



## Timberlake Fire Protection District

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### NOTICE

June 19, 2009

**To:** Marina Owner and Operators in Bayview

**From:** Jack Krill, Fire Chief *JK*

**Subject:** Marina Fire Prevention Follow-up

The March 16, 2009 notice on marina fire prevention generated some good conversation and feedback, which I appreciate. Some of the docks and parts of marinas are close to being compliant with some of the fire code requirements. Fire extinguishers and signs have been added and some electrical shut off have been properly marked.

We understand the difficulty in meeting some of the fire code requirements due to the current economy and the busyness of the summer season. We are very willing to work with all of you to achieve fire code compliance in the marinas; therefore I have made some modifications to the March 16, 2009 notice.

The requirements with a June 1, 2009 deadline for compliance are now extended to March 1, 2010. However, if the marinas are not compliant with the following two requirements by March 1, 2010, we will have to initiate penalties per Idaho Code 41-261 and 41-262:

1. Fire Extinguishers with the location and type approved by the fire district.
2. Electrical Shut Offs Identified

The third requirement with a June 1, 2009 deadline was "*posted information for users.*" Some docks/marinas have some of the required information posted and others do not. I have provided the required signage for the fueling areas. In order to maintain consistent messages to the users, I will create the required signs, have them laminated, and provide them for you. I expect to have these complete sometime this fall. They must be posted by March 1, 2010.

Address and location markers were required by September 1, 2009, the new deadline is also March 1, 2010.

The fire code allows the fire chief with some flexibility to authorize alternatives or modifications where practical in order to meet the intent of the code. Since there are substantial costs for "*dry standpipes*" and "*means to report a fire or emergency*" for existing docks, we are researching practical alternatives. However, newly constructed docks or significantly remodeled docks will require dry standpipes and the means to report a fire or emergency.

As a possible alternative to "*dry standpipes,*" we purchased a heavy duty wagon to use as a prototype hose cart for marina fires. The cart allows the firefighters to rapidly deploy fire hose along a dock. It's not exactly the same as a standpipe, but it is a simple and safe solution to accomplish the same fire flow (500 gpm) in a reasonable amount of time with a much lower initial and annual maintenance costs.

We have trained on this prototype cart with positive results including a simulated boat fire in a marina. The boat was 400 feet from the parking area; firefighters were flowing water on the fire

in less than 4 minutes, which is about half the time it normally takes without a cart. Therefore, in lieu of dry standpipes for existing docks, I will authorize the placement of customized hose carts/wagons that have covers and locks. Each hose cart would have to be configured by the fire district for each specific dock or sets of docks (i.e. the length of hose and equipment needed per cart will vary). The carts will have a heavy duty tarp to cover and protect the hose and we will need to find a secure location to store the cart and lock it up near the dock entrances. The cost of one cart fully equipped with hose and equipment is estimated to be between \$2,500 and \$4,000 (depending on the amount of hose) with a realistic lifespan of 7-10 years. The cost of the hose cart is far less than the thousands of dollars it would cost to install and maintain a dry standpipe system.

If you would like to proceed with a hose cart instead of a dry standpipe, the cart and equipment will require regular maintenance and annual service testing per the fire code. You can maintain it per the fire code or enter into an agreement with the fire district to purchase, equip, and maintain the carts. An agreement with the fire district would include the initial purchase cost plus an annual agreement to cover the equipment depreciation and annual servicing labor. For example, a \$3,000 equipped cart with a 10 year lifespan could cost \$450 per year to maintain (\$300 for equipment replacement/depreciation and \$150 for the labor). The annual servicing would include testing the hose, appliances, and nozzles per National Fire Protection Association standards, plus any other maintenance on the cart, cover, and locks. The prototype cart is shown in the photo to the right.



I am still researching alternatives and cost effective solutions for the requirement of the “means to report a fire or emergency.” I met with the owners of Floatwatch ([www.floatwatch.net](http://www.floatwatch.net)), a new company providing wireless monitoring services for boat owners in Bayview. They have a possible cost effective solution for wireless “pull in case of fire or emergency” stations along the docks, which may be an option to consider.

We will do all that we can to help the marinas become compliant, including the consideration of alternatives and waiving the fire district fees for plan reviews and inspections. We also take partial responsibility for the lack of fire prevention at the docks and marinas since the fire district did not pay proper attention to marina fire prevention and code enforcement in the past. If you have any questions, please feel free to contact me at 683-1864 (work), 683-1864 (home), 818-1101 (cell), or [chief@timberlakefire.com](mailto:chief@timberlakefire.com).