



**City of Duluth  
Fire Department**

602 West 2<sup>nd</sup> Street • Duluth, Minnesota • 55802  
(218)730-4393 • Fax (218)730-4381 • [esimonson@duluthmn.gov](mailto:esimonson@duluthmn.gov)

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March 1, 2016

Dennis Hoelscher  
3023 Minnesota Ave.  
Duluth MN 55802

RE: All-hazard Response Vessel

Dear Mr. Hoelscher

In an attempt to answer the several questions contained in your email to me, I am including your original question, as worded, followed by my response. I believe I have answered each question that was applicable to the management of the fire department.

To be clear, this acquisition is not being considered for Park Point. In reality, the Port of Duluth/Superior has many challenges for both the City of Superior and Duluth's fire departments, and this all hazards vessel is designed to meet what have been identified as both threats and weaknesses in a number of analyses. The fact that it can be used to access a number of challenging areas of our city, including Park Point, would be an indirect benefit of having the vessel at our disposal.

**1. How often would this boat be used?**

*In part, your question is dependent on outside factors such as weather conditions, port traffic, tourism, etc... We know it would be utilized several times a year for water emergency calls, as our current boat does now. In addition, it will have the capabilities to deploy for rescue in all types of weather, and any time of day. Currently, we are limited to daytime operations and low seas conditions. In addition, we would deploy the vessel to spills, and of course fires or other emergencies as needed.*

**2. Will it have the ability for accessing all the waterfront of Park Point?**

*While the driving need for this vessel is not to supplement fire department response to any land based area in the city, it is in fact an indirect benefit of this vessel. And yes, it would have that capability to access most any area of Duluth or Superior that is adjacent to the harbor/lake/river.*

**3. Can it in fact meet the fire and medical emergency needs of Park Point?**

*That is not the purpose of this vessel. However, it could certainly serve as another resource in providing services to several areas of Duluth, including Park Point.*

**4. What are the specific number of incidents for DFD service, where a "waterside" approach would be most effective on the Harbor side of Park Point?**

*There is no specific number of such incidents. Each incident is unique to itself, and again, this vessel would serve as an additional resource and is not meant to serve just Park Point. If the question is about incidents on land, the vessel would be a secondary plan to provide service in the event the bridge malfunctions and we cannot access via land.*

- 5. What are the specific number of incidents for DFD service, where a “waterside” approach would be most effective on the Lake side of Park Point?**  
*Similar answer as # 4 above.*
- 6. What do DFD records show for those specific numbers of incidents in the last 3, 5, 10 years? Where is that data?**  
*We track that data internally, and it is available upon request. Total incidents south of the bridge for 2015 were 300. For 2011 they were 136. For 2006 they were 109.*
- 7. Based on this data does a request for a boat pass a needs test?**  
*The vessel is being considered for a variety of reasons; however supplemental service to Park Point is not one of the driving need factors.*
- 8. What are the specific water depths 5, 10, 15, 20 feet from the shore, specifically on the Bay side?**  
*I am not an expert on water depths along the bay shore. I do know that the vessel as proposed is designed to land the bow “ashore”, and the aft will operate with just a 10-12” draft.*
- 9. If this has not been researched why not, isn't this kind of data necessary prior to considering a boat?**  
*No. Again, the primary need factors for this vessel do not include accessing Park Point. The fact we will have it as an alternative tool for that purpose is an indirect benefit.*
- 10. How will the responders find practical access in these circumstances allowing for quick response?**  
*Very similar to how we operate now. We are familiar with easy access routes for both launching and landing.*
- 11. How specifically will this impact response times?**  
*Assuming your question is in respect to Park Point, responses will be as they are now. This vessel is in no way a primary service vehicle for typical land-based operations.*
- 12. Have “on water” surveys been conducted using watercraft with the same hull draft as the proposed boat?**  
*Yes. In addition, if we ever proceed with a purchase, that will become part of the vessel specifications.*
- 13. Have “on water” surveys been conducted using watercraft with the same hull draft as the proposed boat, by paralleling the entire Bay side shore within 5' of land?**  
*See question 8.*
- 14. What are the annual average number of days “red flags” were posted for dangerous waterfront conditions?**  
*Several, though we do not track that data.*
- 15. What are NOAA records for on-shore Lake side winds being at or above 15 mph (during bridge lift season) for each year the last ten years?**  
*That is not data that we track.*
- 16. What are NOAA records for on-shore Bay side winds being at or above 15 mph (during bridge lift season) for each year the last ten years?**  
*That is not data that we track.*
- 17. How can this boat access Park Point during the “shoulder season” i.e. when the bridge remains in operation but the Bay and/or Lake are frozen on the waterfront?**  
*The boat will be kept in the water as long as possible each season; exact timing will be weather dependent. Again, this vessel is not meant to be solely for Park Point.*
- 18. How will waterfront responders quickly identify the exact incident locations?**  
*By address. We are familiar with the location of unique addresses on Park Point and would respond accordingly as necessary.*
- 19. How specifically will this boat attack fires located 3-500 feet from the boat?**  
*The vessel will be designed to carry several hundred feet of hose for land based deployment purposes. It can also function as a mobile “hydrant”, should the need arise. It is not meant to replace a fully functioning engine company, rather it is a resource available when all else may fail.*



- 20. How quickly is "deployment" of 500' of lines/hose from a boat, to a hydrant, to a structure?**  
*Far quicker than if we cannot access the Point at all. Of course, each scenario will be different in terms of timing.*
- 21. How many "hose bundles" (hundreds of feet) will the boat carry?**  
*The specification will be for 1,300 feet of hose, in a combination of 4 inch, 2 ½ inch, and 1 ¾ inch sizes.*
- 22. What length hoses will the boat have for immediately use, without accessing a land based hydrant?**  
*See 21.*
- 23. What provisions are for the boat's accessing multiple story structures?**  
*With the exception of structures immediately adjacent to the water, this vessel is not designed for structural firefighting. However, it will have a 2,000 GPM fixed nozzle capable of applying water several stories high.*
- 24. Will the boat be fully staffed, meeting OSHA mandatory staffing of a minimum of four Fire Fighters?**  
*OSHA does not mandate staffing of boats. However, the vessel is designed to operate with a crew, and by policy we would not staff it with less than 3-4 firefighters.*
- 25. What are response times from the "primary" Station until the boat is underway?**  
*To be determined once a final mooring location is chosen.*
- 26. What provisions are there for companies from other stations (back up) utilizing the boat?**  
*Operating policies will be created if we apply, and if the grant is awarded.*
- 27. What are response times for each of the back up companies?**  
*See 26.*
- 28. How is Advanced Life Support response being addressed with a boat?**  
*The Duluth Fire Department does not perform advanced life support operations. However, this vessel, during opportune times, could be used to transfer both personnel to areas and potential evacuations of victims from remote areas.*
- 29. Has total height of the of the boat (after all additions i.e. radio antennas, navigation antennas, various electronic location equipment, lights etc.) been considered, under conditions of the highest water level (including seiche) and factored in the clearance under the bridge without it being lifted?**  
*Yes.*
- 30. What other entities in the general Harbor, that currently have fire fighting apparatus and trained personnel, were contacted while researching the need for a boat e.g; commercial boats such as tugs, private marinas, St. Louis Co Sheriff, Douglas Co. Sheriff etc?**  
*We have worked with, and continue to work with, all agencies that have a responsibility for maritime operations in and around the Port of Duluth/Superior.*
- 31. Alternative remedies presented by residents are practical, effective, and at a minimal cost.**  
*We have been provided one suggested alternative, which is neither practical, nor effective, nor reliable for emergency services. We believe this is a solution to the various identified needs within the Port.*

Respectfully,



Erik Simonson  
Deputy Chief/Emergency Manager  
218-730-4393  
[esimonson@duluthmn.gov](mailto:esimonson@duluthmn.gov)

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