



THE RURAL HITCH

JANUARY • FEBRUARY • MARCH
2008

A publication of Lakes Region Mutual Fire Aid Association

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62 Communications Drive
Laconia, New Hampshire 03246
603.528.9111
www.lrmfa.org

Radio Fire Alarm System Construction Nears Completion

Chief Douglas M. Aiken

The record snowfall during the winter made construction of the new radio fire alarm system a challenge but we are on schedule to begin operations in May. The upgrade of the LRMFA equipment shelter and tower on Mt. Belknap allowed the installation of two alarm signal repeaters along with a new electrical system and battery and generator stand-by power systems. This is one key portion of the system.

While work continued on Mt. Belknap, other system components were being installed at the Communications Center in Laconia. The center is now equipped with two independent alarm receiving systems. This includes separate radio antennas and receivers, separate alarm processing computers and displays and an independent stand-by battery power system in addition to the uninterruptible power supply (UPS) and generator systems at the center. The equipment on Mt. Belknap and in the center make up the complete municipal public reporting system for LRMFA that will be in full compliance with NFPA 72, The National Fire Alarm Code®.

RADIO FIRE ALARM — CONT. ON PAGE 3



System components were flown to Mt. Belknap.



The traditional
“cottage roof” box is
available in addition to
other models.

SEND YOUR DEPARTMENT NEWS TO debbiek@lrmfa.org
Please send information and photos of new employees, promotions, retirements, and general personnel news.

If you have an idea for an article or would like to send an article about something of general interest, please feel free to do so. Articles will be published as space allows. Photos are also welcome.



We are moving!!

Bergeron Protective Clothing will be closed May 7th-9th in order to relocate our facility. We will re-open on Monday May 12th in our new Epsom location. Please stop to see our new facility at 1024 Suncook Valley Highway (Route 28) Unit 5D. The new location will expand our repair facility, show room & office space.

New Gear Inspection, Cleaning, & Repair Requirements

We'd like to thank Southern Mills and Globe Firefighter Suits for helping us to sponsor the NFPA 1851 seminars in Portland Maine & Concord NH. Both seminars were a big success. The next step in this new process will be to hold training locations in the field. We will advertise this through our web site (www.BergeronProtectiveClothing.com) and our quarterly newsletter "*The Bergeron Bugle*." If you do not currently subscribe to the Bugle, please contact us & we will put you on our distribution list. If you have an interest in getting members of your department trained in inspection and cleaning of gear, these training seminars are a "must attend." Contact your Bergeron Protective Clothing Representative for details.

Gear Cleaning Now Available

Due to the changes in NFPA 1851, Bergeron Protective Clothing has formed a cleaning partnership with Globe Firefighter Suits. Please contact us for details on the cleaning of your turnout gear.



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<i>New Hampton</i>	<i>Wentworth</i>
Chief Dave Clement	Chief Roy Ames

RADIO FIRE ALARM — CONTINUED FROM PAGE <NONE>

On Mt. Belknap, two sophisticated “store and send” radio alarm repeaters are available to relay radio box signals from locations too distant to reach the Communications Center in Laconia. In compliance with NFPA 72® the equipment on the mountain has two antennas, two receivers, two processors, two transmitters and three power sources — commercial utility, battery and generator. The system can operate on one set of components and contains self diagnostics to tell the dispatchers if anything is wrong with the system.

The new system is available to each of our member departments. Both “Street” and “Master” boxes will be allowed. A street box is one that is not connected to a protected structure’s internal fire alarm system. It can be placed at any location chosen by the Authority Having Jurisdiction (AHJ), usually the fire chief or fire inspector in a department. Master boxes serve to connect fire alarm systems in a building to the LRMFA Communication Center. There will be no cost for monitoring boxes connected to local governmental buildings or for street boxes. Boxes connected to non-local governmental structures will require an annual monitoring fee that was established by the LRMFA Board of Directors.

RADIO FIRE ALARM — CONT. ON PAGE 3

New Radio Fire Alarm console has been installed at the Communications Center.



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Email all submissions to:
debbiek@lrmfa.org

Featured department...

Center Harbor Fire Department



Chief John Schlemmer
Center Harbor
Fire Department

05 — CENTER HARBOR FIRE DEPARTMENT

Fire Chief: John Schlemmer

Address: 36 Main Street
P.O. Box 222
Center Harbor, NH
03226
603-253-4451
(Station)
603-455-8344 (Cell)
Chfd5@metrocast.net

Business Hours: Irregular. Phone messages checked daily.

Officers: Captain Mark Ledger
Captain Dave Hughes
Lieutenant Peter Fox
Lieutenant Greg Neylon

Shift Coverage: 21 active Call members with 5 being EMTs and 1 being an EMT-I plus 8 in school to become EMTs!

Apparatus: 3 Engines (1 is strictly reserve)
1 Rescue
1 Zodiac with 15 HP
1 17' Boston Whaler with 75 HP

Since its beginning in 1916, Center Harbor Fire Department has seen many changes. The department is transitioning into the future with a new Chief — John Schlemmer — and new officers.

The department was not always the only one in town. In the early sixties, Belknap College, which was located in Center Harbor, had its own fire department. This two-department system continued until around 1977. Once Belknap College closed, the town had one downtown station until residents near the former college complained about losing their "own" coverage. A second station was created, giving the town the system it currently maintains: a downtown station and Station 2, located nearer the geographic center of town. Station 2 currently houses one of the two engines that are used on a regular basis.

In the seventies, a local resident decided the town needed a new fire



station and donated the building in use to this day. The donated station was built on the site of an older station and was designed to be light-filled. The four bay doors on the front face out on Lake Winnipesaukee and are glass from top to bottom, affording a beautiful view from the station! It has, however, not been the most energy efficient building. At one time, hundreds of gallons of fuel oil was burned per week! The heating system was revamped and the fuel oil consumption dropped considerably. In the

CENTER HARBOR — CONTINUED ON PAGE 5



Center Harbor Fire Department

meantime, the building has begun to show its age and the town will be undertaking roof repairs and additional insulation in the near future.

In 1964, the fire department began being operated by the Fire Association. Until that time, it had been a town entity. It was operated by the Association until 2005, when it once again became a department of the town, with all call firefighters now considered part-time employees of the town of Center Harbor. While the Association ran the department, the town paid a lump sum each year for its fire protection. The Association held fundraisers for additional monies each year. One of its biggest and most successful fundraisers was the annual clambake. It is believed these were started in the 20s or 30s. At some point, clams were traded for lobsters until the 1990s, when the event was discontinued. There is some talk of revitalizing this annual dinner, albeit on a smaller scale.

The Association still plays a vital role in the operation of the fire department. It continues to fund equipment purchases, the latest being new rescue tools due to arrive in 2008. The Association will pay one-third of the cost! Money will continue to be raised for future purchases and is sometimes used to buy grant items requiring matching funding.

Chief Schlemmer has only been on the job as chief since October 1, 2007. However, he is not a newcomer to firefighting. He began his career at the Greenville Department (a section of Smithfield, RI) in 1970. This small department boasted 60 members! Additionally, he has been, or is, a member of Moultonborough and Center Harbor departments. He originally joined CHFD in 1987, when he built a home there after moving up from Rhode Island. In 1988 he was promoted to Deputy Chief and spent a



Rescue Boats, Center Harbor Fire Department

brief time as Chief in the early 90s. He later became a training officer in Moultonborough and currently teaches a few days a week at the NH Fire Academy in Concord.

When asked to talk about the worst recent fire or accident, Chief Schlemmer said most of the recent big incidents were "someone else's" that they attended as part

CENTER HARBOR — CONTINUED ON PAGE 6



NEW OFFICERS: CENTER HARBOR FIRE DEPT.

Center Harbor Fire Dept. recently completed an eight-week process to select new officers within the department. The process included review of applicants by the Fire Chief followed by an interview before a review board composed of Deputy Chief K.G. Lockwood, LRMFA; Chief Eleanor Mardin, Holderness Fire Dept.; and Chief Dave Bengtson, Moultonborough Fire Dept.; with Chief John Schlemmer, Center Harbor Fire Dept., sitting in. Each candidate was asked questions by the board and given 20 minutes to answer and comment as to why they felt they should be promoted. In the end, the following promotions were awarded: Mark Ledger and Dave Hughes were promoted to Captain and Peter Fox and Greg Neylon were promoted to Lieutenant. All positions will be probationary for six months and will be reviewed at that time. The members of the review board felt this was an excellent process to use when contemplating promotions. 

CENTER HARBOR — CONTINUED FROM PAGE <NONE> of the mutual aid system. The latest in-town blaze was in 1997(?), when the 18-room Sutton House burned. It must have been a good save as the house has been completely refurbished and is now being used as a bed and breakfast.

Center Harbor is a relatively small town (pop. 1,025 year-round) that, like all Lakes Region towns, grows exponentially during the summer. To complicate matters — and also like many other System towns — there are a half-dozen or so islands in Center Harbor; hence, the need for the boats!

Looking to the future, Chief Schlemmer has a number of projects on his “to do” list. He wants to improve the hydrant/push system situation in the area, which would give area towns better access to water during a fire. He’s currently working on getting station records computerized and is reviewing and organizing the archives. He’s hoping the town will agree to purchase a new engine in 2010 as the oldest engine, used mainly for “reserve,” is 30 years old. He feels strongly that the department must have the ability to do more with less. He feels buying *lots* of equipment serves no purpose. He’d rather buy a smaller but more efficient tanker, engine or rescue vehicle. Newer equipment is more economical to run and safer: he calls it getting “more bang for the buck.”

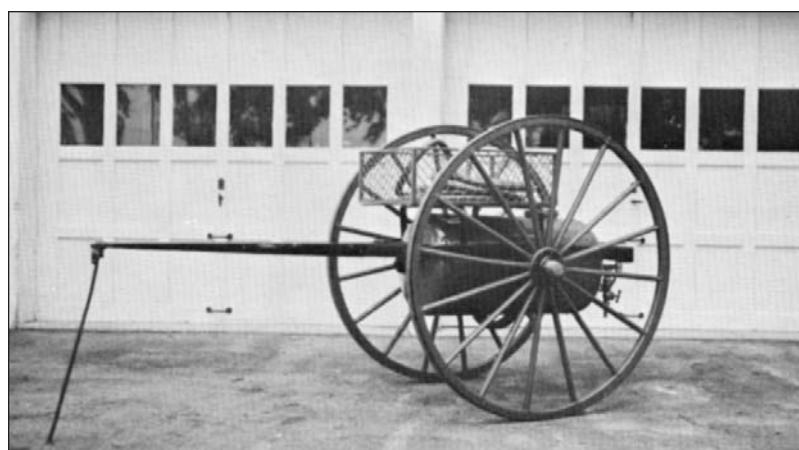
The future looks bright for Center Harbor Fire Department. The Chief is hoping to begin a Capital Reserve Fund for Fire Apparatus at this year’s town meeting, thereby lessening the tax impact when the 30-year-old engine is replaced, hopefully in 2010. He’s also hoping to get the department on a 15-year plan — replacing the oldest piece of apparatus once it reaches 15 or 16 years of age. He’s excited about the many possibilities ahead. 



Engine 2, Center Harbor Fire Department



An old fire net has been converted to a sign in the main station. This net is a unique piece of fire history not commonly seen any more.



The department’s first hand-drawn chemical tank, circa 1916. Skis were added to make it easier to use during the winter months. This is currently located in the Historical Society building.

Moultonborough Fire-Rescue Department Shave Their Heads – Again!

David Bengtson, Chief of the Department

We are shaving our heads again...

Yes, you read correctly: members of the Moultonborough Fire/Rescue have joined with the St. Baldrick's Foundation for an event to raise funds for childhood cancer research. We will be going under the clippers on May 31, at Gunstock Ski Area in Gilford. Last year, nine firefighters and family members from Moultonborough created Team "Firefighters for Forrestall" in honor of a friend who was battling Acute Lymphoblastic Leukemia. We received over \$5,000 in donations.

Currently, our young friend is in remission, but we still want to help. We are challenging other Fire and Rescue Departments throughout the Lakes Region to join us to really "Blow their socks off!" Lakes Region Mutual Fire Aid Association provides services for thirty-six communities. If only a few people from each organization were passionate about this cause, can you even imagine what we all could do?

Since its inception in 2000, St. Baldrick's has raised more than \$34 million and grown into the world's largest fundraising event for childhood cancer. Worldwide, 160,000 kids are diagnosed with cancer each year and, despite tremendous progress, cancer remains the number one killer disease of children in the United States and Canada.

St. Baldrick's research grants help fill crucial funding gaps at medical institutions where children are treated for cancer, insuring the finest care for every child. In 2006, the St. Baldrick's Foundation granted over \$4 million to a network of 230 institutions who work

together to develop the most advanced treatment techniques. The foundation also granted more than \$1 million to other hospitals for research fellowships and projects to cure childhood cancer.

While battling cancer, children lose not only their hair, but years of their childhoods as well, and sadly, sometimes their lives. In comparison to their struggles, shaving our heads is a small sacrifice, and the monies raised will make a huge difference for children with cancer – now, and in the future.

So, we are asking your help to raise as much money as we can for the foundation, to fund as much research as is possible. If you are perhaps too vain or too scared to shave your head, make your support known through a donation. No amount is too big or too small – every gift will be appreciated!

To register as an individual, or better yet, as a team, visit www.stbaldricks.org, and click on "Find an Event." From there, under "Venue Name," type in "Gunstock." Now you can choose the tab "Be a Shavee." Fill in all the blanks, and you're on your way.

If you would rather just make a donation, click on "Donate Online." You can also donate over the phone by calling 1-888-899-BALD or by mail to Moultonborough-Fire Rescue Department, PO Box 446, Moultonborough, NH 03254.

We hope you will join us at Gunstock on May 31, 2008 to help "Shave the Way to Conquer Kid's Cancer."



New Employees, Promotions, Retirements...



Brian Cottrell
Barnstead Fire Dept.
New Firefighter.
Formerly with Gilmanston
Fire Dept.

Chief Dennis Manchester
Alexandria Fire Dept.
New Chief.

Shaun Riley, Laconia Fire Department. New EMS Deputy. (no photo available)



**SEND YOUR
DEPARTMENT
NEWS TO**
debbie@lrmfa.org

Please send information
and photos of new
employees, promotions,
retirements,
and general personnel news.

Keep It In-service

By Glenn Davis, Lakes Region Fire Apparatus

With any kind of luck, by the time you are reading this, the snow has mostly melted, the frost heaves are settling, and brush fire season has all the appearances of being an easy and quiet one.

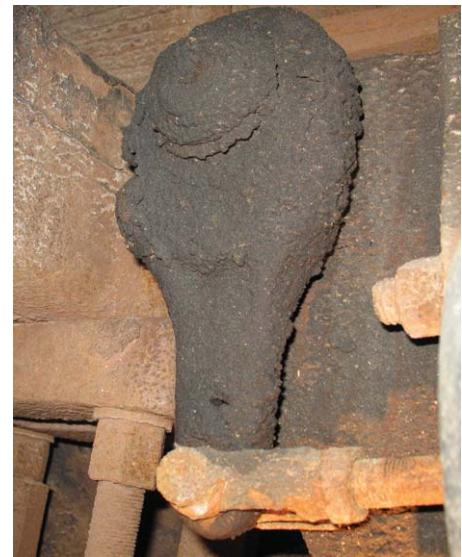
As firefighters, every change in season drives us to a different venue of firefighting — and our apparatus are required to be at the ready to change with us. Spring is an excellent time to consider taking a good look at what “old man winter,” with all its harshness, can do to your apparatus. In most cases, you will find items seemingly minor in nature. In this issue, we look at corroded and frozen slack adjuster’s and slack adjuster pins, one of those pesky, seemingly minor things that are not so pesky or minor.

Used on trucks equipped with airbrakes, slack adjusters, by layman’s definition, are the mechanism that keeps in adjustment and engages the brake when air is applied by the foot pedal or engaged with park brake. They are located directly ahead or behind all axles and are attached to a shaft going into the brakes as well as the air cans. These slack adjusters are designed on newer apparatus to self adjust while compensating for wearing brake shoes. On older

apparatus, attention is required by technicians to complete the adjustments manually.

The automatic slacks, while designed to assure the best brake adjustment possible automatically, still require regular checks and service just like their predecessors, the manual versions, to ensure proper adjustment. This has to be done by knowledgeable and certified airbrake technicians.

In either case, old or new, pins are used to attach the slack adjuster to the airbrake can rod through the use of a clevis. These pin and clevis arrangements present a unique and often overlooked service issue. Slack adjuster pins are typically steel stock that has been treated with some sort of coating, typically zinc chromate similar to grade 8 bolts. The pins pass directly through the clevis and the holes found in the arm of the slack adjuster. They are easily inspected as they are hanging down by the axle near the wheel, right where they can collect all that nasty salt brine that has been applied to our roadways. When these pins are new they allow a full range of uninhibited travel of the slack adjuster. When a slack is properly adjusted a total of approximately $5/8$ "– $3/4$ " of travel is expected; an out-of-adjustment slack may travel up to 2" for full off to full on brake application. These pins need to allow for that swing. As there is little or no lubrication applied to the pins when installed by the axle manufacturer, they do, as you can imagine, corrode and adhere themselves to both the slack and the clevis, essentially binding and inhibiting the $5/8$ "–2" travel needed to fully engage or release the brake from the brake drum. This type of corrosion and adhesion can happen to your six-month or six-year-old truck.



Slack adjuster.

Upon closer inspection, you will notice most newer slacks have double pins of different diameter. The lower is for connection of the slack to clevis, while the upper is used to regulate the auto adjustment feature common in many of today’s slack adjusters.

About half of the new style and all of the common older style slack adjusters are equipped with Zerk fittings. These need regular lubrication, usually timed with chassis service and/or state inspections. While one is under the vehicle checking brake adjustment and lubricating slack adjusters, grab those pins with a pair of pliers and make sure they turn (wheels chocked and brakes released will make this a whole bunch easier).

I am often asked, “How do they work?” A slack adjuster dissected is essentially a gear cluster similar to a pinion. Older ones are equipped with a lock collar mechanism around the adjusting bolt to hold it locked in place. The newer ones utilize a ratchet mechanism to allow for auto adjusting. All of these need to be free and working properly, something easily determined by the trained technician. 



Slack adjuster.

Three Rivers W.E.T. Team

WHO IS THE THREE RIVERS W.E.T. TEAM?

The Three Rivers Water Extrication Technician Team is a special rescue group that specializes in flood and moving water emergencies. The team has a membership of twenty-seven Swiftwater Rescue technicians (also firefighter and EMT's) from Belmont, Franklin, Sanbornton, and Tilton/Northfield who provide immediate service to those geographic areas. A mutual agreement was created by the four fire chiefs of those communities to provide immediate assistance when requested by the incident commander. The team will also provide technical support and perform emergency operations for outlying communities.



The W.E.T. Team practices hauling a victim up a ladder, rather than down the river as shown above, right.

The team trains on a quarterly basis in one of the five respective communities. The training focuses on awareness and operational and technician skills in the discipline of swift and flood water incidents.

EQUIPMENT

The equipment is provided to the team by each participating department. Equipment includes:

- 14' Zumro Rescue Boat with 40 hp outboard motor
- 14' Zodiac RHI with 30 hp Rescue Pro outboard motor



The team practices a rescue operation using the Oceanid Fortuna, aka "The Banana Boat."

- 12' Avon inflatable boat with a 10 hp outboard motor
- 15'5" Oceanid Fortuna inflatable/portable rescue craft
- Various ropes, webbing, throw bags, hardware, etc. for performing special rescue operations.
- 21 Rescue 1
- 1 ALS Ambulance from Belmont for team support only
- 7 Rescue 1

A majority of the members are provided full PPE by their respective departments.

■ Dry suit	■ Personal throw bag
■ Water rescue helmet	■ Dive knife
■ Swiftwater PFD	■ Gloves
■ Thermal layers	■ Booties

NOTABLE DEPLOYMENTS

On **October 10, 2005** a crew of 8 was deployed as a search group to the **North Branch River in Antrim, NH** where a recreational kayaker was swept away by flood waters. A support team and boat crew assisted in the search.

May 2006. Full team deployment. **Andover, NH.** The team was requested for the evacuation of residents from Bridge Road. Team members also assisted a stranded motorist who was in the flood waters on Route 4 near Proctor Academy. Two boat crews searched six homes near the Blackwater River for stranded residents and provided hazard assessment.

May 2006. Bristol, NH. The team was deployed to the Newfound River for hazard assessment and provided downstream safety for construction crews in the hot zone.

July 2006. Full team deployment. **Franklin, NH.** The team operated in the Winnipesaukee River on the Winnipesaukee River Trail. One victim was assisted from the river bank and the second victim was rescued from an island by a boat crew in the Oceanid Fortuna, aka "The Banana Boat." 

Year End Response Totals

DEPARTMENT	FIRE	M/E	M.V.A.	S/C	TOTAL
Alexandria	58	110	25	5	198
Alton	239	382	80	60	761
Andover	50	10	23	7	90
Andover Rescue	25	117	25	3	170
Ashland	126	247	73	13	459
Barnstead	162	329	63	45	599
Belmont	425	660	126	84	1295
Bridgewater	43	74	8	3	128
Bristol	171	646	94	49	960
Campton-Thornton	216	311	85	37	649
Center Harbor	100	80	38	8	226
Danbury	47	69	20	20	156
East Andover	55	9	23	5	92
Franklin	380	924	110	103	1517
Gilford	439	632	108	79	1258
Gilmanton	227	227	50	86	590
Hebron	68	80	24	5	177
Hill	65	35	18	17	135
Holderness	92	110	34	11	247
Laconia	810	2043	148	237	3238
LRMFA	56	7	1	2	66
Meredith	234	17	100	33	384
Meredith E.M.S.	186	1209	187	36	1618
Moultonborough	230	394	61	38	723
New Durham	112	143	33	8	296
New Hampton	149	266	88	13	516
Plymouth	354	1157	208	101	1820
Rumney	63	143	30	5	241
Sanbornton	125	131	75	22	353
Sandwich	54	98	15	6	173
Strafford	76	134	28	29	267
Tilton-Northfield	438	816	207	69	1530
Twin Rivers	1	18	5	0	24
Warren	40	3	24	4	71
Warren-Wentworth EMS	21	186	26	3	236
Waterville Valley	99	139	10	5	253
Wentworth	43	5	24	3	75
System Total:	6079	11961	2297	1254	21591

King-Fisher's Municipal Fire Alarm Panels With Radio Transmitting Capability



KFRI Combo



KFRTI-20/52



KF3

Features:

- NEMA 3R Rainproof Enclosure with Security Lock
- KFRTI-20/52 Has Modular Four Input Class B Zone Boards (Expandable to 20 or 52 Zones)
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King Fisher Company, the worldwide provider of High Quality Fire Radio Municipal Systems, proudly introduces their Municipal Series of Fire Alarm Systems that are capable of directly reporting Automatic Radio Zone Identification to Lakes Region Mutual Fire Aid.

For more information, call Mammoth Fire Alarms (800) 995-9808



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176 Walker Street Lowell, MA 01854



"Servicing the installer before and after the installation."

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SALES (978) 934-9130 · 1-800-995-9808 · FAX (978) 934-9131
176 Walker Street Lowell, MA 01854

The transmission of alarms is nearly instantaneous — within a few seconds of the building alarm system activating. This results in a very fast response alert being transmitted to the local department from LRMFA. The system works just like the wired municipal systems that some of our departments have with the difference being the use of a radio transmission replacing the wire that connects the boxes in a wired system. Departments that currently have a wired system have the opportunity to use a special radio box that will decode their wired system boxes already in place and send the alarm signals to LRMFA via the radio system. This will eliminate the need to have expensive leased circuits or another agency processing their alarms before they are transferred to LRMFA.

HOW THE SYSTEM WORKS

Each radio fire alarm box is connected to an antenna and transmits three “rounds” of the alarm to the Communications Center. If the box location is within about a twenty mile radius of the Communications Center in Laconia the box will send its signals directly to the tower located outside the center. If the box is located outside the immediate area, or if the terrain does not allow a direct transmission, the box will be programmed with a code that tells the repeater system on Mt. Belk-



More materials arrive on Mt. Belknap.

nap to store and send the signals to the center. This process takes only a few seconds.

There is no requirement for departments to use the system. Participation will be determined by each community. A brochure is being developed that will explain how the system works. Copies will be provided so that departments can give them to potential users in their community. We are also developing a sample ordinance that member communities could adopt to establish requirements for direct connection of required fire alarm systems in buildings.

For more information please contact LRMFA. 

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- CUTTERS EDGE - *Ventilation Saws*
- EAGLE - *Compressors*
- FIRECOM - *Communication Systems*
- FIRE HOOKS - *Hand Tools*
- KOCHEK - *Adapters, Valves*
- KOEHLER - *Hand Lights*

FT&S Products

- LACROSSE - *Leather & Rubber Boots*
- LEATHERMAN - *Tools*
- MOTOROLA - *Radios*
- NIEDNER - *Fire Hose*
- PARATECH - *Air Bags, Struts*
- RINGER - *Extrication Gloves*
- RIT - *Harnesses & Egress Products*
- SCOTT - *SCBA's, Air Purifying*
- SHO-ME - *Dash & Grill Lights*
- SPERIAN - *Turnout Gear (Securitex)*
- STEARNS - *Flotation Vests & Suits*
- STREAMLIGHT - *Hand Lights*
- TACTICAL 5.11 - *Clothing*
- TEMPEST - *PPV Fans*
- TFT - *Nozzles & Valves*

FT&S Products

FT&S Services



Services

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(Visit our exclusive
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- QUANTITATIVE FIT TESTING
- FLOW-TESTING
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Employee Spotlight...

Kevin Nugent



Lieutenant Kevin Nugent has been with Lakes Region Mutual Fire Aid for 3-1/2 years. His prior dispatching experience includes six years with New Hampshire's 9-1-1 system. Kevin has been involved with the fire service for fourteen years and was the Chief of the Winnisquam Fire Department before it merged with Belmont Fire Department, where he is currently a Division Chief.

When asked what he liked the most about his job at the communications center, he said "the schedule" (like all those interviewed to date!). He also likes the variety – no two days are the same, with each day presenting a new challenge. He couldn't imagine having a job where each day was basically the same as the day before! His co-workers are also a factor in enjoying his job.

When not working, he and Jodi, his wife of 7-1/2 years, like to spend time with friends, go camping, and just generally be out and about. They are not "stay-at-home" people. Often, they will take a ride that meanders around the state, frequently ending up at the coast, as Kevin particularly enjoys the ocean. Another favorite pastime is chasing thunderstorms! The Nugents also spend time in Florida and Canada when they are able.

First Quarter Statistics...

From January 1, 2008–March 31, 2008

Incidents Dispatched:	January 2008	1,623
	February 2008	2,044
	March 2008	1,747
	Total First Quarter	5,414
	2008 YTD Total	5,414

Resources Available:

Engines	102	Tankers	15
Ladders	9	Rescues	21
Forestry	32	Ambulances	38
Utilities	5	Fire Boats	14
Towers	3		



Statistics:

- Began operations in September of 1971. Moved operations to our current facility in June of 2000.
- Dispatches Fire and Medical Emergencies for 36 communities and 37 Fire and EMS Agencies.
- Serves a population of 117,518 residents (2006 Estimate).
- Is spread over 5 NH Counties, covering a geographical area of 1,494 square miles (16% of the area of the State of NH – 1.5 times the size of the state of Rhode Island).
- Protects over \$20.4 billion dollars of property (2006 Valuation).
- Has an operating budget of \$906,978 (2007 budget).
- Has 10 full-time and 8 part-time employees.
- Dispatched 21,591 incidents during 2007 (59.15 calls per day).
- Dispatched 21,295 incidents during 2006 (58.34 calls per day).
- Dispatched 21,441 incidents during 2005 (58.7 calls per day).



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- 1000 Gallon Poly Tank
- Ladders and Suction in the Tank
- Seating for Six
- 400 hp Cummins



BARNSTEAD FIRE RESCUE

- Heavy Rescue
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- 350 hp Cummins

STRAFFORD FIRE DEPARTMENT

- Waterous 1750 GPM CSU
- 3000 gallon tank w/triple dumps
- Drop down folding tank rack
- Seating for six
- 500 hp ISM Cummins





ASSOCIATION MEETING SCHEDULE

May 22, 2008 @ Bristol

**July 24 @ Belmont, Station 1/
Downtown**

September 25 @ East Andover

**November 20 @ Sandwich
(Note date change due to Thanksgiving)**

All meetings start at 1900 hours.

Dinner will be served at 1800 hours.

**All meetings will be at the fire station in the
community listed.**

Lakes Region Mutual Fire Aid Association
62 Commuunications Drive
Laconia, NH 03246

