Egg Harbor Fire Department and First Responders
Standard Operating Guidelines

SUBJECT: FIRE HOSE / TYPES and QUANITY CARRIED SOG 315

PURPOSE: To establish procedures for the loading, care, maintenance, size, amounts carried and the type of appliance attached to all firefighting hose and hose loads used by the Department**.**

SCOPE: This policy shall apply to all members of the Egg Harbor Fire Department.

GENERAL:

Although the loading of fire hose on fire apparatus is not an emergency operation, it is a very vital operation that must be done correctly. When fire hose is needed at a fire, the proper hose load permits efficient and effective operations to be carried out.
In order to clarify terminology of hose bed positions, the FRONT of the hose bed is designated as that part of the compartment that is toward the FRONT of the apparatus. The REAR of the hose bed is that portion of the hose bed that is located to the REAR of the apparatus. The left side of the apparatus is considered the DRIVER'S side and the right side is the OFFICER'S side.

HOSE PROCEDURES:

1. Before connecting any coupling, check for the presence and condition of the gasket and the condition of the swivel.

2. When TWO sections of hose are connected, keep the flat sides of the hose in the same plane.

3. When TWO sections of hose are connected, the couplings made should be hand-tight. DO NOT USE SPANNER WRENCHES TO TIGHTEN COUPLINGS FOR STORAGE IN A HOSE LOAD.

4. When fire hose must be bent to form a loop in the hose bed, all wrinkles should be removed by pressing with the fingers so that the inside of the bend is smoothly folded.

5. During the loading process, a coupling will frequently come in position so that it must turn around to be pulled out. To avoid this situation, make a short fold or bend in the hose that will relocate the coupling. This practice is commonly

Original Issue Date: 1-18-11
Last Review Date: 1-18-11
Last Change Date: 1-18-11

known in the fire service as a "dutchman". The dutchman serves two purposes. One is to change the direction of the hose and the other is to change the location of the coupling.

6. After an alarm or drill, where the hose has been used and charged, or exposed to dirt, mud, etc.; the hose shall be washed with mild soap and water, and then dried before repacking. LDH will only require cleaning and reloading. If a section of hose is exposed to a hazardous material on the scene of the emergency, it shall be rolled on the scene, if possible, and packaged for proper hazardous disposal. This information should be passed on to the Chief so that the replacement cost can be added to the total cost of the incident.

7. When hose is repacked, attempt to see that it is not folded in the same place every time. This will cause a permanent crease in the hose that, in turn, will increase friction loss and increase the possibility of failure.

8. All personnel should practice safety precautions during all hose evolutions, including training, loading and washing. Helmets and Gloves shall be worn as a minimum level of protection whenever fire hose is being used.

9. When reloading hose on a moving apparatus refer to **SOG 404**.

VEHICAL HOSE LOAD AMOUNTS and LOCATIONS:

On all 2 ½" and LDH hose loads the figures are approximate.
DO NOT OVERLOAD OR UNDER LOAD THE HOSE BEDS.

Engine #5 / 1990 Pierce - Pumper / 1250 GPM

Cross Lay	1 ¾	200 feet
Cross Lay	1 ¾	200 feet
Rear Preconnect	2 ½	200 feet
Hose Bed	1 ¾	200 feet
Hose Bed	2 ½	400 feet
Hose Bed	LDH	500 feet

Original Issue Date: 1-18-11
Last Review Date: 1-18-11
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Engine #6 / 2002 Pierce – Pumper / 1500 GPM

Trash Line	1 ¾	100 feet
Cross Lay	1 ¾	200 feet
Cross Lay	1 ¾	200 feet
Cross Lay	2 ½	200 feet
Rear Preconnect	2 ½	200 feet
Hose Bed	2 ½	600 feet
High Rise Pack	1 ¾	100 feet
Hose Bed	LDH	800 feet

Truck#7 / 2010 US Tanker – Tanker/Pumper / 1000 GPM

Cross Lay	1 ¾	200 feet
Cross Lay	1 ¾	200 feet
Cross Lay	2 ½	200 feet
Hose Bed	1 ¾	200 feet
Hose Bed	2 ½	400 feet

Ladder #21 / 2006 Pierce Quint / 2000 GPM

Trash Line	1 ¾	100 feet
Cross Lay	1 ¾	200 feet
Cross Lay	1 ¾	200 feet
Cross Lay	2 ½	200 feet
Bulk rolled top of truck	2 ½	200 feet
High Rise Pack	1 ¾	100 feet
Hose bed	LDH	1000 feet

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