

**FIRE CHIEFS ASSOCIATION DELAWARE COUNTY, OHIO  
STANDARD OPERATING GUIDELINE**

<b>SUBJECT</b>	<b>EFFECTIVE DATE</b>	<b>RESCINDS</b>
TANKER SHUTTLE	January 18, 2012	N/A
<b>REFERENCE NUMBER</b>		<b>PAGES</b>
DCFC-16		4

**SCOPE:**

To provide uniform operations with departments participating in a tanker shuttle or water supply operation. These guidelines are intended to be followed to eliminate confusion and provide an understanding of what should happen when the need arises for a Tanker Shuttle. A Tanker Shuttle may be used anytime a continuous water supply is needed in a rural application or when a pressurized source will not meet the needed fire flow requirements. Before changing the water supply method the Incident Commander is to be notified.

**GUIDELINE:**

**SECTION 1: ASSIGNMENTS**

The Incident Commander may appoint a Water Supply Officer who will establish command of the water supply operations at the dump site. The preferred radio channel for water supply operations should be the hosting department's TAC1 channel. Upon request from the Water Supply Officer transmitting on the appropriate TAC1 channel, DELCOMM will notify the Water Supply Officer as to what tankers and engines will be responding for the Tanker Shuttle. Units responding for the Tanker Shuttle shall be dedicated to the task of water supply but may be reassigned by the Incident Commander.

The Water Supply Officer will appoint a Fill Site Officer(s) to establish command at the fill site(s). If multiple fill sites are created they shall be identified by street or geographic location. *Example: Wilson Road Fill Site, Cheshire Road Fill Site, Alum Creek Fill Site.*

## **SECTION 2: WATER SUPPLY OFFICER**

The Water Supply Officer will establish their position at the location of the dump site and shall be responsible for all water supplies for the incident.

The Water Supply Officer shall be designated as (**Water Supply**) on the radio to all units responding. **Water Supply** shall check with the Incident Commander to find out the required gallons per minute of water needed at the fire scene. If the required flow is unknown, **Water Supply** will attempt to achieve a minimum of five hundred (500) gallons per minute. This initial flow will adequately supply two (2) 1 ¾ hand lines or one (1) quick attack appliance.

- **Water Supply** will coordinate the dump site setup and the supply lines to the fire ground.
- **Water Supply** will organize the staging of the tankers to alleviate congestion and accident potential at the dump site.
- If not previously established, **Water Supply** will contact the Incident Commander and request to establish a separate channel for radio communications and request that all units assigned to the Tanker Shuttle and water supply limit their traffic to that channel.

*Tanker radio traffic is to be held to a minimum. Do not advise status or location unless asked by the Water Supply Officer. **Water Supply** will advise incoming tankers which dump tank to use in a timely manner so tanker drivers can respond and react accordingly.*

## **SECTION 3: FILL SITE OFFICER**

Water Supply Officer will appoint a Fill Site Officer. The Fill Site Officer shall communicate with **Water Supply** using the assigned radio channel. The Fill Site Officer will be designated as (**Fill Site**) on the radio. If multiple fill sites are created they shall be identified by street or geographic location. *Example: Wilson Road Fill Site, Cheshire Road Fill Site, Alum Creek Fill Site.*

## **SECTION 4: CONSIDERATIONS FOR DUMP SITE OPERATIONS**

The Water Supply Officer will be in charge of the dump site area and will be designated as (**Water Supply**) on the radio to all responding units.

Staging, if not already employed, shall be designated by **Water Supply**. Staging will be used when more full tankers are available than can be placed at the dump site alleviating congestion and accident potential at the dump site.

*Considerations for the dump site shall include: Level ground to make full use of the dump tank's capacity. Accessibility for incoming tankers. The area shall be large enough for maneuvering and shall have access to accommodate a minimum of two (2) dump tanks.*

Before choosing a dump site, consider routing and direction of travel to the fill site.

Avoid setting dump tanks in the congestion of the immediate fire ground.

**Water Supply** will designate personnel for backing operations (if required) and opening dump valves on all tankers with manual valves. Ideally tanker drivers should never need to exit the tanker.

When placing the dump tanks in relationship to the draft engine, consider all of the possibilities for setup. Use either a square setup or a triangle setup. The type of setup will depend on several factors.

1. The amount of room at the dump site.
2. Width at the dump site.

Once the dump site is setup, the pump operator shall establish the initial draft pump pressure of 80 – 100 PSI. **Water Supply** is to notify the Incident Commander that “water supply is in operation”.

**Water Supply** should notify Command any time the reserve in the dump tanks becomes critical. The pump operator of the draft engine shall maintain a full booster tank in the event a critical situation arises.

**Water Supply** will notify the tankers, which tank to dump into and dispatch the tankers back to the fill site after their most efficient portion of the dump is completed. Use the most effective means of dumping for each tanker. Tankers or engines without rapid dump devices should be removed to a remote location and have them pump into the primary dump tank through a hose lay from that location. Secure and valve the hose line at the dump tank.

#### **SECTION 4: CONSIDERATIONS FOR FILL SITE OPERATIONS**

Water Supply Staging may be designated remote from the fill site when more empty tankers are available than can be placed at the fill site. This will alleviate congestion and accident potential at the fill site.

Considerations for picking the fill site location will include:

- The volume of water available by known test results.
- The travel distance, routing and traffic control.
- Predetermined fill site locations

Whenever possible try to achieve a loop route rather than a one-way turn around route. Try to keep the site accessible.

Fill tankers with the best possible method, ie. ***“Highest volume for the shortest amount of time”***.