Westbury Hose Co. #2 – Company Drill
Engine Operation – Curve Balls thrown to 2nd Due and Later Engine Companies

I. Previous Engine Pulls a Pre-connect "<u>but comes up short</u>"
(<u>*Adding hose to a Pulled Hose line*</u>) – *Recently happened at deli fire Prospect Ave. where later engine had to add 100' to a 2.5" pre-connect and didn't go so smoothly...*

a. **Where do you add this hose**?
- Was line charged then it was learned it was short? – (this means we're dealing with heavier hose)
  - If possible (= *FF are in safe area*) add hose closet point to the fire with being in an IDLH environment (NO SCBA = Easier to achieve)
- Was the Hoseline <u>in a fire area</u> then backed out to **safer area** when learned too short – **this is more critical** (*this means getting water flowing again <u>as quick as possible</u> is imperative*)
  - Add hose closet coupling to the engine so can charge line again quickly...can always get the hose up to door once charged

<u>Remember with all hoseline</u> – our goal is to get all hose as close to fire's entry point & taut with engine to structures entry point <u>before being charged,</u> achieving this **=** Control FF has to manage <u>less distance</u> of hose!

<u>Once charged</u> – moving hose becomes difficult – especially 2.5"
The Extra 15-30 seconds <u>setting hose</u> = a better moving hoseline
- More important <u>faster moving hose when FF are in fire conditions</u>... and usually when the hose not pulled up to door and taut becomes an issue and now full of water needs pulling up to entry = **slowing/delaying advancement**

- If hose was never charged – does it matter where were we Add?
  - If we add at <u>coupling closet to engine</u>,
    <u>What needs to get done</u>? (get that hose pulled up to entry again before charged...) **work smarter not harder!**

In summary – they'll be factors that will dictate where we'll add this hose, <u>How fast we need to get water flowing being the #1 factor!</u>

The more proficient we are achieving this – <u>like anything else</u>, The better we'll be at it.

b. **How Much Hose do we Add**?
   - Be directed by previous engines company's **<u>requested</u>**, 50', 100'...
   - What happens when asked to add 150' to one of our 1 ¾" pre-connect? - **Pull a new line all together** – <u>combo line</u> and replacing all together, then tell previous engine to step aside...!

   - What should these **later engine be <u>noting</u>** with the add on hose?
     - What there previously total distance ends up once add on hose added - remember back up line, **= or greater**.
     - What if 100' was added to the pre-connect 1 3 /4? **= Combo line is next line up**...

c. **How many FF do we need to make this add on**?
   - This can most certainly be done by **<u>1 "proficient" FF</u>**
   - If have > 1 FF - utilize personnel accordingly
     - 1 on male end
     - 1 of female end
     - 1 breaking coupling waiting...
     - NOT ALL FF trying to accomplish same task or watching!

<u>EVERY Engine Chauffer</u> – should be able to add hose line to a line, **<u>By themselves</u>** (no assistance), especially in today's times when we're periodically running light engines. With a light engine, who will ultimately add this line – <u>the Chauffer</u>!

d. **How do you accomplish with 1 firefighter** – if know how to do with 1 FF, doing with 2, 3, 4... is piece of cake!
    - From the size hose you'll be adding to dead bed, pull male coupling - (you may need to remove nozzle – especially if a horseshoe)
    - Put this male coupling under foot on back step, stand on hose or tuck this coupling under a few loops of larger hose in adjacent bed to hold it there, and in you sight
    - Pull hose from bed, dropping to ground until achieve desired length (50' per coupling)
    - Break coupling – so can separate desired length from the hose bed
    - Keep the female coupling in your hand, them pickup the previously placed male coupling in the same hand, holding them by the hose.
    - Walk these coupling to the point where you'll be adding/connecting them to the requested hose line, dragging the hose behind you - following you as you walk to that point
    - At point you'll be making the connection, place the male and female couplings on ground next to this coupling, male side to female side of the hose you be adding to and female side to this hose's male side...
    - Break coupling and connect the hose you'll be adding's to it: male coupling of <u>adding hose</u> to female coupling of the <u>previously pulled hose</u> and then female to the male coupling...
    - Once connection is made, advise Hose team hose is added
    - Pull this added hose and all hose as close as possible to fire entry point – taut with engine when possible.

II. **As a later engine you are asked to pull a backup line to the previously pulled <u>combo line</u>: (*<u>making a 2nd Combo line from dead bed hose</u>*)**

a. What are some questions you should be asking before pulling any hose?

- How long was the previous combo line? **<u>Important question</u>**??
  - Who should know this Info? – **the Chauffer**
  - We want to be equal but <u>preferable longer</u>
- Is there enough hose in this engine's dead bed to create such line?
  - **If not then what?** – Looking for another engine
  - **Good practice** to get 2nd engine when pumping > ½ capacity of engine
    - Our Engine being 1500 GMP – discharges approx. 250 GPM - if going to a 4th discharge on Engine – you should be looking elsewhere to make this Combo line...

b. What are the 2 items outside the hose, we'll need to create this combo line?

- We know we'll need 200' of 1 ¾ - "**our standard**"
  - Can we create with less or more?
  - **If Yes** – what needs to be done?
    - Engine Chauffer needs to know how much hose (both 1 ¾" and 2 ½") so they can set proper line pressure
  - **Can we Pull our 1 ¾" pre-connect for the 1 ¾" hose**?
    - **Hose is Hose** – <u>Note</u>: can't get 200' (**<u>Now</u>**) not until they add the 8' pony length off the engine ... been requested and waiting for district to supply.

- We know 1 ¾" is reduced from 2.5" hose and 2.5" **hose distance** is a <u>variable</u> – no set standard, distance set by incident needs

- **2 items Needed outside of the Hose**:
  - **A Nozzle** at end of the 1 ¾" - (pulled from chauffer compartment – drivers side 1st compartment back from pump panel on drivers side – all engines).
    - Chauffer also needs to know because will affect line pressure

  - **What if there is no Nozzle in this compartment** – Where can we get a nozzle?
    - If pulling combo line should means the pre-connects may still be in their bed (at least 1), can pull the nozzle off that preconnect **= smoothbore** any spares nozzle will be Taskforce Nozzle – Just an FYI

  - **A Reducer** (pulled from chauffer compartment – drivers side 1st compartment back from pump panel on drivers side – all engines)

  - **What if there is no reducer in this compartment ?–** Where can we immediately find one and KNOW it will be there, without exception!
    - Any of the engines 2.5" discharges – has a reducer at end allowing that discharge to be used on 2.5" hose OR 1.75"
    - Remove the end cap and then the reducer from the discharge and bring to the back of the engine you'll be pulling the hose from – before pulling so immediately ready, don't pull the 1 3/4" to realize now need a reducer
      - Even better – door or control getting a 1 ¾ being pulled!

c. **How do we Create this Combo Line from Dead bed hose**:

- After learning the distance we'll need to cover –
  - The 1 ¾" total, if not being set to our standard 200' – should be set with enough hose to cover the structure from "inside the entry door"
  - The 2 ½" think of as the distance to <u>get to the front door</u>
  - **Is this written is stone? NO** <u>this is a generalization</u>
    - We may have 1 ¾"outside and 2 ½" inside, just reality, we don't live in perfect world and ever incident will differ.
    - **Our goal** is to use our standard 200" 1 ¾" – **KISS for or MPO's** – *takes way though process* (200' = our pre-connects) then they just have to add 3psi for every 2 ½ length on line.
    - **Anything other 200' 1 ¾" – Chauffer need to know so can make proper calculations for line pressure!**

- This line, if 1 ¾" dead bed top lines are horseshoes, pulling will be same for the nozzle and back up positions as if was from our combo beds:
  - **Nozzle** will take their horseshoe and wait at back of rig for Back up to pull their horseshoe
  - **Back up** will pull their horseshoe and together with the nozzle will walk the horseshoes intact to the entry point

- **If there are no horseshoes, each position will pull approximately 50' (1 length) of hose and walk intact to the entry point.**

- **<u>The Door Position</u>** (*remember you're a "later arriving engine" – there should be no "Forcible Entry" or "Can" filled, movement of hose is more a priority!*)

- Door **<u>can be</u>** an **<u>exterior position</u>** – **<u>Even probationary</u>** since typically not going inside any IDLH environments
- This position is responsible for the "remaining" 1 ¾" hose getting pulled from the bed – *as called for by officer*.

- This can be pulled and dropped to ground – remember nozzle and back up will be walking off so this hose will be deploying from the bed as they walk way from the rig to the entry point...
- At the desired 1 ¾" length, the coupling will be undone disconnecting the 1 ¾" hose from the rest of the dead bed.
- With the **Control position** – together, add the reducer to the 1 ¾" and connect the dead bed 2 ½" hose to the reducer.
- The Door position will then walk this reducer and 1 3/4" hose up to entry point.

- **If there is NO DOOR Position** – the above will be the responsibility of the Control Position.

- **Control Position –** once the reducer has made it to the entry point:
- **If done by Door position**, the Door should radio to control they are at entry and if any addition hose is needed (>200') to cover building, this if Officer hasn't already conveyed distance needed at door to cover the structure.
- **If bring reducer to entry was done by Control,** they know the additional distance needed.

- *Control if there was a door position*, should have been counting coupling being deployed as the Door pulled hose from the bed, as they assists the hose from the bed.
- *If the control is filling door positions responsibilities*, Control will count coupling as they walk back to the engine.
- At this point, all hose from reducer to engine should be taut
- The Control will determine how many addition lengths is needed to fulfill the required distance.
- These additional lengths will be pulled from the bed and for now dropped at the rear of the engine
- Once desired distance is achieved, the 2 ½ coupling will be disconnected from the rest of the dead bed

- This female coupling will be either given to the MPO for connection to engine **or** connected by Control to the engine where the MPO advised it connected
- Control will Advise MPO TOTAL Distances – 1 3/4" hose AND 1 ½" hose along with confirming type of nozzle on line.
- Control will then work the dropped 2 ½" hose up to entry point as the they walk there way to the entry point
- Once at entry they will fill the normal role of controlling all hose from back up – door, if no Door position **back up to Engine**.
- Therefore it's important to get the hose taut **entry to engine** – if this is achieved, control will be working hose back up to entry NOT Engine!

III. **As a later arriving engine you learn the previous engine(s) were unable to get water to the standpipe via a street Siamese: (*getting water to a standpipe via a discharge outlet*)**

a. What would be your next option to get water into the system when the connection the 1st due engine attempts fails?

- Look for Another **Outside** Siamese, #1
  - Just faster than hauling hose inside...
  - Where are the inside connection typically found? – in stairwells, corridors off main areas, behinds safe doors...
- Is there always a 2nd outside connection? NO
  - NFPA 13 states there must be a connection to augment city water but doesn't state there needs to be more then 1.
  - Larger building typically will have more then 1, since 1 point to augment system may not be enough, especially with heavy fire loads, requiring multiple hose lines to combat a fire, multiple floors...

b. Which outlet would we use to connect hose from engine to?

- One we can quickest get water to
  - closet to our engine
  - Easiest access from engine too
- One we can get to with least effort
  - Not in and IDLH environment, making efforts more complex or at fire level?
- One we can attach to with least amount of resources
  - Don't need 2 or 3 engine companies to get hose there, but may be unavoidable
- One that won't hinder firefighting efforts
  - Be in the way, an obstacle for firefighter going to fire area, but again may be unavoidable

c. How do we ascertain this outlets we'll be using location?

- Preplan information or in CAD?
- Sending a runner, Officer or someone searching out -prior to committing
  - This minute or 2 looking could save lots of waste effort!

d. What equipment is needed to make this connection?

- Standpipe bag
- Hose 2.5" minimum – 5" is possible – Incident will dictate

e. How do we make the connection?

- Bring hose and standpipe bag to outlet you'll be utilizing to connect to
- Strip the outlet of and pressure reducing devices, you want to be connecting to a clean outlet thread
- Remove end cap if one
- Check gate, crank open clear debris with the water
  - If dry system - look for debris, no water come out to clear

- Place a double female adapter to outlet – *don't tighten down hard – **yet** - but secure enough won't blow off when turn on water – but loosen enough to allow air to escape*
- Place and 5" adaptor(s) if connecting 5" Hose
- Place hose you'll connecting to the end of adaptor
- Have engine supply hose water – once charged allow air to escape from hose, once get solid water from connections, tighter all couplings/adaptors.
  - *Doing this prevents air from being put into the standpipe hose, although the nozzle should be bleeding line before entering fire area.*
- Once all coupling tight, open gate, and Engine will now be feeding standpipe system.
  - Pressure being fed by engine <u>should be greater</u> then then city water otherwise the city water will be back feeding into engine. Outlets don't have clapper valves like Siamese which prevents water out...

WESTBURY FIRE DEPARTMENT
Hose Compay #2

Adding Hoseline to a Pulled Hoseline

Name/Badge: _____ **Co:** _____ **Evaluation Type:** _____

Instructor/Badge: _____ **Instructors Signature:** _____ **Date:** _____

Time limit for this station is 5 Minutes

	NO	YES
Does the FF understand there are many factors that determine where the additional hoseline will be added to previously pulled hose line		
If the hose from the deadbed was a horseshoe - did FF remove the nozzle		
Did the FF pull the specified length of hose requested to be added		
Once desired length is achieved - was this hose disconneded from the deadbed hose		
Once Disconneded from the deadbed - was the Male and Female ends placed side by side and hose dragged to connection point via these couplings		
Once at point to be connected - Did FF uncouple the previously pulled hose		
Once disconnected - was the female side of the hose to be added connected to the Male coupling of the previously pulled hose		
Once disconnected - was the Male side of the hose to be added connected to the Female coupling of the previously pulled hose		
Once hose has been added - was this info conveyed to MPO **and** Hose team		
Has the FF demonstrated proficiency on adding hose to a Hoseline		

Instructor Notes

08/2019

WESTBURY FIRE DEPARTMENT
Hose Compay #2
Reduced or "Combo" Hose Line Operations

Name/Badge: _____ **Co:** _____ **Evaluation Type:** _____

Instructor/Badge: _____ **Instructors Signature:** _____ **Date:** _____

Time limit for this station is 10 Minutes

	NO	YES
Pulling a Combo line from Preset Deadbed - Nozzle & Back up Positions		
Has the "Nozzle" FF pulled the Top Horseshoe pack (50' hose) from hose bed and waited at the back of the engine for the "Back up" FF to pull their horseshoe pack		
Has the "Back up" FF pulled the remaining Horseshoe pack (50' hose) from hose bed and together with the Nozzle FF walked to the point of entry into the fire area		
Did the FF's maintain their horseshoe packs, **intact** to deployment point		
Once at the deployment point , did FF's open their horseshoes, staging their hose for easy deployment into the structure/fire area		
Once Staged - Did Nozzle FF (or Officer) let Control know their at point of entry and how much additional hose is needed to cover area - *absent a Door FF*		
Pulling a Combo line from Preset Deadbed - Door Position (if position Assigned)		
As Nozzle ad Back up FF walked from Engine - did Door postion pull remaining 1 3/4"hose from combo line deadbead (to the reducer) and assured all hose from Back up FF to Reducer is as close as possible to the Fire entry point - pulling 2 1/2" hose from the deadbead as the proceed to entry point		
Once Door FF arrives at entry point - was there communication with the Control postion FF (or through officer) if additional hose is needed to cover fire area		
Did the Door FF stage the hose from Back up to reducer for easy deployment into area		
Once Line depoyed into dstructure, did Door FF help feed hose into structure		
Pulling a Combo line from Preset Deadbed - Control Position		
Does Control FF recognize absent a Door FF they are responsible to fulfill their duties		
As Nozzle, Back up and Door FF walk (if assigned) walked from Engine , did Control FF assist with pulling 2 1/2" from hosebead and count all lengths coming off the bed		
Does the Control FF know our preset hose of 1 3/4" on a Combo Bed is always 200'		
Did the Control FF have communication with Nozzle, Officer or Door FF to when to stop feeding hose from the dead bed		
Did the Control FF fulfill the desired length asked for, before breaking the hose from the bed, contecting it do engines discarge the MPO advisied, then advised MPO the total # of lengths that are on that pulled line - 1 3/4" and 2 1/2"		
Once connected to Engine and MPO advised , did Control FF work all the hose between the Engine and the reducer, pulled taut and as close as possible to the entry point, this as they walked their way to the entry point		
Once at Enry point - did the Control FF Manage all the hose from Back up FF to Door FF (if assigned) or if No Door FF assigned, to the point the hose was pulled taut to engine		

Creating a Combo line from Deadbed Hose - Nozzle & Back up Positions		
Has the "Nozzle" FF pulled 50' of 1 3/4" hose from 1 3/4" dead bed hose - *could be the the horseshoe of 1 3/4" deadbed if not already deployed*		
If 50' hose **was not** a Horseshoe, did Nozzle FF pull a nozzle from compartment and attach it to the hose end		
Has the "Back up" FF pulled the next 50' hose from hose bed - *could be the the second horse shoe back again if not already deployed priot to and together with the Nozzle FF walked to the point of entry into the fire area*		
Did the FF's maintain their hose (Horeseshoes), **intact** assuring 100' hose at entry point		
Once at the deployment point , did FF's staging their hose (unfold horseshoes) for easy deployment into the structure/fire area		
Once Staged - Did Nozzle FF (or Officer) let Control know their at point of entry and how much additional hose is needed to cover area - *absent a Door FF*		
Creating a Combo line from Deadbed Hose - Door Position (if position Assigned)		
As Nozzle ad Back up FF walked from Engine did Door postion pull 100' 1 3/4"hose from deadbead, break hose from hose bed at 200'		
At point of breaking, did Door FF add a reducer to end of 1 3/4" hose		
After Adding Reducer , did FF connect 2 1/2" hose to the reducer		
After connecting 2 1/2" hose, did Door FF hold Reducer firmly as walked to entry point pulling 2 1/2 " hose from the hosebed as the walked to entry		
At Entry - Did the Door FF stage the hose from Back up to reducer, close to entry point		
Once Line depoyed into structure, did Door FF help feed hose into structure		
Pulling a Combo line from Preset Deadbed - Control Position		
Does Control FF recognize absent a Door FF they are responsible to fulfill their duties		
As Nozzle, Back up and Door FF walk (if assigned) walked from Engine , did Control FF assist with pulling 2 1/2" from hosebead and count all lengths coming off the bed		
Did the Control FF have communication with Nozzle, Officer or Door FF to when to stop feeding hose from the bed		
Did the Control FF fulfill the desired additional length asked for, before breaking the hose from the bed, contecting to desired deischarge MPO advisied then advised MPO the total # of lengths that are on that pulled line		
Once connected to Engine and MPO advised , did Control FF work all the hose between the Engine and the reducer, pulled taut and as close as possible to the entry point, this as they walked their way to the entry point		
Once at Enry point - did the Control FF Manage all the hose from Back up FF to Door FF (if assigned) or if No Door FF assigned, to the point the hose was pulled taut to engine		
Has the FF demonstrated proficiency on Combo Line operations		

Instructor Notes

WESTBURY FIRE DEPARTMENT
Hose Compay #2
Suppling a Standpipe System

Name/Badge: _____ **Co:** _____ **Evaluation Type:** _____

Instructor/Badge: _____ **Instructors Signature:** _____ **Date:** _____

Time limit for this station is 15 Minutes

	NO	YES
Connecting to a Standpipe Siamese		
Has the Firefighter (FF) inspected the siamese for damage and debris prior to connection		
(*If missing a cap*) - Has FF inspect clapper valve or compenstated for damage		
Has the FF connected to siamese using largest diameter hose possible - using adaptors...		
(If the couplings doesn't spin) - did FF compensate using alternate - twisting in hose or gate		
(*If the Siamese is damaged*) - Did FF verbilizes seeking alternitve connections and communicate this delay to IC - (*in turn alerting all*)		
Supplimenting Standpipe system through an Outlet		
Has the FF verbilized searched for an outlet with easy access to the outside and Engine		
Has the FF committed using the size hose that will meet the manpower availibility		
Has the FF stripped the outlet removing any hose or PRD from outlet and checked gate		
Has the FF utilizes a double female adaptor or approprite adaptor to connected selected hose to the standpipe outlet		
Has the FF made the connection prior to calling for the engine to feed the system		
Has the FF given time for any air to clear the line through coupling before securing it for water leaks and opening the outlet's gate - now feeding the system		
Has the FF advided engine chaufeur that gate is open and feeding system - (*alerting all*)		
Has Firefighter Displayed Compentacy in supplying a standpipe system		

Instructor Notes
