

TENDER OPS SUGGESTIONS

- When tender goes in route personnel should advise dispatch of their ETA and how much water is onboard (ex: TN-34 in route with 2100 gallons with an ETA of 10 min). This allows Ops to determine the number of tenders needed for IAP.
- Tender crew should be listening to radio for TAC channel and scene size up and strategy (offensive or defensive).
- If you hear OFFENSIVE STRATEGY then you should be prepared for nursing the primary pumper upon arrival.
- If you hear DEFENSIVE STRATEGY then you should be prepared for drafting operations (ex: drop tank, jet siphon, recirculation line and any other equipment or supplies from the tender).
- Figure out the best place to put your drop tank. Keep in mind you might have to add so mindful of that.
- Remember that it's not always going to be best to place the drop tank near the primary pumper.
- Think about topography and best turnarounds for the tenders. DIRT VS ASPHALT VS CONCRETE.
- Try to eliminate water spillage as much as possible. Over time this can create issues.
- Spot potential hydrants on the way to the event.
- Make sure you have the appropriate hydrant wrench for the area and a pony or supply section and gate valve.
- Location of nearest hydrant. Also, if hydrant location changes advise water Ops and or other tenders going to fill after you.
- Document the time you dump your water or finish nursing the pumper to the time you get back on scene/staging area. Advise water Ops or the Engineer of your turnaround time. This will help determine how many tenders are going to be possibly needed for the event. This helps Ops in their IAP.
- Do you really need to run code? REMEMBER DRIVE WITH DUE CAUTION, DUE CARE, AND DUE REGARD!!