1975

On February 18, 1975, The Medical Crisis Unit (MEDCU) started under a new civilian Public Safety Department. (**Photo -** Medcu No. 4, quartered with Engine Co. 9 at the Riverton Station, with one of two new ambulances)

1980 - Medcu 3 at their Bramhall Fire Station quarters with one of two newer type ambulances, purchased in 1979.

FACILITIES MANAGEMENT

To: Chief LaMontagne,

I wish to thank all PFD Officers and Firefighters for all their hard work and dedication to the upkeep of the Departments' stations. A special thanks to those who took on major building projects, including Capt. Jackson and the crews at Ladder Three for the office remodel and FF Walker for the kitchen remodel and window replacement at Engine Eleven. Their commitment and pride in the station also resulted in savings for the Department and the City.

The following is a breakdown of the major building projects completed in 2005. A few projects begun in 2005 will continue in 2006. The contract has been awarded for the window replacement at Bramhall Station. Conceptual plans for the replacement of the living quarters for the Fire Boat Crew at the west side of State Pier have been drawn. The process has been started for the replacement of the Stevens Avenue station.

The following is a list, by station, of repairs, renovations, and replacements for 2005.

Allen Avenue Station (Ladder 4)

- Ladder Four truck bay floor replacement (work done by DPW)
- The broken main sewer trap was excavated and removed

Bramhall Station

- The compressor to fill SCBA bottles was replaced (FEMA Grant)
- The station water main was repaired
- The washing machine was replaced
- The main bathroom unit heater replaced
- The plymovent for Rescue One was relocated to Bramhall
- A new plymovent was installed for Car Two

Central Station

- Engine Five truck bay floor replacement (done by DPW)
- The washing machine was replaced
- New dining table built (labor by Lt. Pinder)

Munjoy Hill Station

- The truck bays were painted (labor by Munjoy personnel)

Ocean Avenue Station (Engine 11)

- The windows were replaced (labor by FF Walker and E-11 Crew)
- The kitchen was remodeled (labor by FF Walker and E-11 crew)

Riverton Station (Engine 9)

- The boiler fuel tank was cleaned
- Dishwasher replaced
- The gear racks were expanded. The station crew provided labor.

Stevens Avenue Station (Ladder 3)

- The office was remodeled (labor by L-3 personnel)
- The truck bays were painted (labor by L-3 personnel)
- A patio was constructed (labor by L-3 personnel)
- The stove was replaced
- The rear storage room overhead door was replaced

Peaks Island (Engine 12)

- Remote door controls installed
- Dry Hydrant Easement granted for the icehouse pond
- Dry Hydrant purchased (To be installed by DPW in the spring)

Great Diamond Island (Engine 13)

- The overhead door was replaced
- Overhead door opener installed

Again, I want to express my appreciation to all department members who worked so hard to keep each station in good working and living order.

Respectfully submitted,

Deputy Fire Chief William P. Flynn, *EMT*
Chief of Facilities and Island Fire Equipment

PORTLAND FIRE MUSEUM

157 Spring Street (old Engine 4)

Chief Frederick J. LaMontagne, Jr.
Fire Department Headquarters
380 Congress Street
Portland, Maine 04101

Dear Chief:

The Portland Veteran Firemen's Association continued our efforts in meeting the main part of our mission statement, "to preserve the history of the Portland Fire Department," by completing the following projects in 2005:

- Repaired/restored the hardwood oak floor on the main floor.
- Painted the ceiling of the main floor.
- Painted the walls in the Fire Alarm display room.
- Repaired the entry for the main floor truck doors by installing a slate threshold.
- Repaired the locking mechanism for the truck doors.
- Restored one circuit of the 1909 Fire Alarm apparatus in the Fire Alarm display area.
- Reset and improved most of the displays and accessions on the main floor
- Conducted the Annual Memorial Sunday ceremony at Forest City Cemetery on October 2nd.
- Conducted the 2nd Annual Portland Fire Museum Open House on October 8th.
- Conducted tours of the museum in conjunction with the Portland Arts District First Friday Night Art Walk.

The association has already begun the restoration of the second floor rooms in the museum with a plan that calls for wall, ceiling and floor repairs.

The PVFA would like to thank the firefighters of Local 740, the Board of Engineers of the Portland Fire Department and the Administration of the City of Portland for all their assistance to improve and repair the Fire Museum.

Sincerely,

Edward R. Marks

Lieutenant Edward R. Marks, *retired*
President, Portland Veteran Firemen's Association

Portland Veteran Firemen's Association
P.O. Box 1743, Portland, ME 04104
Tel. (207) 772-2040
www.portlandfiremuseum.com

APPARATUS MAINTENANCE

To: Chief LaMontagne,

This past year we added two new pieces of apparatus. First, we purchased a new twenty-foot aluminum work boat, powered by a 140-hp outboard motor, as "Marine 3" for the Marine Division. The other new piece is a 23-foot box truck, equipped with a power lift gate. This truck will replace the 1982 Grumman step van as Haz Mat 1. Shelves and a small desk are being installed in the truck, which should be in service the first week in January of 2006.

The following major repairs were done in 2005:

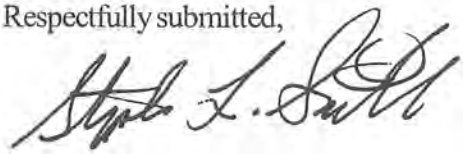
- Rebuilt the engine on Marine 1, the Cavallaro. This work was done by our mechanic, with the assistance of the fireboat crews. This team effort resulted in a significant savings.
- DPW rebuilt transfer case in Engine 4.
- DPW rebuilt engine in Engine 4.
- Ladder 3, Ladder 5, and Ladder 6 passed U. L. Laboratories aerial inspection test.
- DPW did a complete body recondition on Car 4, adding significantly to its life expectancy.
- DPW installed new transmissions in two of the Electrical Division's service vehicles.
- We had a new motor installed, by an outside facility, in Car 10.

Tank 14 was removed from service on Cushing Island due to severe mechanical problems. We are in the process of purchasing a used mini-pumper for Cushing, and expect delivery in the spring of 2006.

During the next year, we should explore replacement options for Engine 5, Car 2, Car 10, and Service Truck 7. I am also researching options on the refurbishing of Ladder 1. It has developed significant frame and body corrosion that will need to be addressed as soon as possible to avoid more extensive repair or replacement.

The significant equipment needs for next year will be in hose. Most of our older 4-inch supply hose is showing its age and will need to be replaced. Also, as a result of the department moving from 1½-inch to 1¾-inch attack lines, we will need more 1¾-inch hose.

Respectfully submitted,



Deputy Fire Chief Stephen L. Smith, *EMT*
Chief of Apparatus and Equipment

APPARATUS IN-SERVICE

Unit	Year	Make - Model	Pump - Water Tank - Foam Tank - Other
Engine 1	2001	Pierce *Enforcer*	1,250gpm, 750-gallon
Engine 4	1992	Pierce *Arrow*	1,500gpm, 750-gallon
Engine 5	1989	Pierce *Arrow*	1,500gpm, 500-gallon
Engine 6	2000	Pierce *Dash*	1,500gpm, 650-gallon, 100-gallon foam tank
Engine 7	1959	General Ship Co.	7,000gpm, 65-foot all-steel fireboat ("Marine 1")
Cavallaro	1993	Duffy & Duffy Co.	42-foot water craft emergency boat ("Marine 2")
Engine 9	1998	Pierce *Dash*	1,500gpm, 750-gallon
Engine 11	1999	Pierce *Saber*	1,250gpm, 750-gallon
Ladder 1	1993	Pierce *Arrow*	85-foot articulating Snorkel® aerial tower w/platform
Ladder 3	1998	Pierce *Dash*	75-foot aerial ladder, 1,500gpm, 500-gallon, *Quint* truck
Ladder 4	2000	Pierce *Dash*	105-foot aerial ladder, 1,500gpm, 500-gallon, *Quint* truck
Ladder 6	2001	Pierce *Dash*	105-foot aerial ladder (L-4 and L-6 with all-steer)
Rescue 1	1999	Freightliner/PL Custom	Heavy rescue/special hazzards and command post
Red Unit 2	1992	Chevrolet	Rapid intervention vehicle with 500-lbs. of Purple-K
Red Unit 3	1989	Oshkosh	1,250gpm, 3,000-gallon, 450-gal. foam tank
Red Unit 4	2000	Oshkosh	1,520gpm, 1,500-gallon, 150-gal. foam, 52-foot Snozzle®
Medcu 3	2004	Ford/PL Custom	E-450 Type-III ambulance, #922
Medcu 4	2003	Ford/PL Custom	E-450 Type-III ambulance, #921
Medcu 5	2004	Ford/PL Custom	E-450 Type-III ambulance, #924

Island Apparatus and Equipment

Peaks:

Engine 12	2004	Pierce/Kenworth	1,250gpm, 1,000-gallon
Tank 12	1979	Chevrolet C-70	1,000gpm, 500-gallon
Ladder 12	1983	American LaFrance	75-foot aerial ladder, 1,500gpm, 500-gallon *Quint* (old E-3)
Medcu 12	1987	Ford	Type-II, 4-wheel drive ambulance

Great Diamond:

Engine 13	1977	Mack CF	1,000gpm, 300-gallon (old E-1)
Tank 13	1973	International	500gpm, 750-gallon
Medcu 13	1986	Ford	Type-III ambulance
Forestry 13	2004	Kawisaki *Mule* ATV	Oversized ATV

Cushing:

Engine 14	1963	American LaFrance	1,000gpm, 300-gallon

Cliff:

Engine 15	2004	Pierce/Kenworth	1,250gpm, 1,000-gallon
Tank 15	1966	Mack C-95	1,000gpm, two 500-gallon tanks
Truck 15	1987	Chevrolet 4x4	Short-bed pick-up utility truck
Utility 15	1994	Kawisaki *Mule* ATV	Oversized ATV with a portable pump
Medcu 15	1987	Ford	Type-II ambulance

Little Diamond:

		Yamaha	Golf cart-type utility vehicle w/trailer & 500gpm portable pump

SPARE APPARATUS - AUXILIARY VEHICLES

Unit	Year	Make - Model	Pump - Water Tank - Other	Location
Engine 2	1996	E-One *Cyclone*	1,250gpm, 750-gallon (old E-1)	Central
Ladder 5	1989	Pierce *Arrow*	1,500gpm, 300-gal., 105-ft. ladder *Quint* (old L-6)	Munjoy
Red Unit 5	1977	Walters CT-4 1500	1,000gpm, 1,500-gal., 150-gal. foam tank (old R-2)	Air Rescue
Wheel Chair 1	2004	Ford *National*	Type-II N.E.T. wheel chair ambulance	Engine 9
Wheel Chair 2	1999	Ford	Type-II wheel chair ambulance (old WC-1)	Central
Medcu 6	1999	Ford/PL Custom, #915	Type-III Spare ambulance (old M-3)	Ladder 4
Medcu 7	1999	Ford/PL Custom, #916	Type-III Spare ambulance/Net Truck (old M-5)	Engine 11
Medcu 8	1999	Ford/PL Custom, #917	Type-III Spare ambulance (old M-8/4, 3, 5)	Central
Marine 3	2005	Pacific Skiff workboat **(New)**	20-foot, all-aluminum, w/140hp Suzuki outboard	State Pier
Haz Mat 1	1982	Grumman Kurbmaster	Technical Haz Mat Equipment (to be disposed of)	Bramhall
New Hazmat 1	2005	Chevrolet C7500 **(New)**	23-foot Box w/hydraulic ramp (not in service)	Bramhall
Confined Space	1995	Ford, Type-III, #912	(old Medcu 5/8, 9)	@ Portland Ocean Terminal
PFD Bus	1985	GMC full-size school bus		@ Metro
PFD Bus	1991	International 14-seat bus	(used for PFD Fire Academy)	@ Amory

Cars - Trucks - Other Equipment

Unit	Year	Make - Model	Assignment - Division	Location
Car 1	2000	Chevrolet Tahoe Z71 SUV	Chief of Department	
Car 2	1999	Chevrolet Tahoe SUV	Deputy Fire Chief (Platoon on-duty Chief)	Bramhall
Red 1	1995	Chevrolet Lumina sedan	Deputy Chief, Air Rescue Division	
Car 3	2000	Chevrolet Tahoe Z71 SUV	Deputy Chief, EMS Division	
Car 4	1998	Chevrolet Lumina sedan	Fire Prevention Officer	Central
Car 41	1994	Chevrolet Caprice sedan	Assistant Code Enforcement Officer	Central
Car 7	1996	Ford Explorer SUV	Fire Training Officer	
Car 10	1995	Chevrolet Tahoe SUV	EMS Lieutenant (Platoon EMS Supervisor)	Central
Car 15	1992	Ford Explorer SUV	EMS Training Officer	Central
Service Tr. 1	1998	Ford E-250Van	Service truck	Bramhall
Service Tr. 2	1993	GMC Sierra crew cab ¾-ton	Utility truck (being used by Marine Division)	State Pier
Service Tr. 4	1985	Ford/E-One 4-wd.	Utility truck (with PFD-assigned Mechanic)	@ DPW
	1970	Foam trailer, two-wheel	(with foam generator)	Bramhall
	1987	Zodiac 17½-foot boat	Rigid-hull inflatable boat	@ Portland Ocean Terminal
	1997	Cargo-Mate, two-wheel	Mass Casualty EMS supply trailer	Air Rescue
	1998	Cargo-Mate, two-wheel	Paramedic Bike Trailer	Central
	1998	Cargo-Mate, two-wheel	Haz-Mass Decon trailer	Centra

Vehicles Traded - Scrapped - Disposed of

Car 5	1994	Chevrolet Caprice sedan	(spare car)
Service Tr. 7	1989	GMC Sierra ½-ton pick-up	Utility truck (used by Marine Division)
Tank 14	1954	Mack B-95	1,600-gallon tank truck (Cushing Island)

FIRE DEPARTMENT PERSONNEL

To: Chief LaMontagne,

The authorized complement of the Portland Fire Department in 2005 was 243 personnel, distributed as follows:

Administrative Staff Personnel	
Fire Chief, Platoon (4) Deputy Chiefs	5
Deputy Chief of Air Rescue	1
Deputy Chief of EMS	1
Fire/EMS Training and Education Division	2
Fire Prevention and Education Division	3
Fire Alarm Electrical Division	4
Administrative Office Staff (+1 from Grant)	3
Total =	19

Fire Suppression Personnel	
Firefighting Force	162
Marine Division (Engine 7 Fireboat)	12
Air Rescue Company	17

EMS Division Line Personnel	
Paramedic Lieutenants	4
Paramedic/FFs.	29
Total =	224

Appointed Provisional Members

Kevin J. Cady	4/3/05	* Transferred from Police Department.
Scott B. Mason	4/19/05	
Dale W. Dyer	4/19/05	
Ralph E. Monroe	4/19/05	
Elizabeth A. Morrissey	4/19/05	
Paul A. Marshall	4/19/05	
Travis H. Gibson	4/19/05	
Richard L. Pierce	4/19/05	
Leonard A. Tracy, III	4/19/05	
Daniel J. Hassler	4/19/05	
Peter D. Morrison	4/19/05	
Nathaniel E. Sparling	4/19/05	
Adam D. Royer	4/19/05	
Adam J. Bean	4/19/05	

Received Permanent Appointments

Roger E. Robinson	7/6/05
William VanDeinse, Jr.	7/6/05
Brendan C. Joyce	7/6/05
Vincent A. DiFillipo, Jr.	7/6/05
Jessica L. Freire	7/6/05
Clayton H. Copp, III	7/6/05
James N. Westburg	7/6/05
Richard S. Mullins	7/6/05
Sheldon M. Gregoire	7/6/05
Jeb A. Gerrish	7/6/05
Peter D. Kenney	7/6/05

Resignations

		Appointed	Resigned
Stephen H. O'Hara	Firefighter	9/23/02	3/1/05
Elise S. Brown	Firefighter	9/27/99	7/18/05

* EMS Lieutenant Mark A. Minkler stepped down and returned to Firefighter/Paramedic. 4/11/05