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City of Santa Barbara

Get Ready Santa Barbara!

Explore Emergency Management in 2012

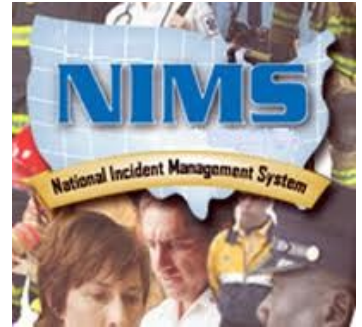


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WHAT IS NIMS

On February 28, 2003, the President issued Homeland Security Presidential Directive 5 (HSPD-5), "Management of Domestic Incidents," which directed the Secretary of Homeland Security to develop and administer a National Incident Management System (NIMS). This system provides a consistent nationwide template to enable Federal, State, tribal, and local governments, nongovernmental organizations (NGOs), and the private sector to work together to prevent, protect against, respond to, recover from, and mitigate the effects of incidents, regardless of cause, size, location, or complexity. This consistency provides the foundation for utilization of NIMS for all incidents, ranging from daily occurrences to incidents requiring a coordinated Federal response.



NIMS is not an operational incident management or resource allocation plan. NIMS represents a core set of doctrines, concepts, principles, terminology, and organizational processes that enables effective, efficient, and collaborative incident management.

HSPD-5 also required the Secretary of Homeland Security to develop the National Response Plan, which has been superseded by the National Response Framework (NRF). The NRF is a guide to how the Nation conducts all-hazards response. The NRF identifies the key principles, as well as the roles and structures that organize national response. In addition, it describes special circumstances where the Federal Government exercises a larger role, including incidents where Federal interests are involved and catastrophic incidents where a State would require significant support.

HSPD-5 requires all Federal departments and agencies to adopt NIMS and to use it in their individual incident management programs and activities, as well as in support of all actions taken to assist State, tribal, and local governments. The directive requires Federal departments and agencies to make adoption of NIMS by State, tribal, and local organizations a condition for Federal preparedness assistance (through grants, contracts, and other activities). NIMS recognizes the role that NGOs and the private sector have in preparedness and activities to prevent, protect against, respond to, recover from, and mitigate the effects of incidents.

Building on the foundation provided by existing emergency management and incident response systems used by jurisdictions, organizations, and functional disciplines at all levels, NIMS integrates best practices into a comprehensive framework for use nationwide by emergency management/response personnel in an all-hazards context. These best practices lay the groundwork for the components of NIMS and provide the mechanisms for the further development and refinement of supporting national standards, guidelines, protocols, systems, and technologies. NIMS fosters the development of specialized technologies that facilitate emergency management and incident response activities, and allows for the adoption of new approaches that will enable continuous refinement of the system over time.

The Secretary of Homeland Security, through the National Integration Center (NIC), Incident Management Systems Integration Division (formerly known as the NIMS Integration Center), publishes the standards, guidelines, and compliance protocols for determining whether a Federal, State, tribal, or local government has implemented NIMS.

For more information, [click here](#) for the NIMS Guidelines.

Upcoming Issue in June 2012

The Facts About DHS



The Department of Homeland Security has a vital mission: to secure the nation from the many threats we face. This requires the dedication of more than 240,000 employees in jobs that range from aviation and border security to emergency response, from cyber security analyst to chemical facility inspector. Our duties are wide-ranging, but our goal is clear - keeping America safe. Read more about DHS in next months Newsletter.

2012 Upcoming Topics

June

The Facts about DHS?

July

FEMA: What is it?

August

What School is Starting Again?

September
National Preparedness Month

October

Fire Prevention Month

November

Reverse 911

Disaster Facts: Mount St. Helens

On May 18, 1980, Mount St. Helens erupted and was the deadliest and most economically destructive volcanic event in the history of the United States. Fifty-seven people were killed; 250 homes, 47 bridges, 15 miles (24 km) of railways, and 185 miles (298 km) of highway were destroyed. A massive debris avalanche triggered by an earthquake measuring 5.1 on the Richter scale, caused an eruption, reducing the elevation of the mountain's summit from 9,677 ft to 8,365 ft and replacing it with a 1 mile wide horseshoe-shaped crater.

There are 30 interesting facts about that eruption, of which I have only listed 14. You can see all 30 facts at <http://pubs.usgs.gov/gip/103/>

1. During the past 4,000 years, Mount St. Helens has erupted more frequently than any other volcano in the Cascade Range.
2. Most of Mount St. Helens is younger than 3,000 years old (younger than the pyramids of Egypt).
3. 1792—Captain George Vancouver named the volcano for Britain's ambassador to Spain, Alleyne Fitzherbert, also known as Baron St. Helens.
4. March 20, 1980—A magnitude 4.2 earthquake signaled the reawakening of the volcano after 123 years.
5. Morning of May 18, 1980— The largest terrestrial landslide in recorded history reduced the summit by 1,300 feet and triggered a lateral blast.
6. Within 3 minutes, the lateral blast, traveling at more than 300 miles per hour, blew down and scorched 230 square miles of forest.
7. Within 15 minutes, a vertical plume of volcanic ash rose over 80,000 feet.
8. The volcanic ash cloud drifted east across the United States in 3 days and encircled Earth in 15 days.
9. Small plants and trees beneath winter snow, and roots protected by soil, survived the May 18, 1980 eruption and now thrive.
10. Late May 1980—Wind-dispersed spiders and scavenging beetles were among the first animals to return to the Mount St. Helens area.
11. The landscape devastated by the eruption has evolved into a rich and diverse habitat for plants and animals.
12. October 1980 to 1986— Over the course of 17 episodes, lava eruptions began filling the crater, building a lava dome that reached 876 feet above the crater floor.
13. Since 1986, snow and rock accumulating in the deep, shaded crater formed Crater Glacier, the youngest glacier on Earth.
14. During the 1980 to 1986 and the 2004 to 2008 eruptions—Lava oozed onto the crater floor, building domes taller than the Empire State Building and restoring 7 percent of the volume lost in 1980.



Photo from Davidnussbaum88's Blog

Did You Know: Airships: Hindenburg

The Hindenburg disaster at Lakehurst, New Jersey on May 6, 1937 (75 years ago) brought an abrupt end to the age of the rigid airship. After more than 30 years of passenger travel on German commercial zeppelins (during which tens of thousands of passengers flew over a million miles on more than 2,000 flights without a single injury) the era of the passenger zeppelin came to an end in a few fiery minutes.



The exact cause of the accident has not been determined, but one thing is clear; the disaster had nothing to do with the zeppelin's fabric covering. In fact, the Hindenburg was only the last in a long line of hydrogen airships destroyed by fire as a result of their highly flammable lifting gas.

Prior to the Hindenburg disaster, the public seemed remarkably forgiving of the accident-prone zeppelin, and the glamorous and speedy Hindenburg was still greeted with public enthusiasm despite a long list of previous airship accidents. But while airships like the British R-101, on which 48 people died, or the USS Akron, on which 73 were killed, crashed at sea or in the darkness of night, far from witnesses or cameras, the crash of the Hindenburg was captured on film, and millions of people around the world saw the dramatic explosion which consumed the ship and its passengers.

Despite its romance and grandeur, technologically the Hindenburg was obsolete before it ever flew. On November 22, 1935 — three months before Hindenburg first took to the air — Pan American Airways' M-130 China Clipper made the first scheduled flight across the Pacific. The longest leg, the 2,400 miles from San Francisco to Honolulu, was longer than distance required to cross the North Atlantic. In fact, Pan Am's M-130 was designed not for the Pacific, but for the Atlantic; only political (not technological) considerations prevented Pan Am from inaugurating transatlantic airline service in 1935; the British refused to grant Pan Am landing rights until Britain had a plane that could make the same flight, but Britain was far behind America in the development of a long-distance airliner. For more information on the Hindenburg and other Zeppelins [click here](#).

City of Santa Barbara Office of Emergency Services



OES is on the web!

<http://www.santabarbaraca.gov/OES>

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*A typo was made in the April Newsletter, Disaster Facts—
The year the Titanic hit the iceberg was not 1915 but 1912.*

City News— Current OES Projects

There are a few projects, you may be interested in, that the City's Office of Emergency Services (OES) is working on:

- * Revision of the City's Emergency Operations Plan
- * Revision to the City's Municipal Code 9.116
- * Final stages to becoming a Tsunami Ready City; the Tsunami signs are now installed and the Tsunami Plan is in its final revision
- * Completion of the January 26, 2012 Earthquake Functional Exercise After Action—Improvement Plan



OES continues to work on upcoming training and projects to assist in making sure the City is compliant with all State and Federal mandates. To keep you informed on the City's preparedness efforts OES will have periodic updates. For more information you can contact OES at 805-564-5711.