



ISSUE 37

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# BFD Times

## 2014 in Review

### Important Dates:

**Officers Meeting is  
Wednesday, January  
21st**

### Happy Birthday To:

FF Huckins 1/13  
FF Danforth 1/22

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2014 was a year of personnel changes at the Belmont Fire Department. On February 17<sup>th</sup>, Lieutenant Robert Laraway retired after almost 13 years with the Belmont Fire Department. Prior to working for us, he was a member of the Winisquam Fire Department and a State employee for many years. Just 11 Days later, on February 28<sup>th</sup>, long time Administrative Assistant Renee' Jesseman also retired. Renee' had been the Administrative Assistant for 13 years, and prior to that, was a call firefighter/EMT with the department. Finally, on November 28<sup>th</sup>, Lieutenant Fred Greene retired after almost 30 years of fulltime service and 40 years of total service to the Belmont Fire Department. We will miss all of our retirees and wish them the best of luck with their futures.

With all of these retirements also came several new hires and promotions. Lieutenant Ryan Brown and Lieutenant Tom Murphy were promoted to fill the two open Lieutenant positions, Sarah Weeks was hired as our new Administrative Assistant, and Firefighters Chris Griffin, Will Thalheimer, and Jake Poulin were hired to fill open line positions.

Once again, it was a busy year for your fire department. We responded to 1,192 emergency requests for service in 2014. We treated 724 patients and transported 510 of them. We look forward to 2015 and ask all of our citizens to keep our department slogan in mind when dealing with life safety; "In Omnia Paratus" (In all things ready).



(Committee of Merit Ceremony)

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## Coffee Break Training - Hazardous Materials

**Learning Objective:** *The student will be able to explain the key factors for developing an initial response strategy for a crude oil rail transportation incident.*

The initial stage of an incident involving crude oil should include an analysis of appropriate site-specific response procedures and potential effects that an incident would have on nearby life, property, critical systems and the environment. Traditional firefighting strategies and tactics may not be effective in these situations. These incidents also need to be approached and managed as a hazardous materials problem to ensure that proper and appropriate technical assistance and the support of outside resources are notified and requested as soon as possible.

The following factors should be considered as part of developing the initial response strategy to determine whether the incident should be handled offensively, defensively or by nonintervention:

**Are there any life safety exposures in danger that responders must address right now, and can responders safely evacuate or protect in place?** Number of people to be protected, ability of public to move, available time, resources needed, adequate facilities to shelter evacuees.

**Can responders safely approach the incident?** Location of the incident, access and terrain, number of tank car(s), extent of damage, size of spill, leak or fire involved.

**Do responders fully understand the nature and scope of the problem?** A hazard assessment and risk evaluation must be completed, and the results must be shared with technical specialists from the railroad and/or shipper.

**If a fire is involved, do responders have immediate access to sufficient foam and water supplies that are required for effective fire control/suppression operations?** Most fire departments will not have adequate foam, water or spill control resources for an initial attack on a crude oil derailment scenario with large fires. Defensive operations will likely be required until sufficient foam concentrate, water, spill control and related support resources are on-scene.

**If a spill is involved, do responders have the necessary spill control equipment readily available on-site?** Do responders have spill control and vapor suppression equipment/chemicals available on-site?

**Can fire suppression agents be effectively applied to the tank car(s) involved? Can cooling water be effectively applied to any exposures impacted by direct flame impingement?** Fire suppression agents and cooling water must be able to reach their intended targets to be effective. If access, supply or equipment is limited, the ability of suppression agents and cooling water to reach the affected area(s) will be diminished.

**If not on fire, can potential ignition sources be removed and/or eliminated?** Vehicle traffic may need to be curtailed. Automatic switching systems (industrial air conditioning units, traffic signals, etc.) need to be switched off.

**Will extinguishment improve or worsen the incident, and what is the environmental impact of doing so?** In some situations, the best and safest response option may be defensive or nonintervention tactics that allow the fire(s) to burn out. Attempting to extinguish the fire(s) may cause additional risk to personnel and damage to the environment. The decision to protect exposures and let the product burn must be considered.

**Have appropriate notifications been made, or has the organization's emergency response plan been activated?** These incidents cannot be safely and effectively managed alone. Additional technical support and resources must be requested immediately in accordance with the agency's emergency response plan. The railroads and shippers will be the primary means of technical support and resources, and they are an integral component of the organization's emergency response plans, procedures and operations.



Life safety, foam supply, equipment, water supply, resources and fire/spill scenarios are critical factors in developing an initial response strategy for a crude oil rail transportation incident.

# 2014 in Review (Cont.)

The department responded to 3,790 requests for service in 2014. The break down of requests were as follows;

Request for service emergency response	1,192
Request for service fire marshal activities	312
Request for service non-emergency	912
Request for service permits issued	1,374



(2014 promotions Lt. Brown and Lt. Murphy)



## Belmont Fire Department's 2014 Alarms by Type

Description	Count
BLS Alpha or Bravo	357
ALS Charlie	123
ALS Delta	124
ALS Echo	50
MVA Alpha or Bravo	25
MVA Charlie	4
MVA Delta	12
MVA With Extrication	2
Fire Response	176
Hazardous Materials Response	39
Motor Vehicle Accident No Injury	17
Mutual Aid Response	195
No Medical Incident Found/No Patient Contact	6
Rescue Response	2
Service Call	38
Storm Response	21
Water Rescue	1
<b>Total</b>	<b>1,192</b>

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*"In Omnia Paratus"*  
*(In all things ready)*

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### **BFD Mission Statement**

The mission of the Belmont Fire Department is to provide fire, emergency medical, and fire prevention services in a caring and compassionate manner. To be prepared to respond to any request for assistance and to ensure that every member of the department returns home safely.

### **BFD Vision Statement**

The Belmont Fire Department will continuously work to meet the changing needs of our community by striving to be the premiere fire department in the Lakes Region. We will do this by maintaining a high level of readiness and by focusing on the professional development and training of all our personnel.

## **OUR CORE VALUES**

All members of the Belmont Fire Department adhere to the following values:

**Service** - We strive for excellence in the service we deliver through on-going evaluation and involvement.

**Teamwork** - We embrace the concept of teamwork through skillful communication and personal cooperation to achieve our common goal.

**Accountability** - We are responsible, as professionals and individuals, for our actions.

**Integrity** - We act ethically, we expect honesty, loyalty and dedication.

**Respect** - We practice mutual respect by setting a personal example of trust and fairness.