



File: FCO-37763 / NRIS 99575
Client #: 00027574 00

April 11, 2019

Attn: Directors of
LEMARE LAKE LOGGING LTD.
PO Box 609
3341 Mine Road
Port McNeill, BC V0N 2R0

Dear Sirs:

Re: Advisory notice of conclusion for investigation FCO-37763 under the *Wildfire Act*

This letter is advising you that investigation FCO-37763 resulting from wildfire 2018-V92672 has been concluded upon your receipt of this letter.

The investigation concluded that harvesting activities were the most likely cause of wildfire 2018-V92672. The investigation was supported by a Wildfire Origin and Cause expert report citing that “equipment use – vehicle exhaust from feller buncher” was the suspected cause of the wildfire.

Be advised harvesting activities (industrial activities), and equipment-caused fires are subject to the *Wildfire Act* and Wildfire Regulation 38/2005. As per section 6 (2) of the *Wildfire Act*,

A person who carries out an industrial activity must do so

- (a) at a time, and
- (b) in a manner

that can reasonably be expected to prevent fires from starting because of the industrial activity.

The manner in which an industrial activity, such as harvesting, is carried out should conform to the [Wildfire Regulation – Interpretive Bulletin for the Forest Industry](#) which includes

- operating and maintaining engines in accordance with the manufacturer’s specifications, and

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- ensuring large engines are equipped with a safe and effective device for arresting sparks as an integral part of the exhaust system that is in good repair.

The investigation acknowledges the following as reasons for concluding this file with a warning:

- LEMARE LAKE LOGGING LTD. complied with section 6 of the Wildfire Regulation 38/2005 in regards to maintaining adequate fire suppression system and tools on site, tracking representative weather, and maintaining fire watcher as per Schedule 3 of the regulation
- All wildfire suppression efforts were undertaken swiftly by responsible parties upon discovery.
- Limited Crown natural resources were impacted by resulting wildfire.

Compliance & Enforcement Branch is keeping a record of this incident and considers this letter an official warning. Future non-compliances of a similar nature may be subject to further enforcement actions.

If you have questions about this outcome, please contact Natural Resource Officer – Supervisor Darci Kostiuk at 236-925-2034.

Sincerely,



Darci Kostiuk
Natural Resource Officer - Supervisor badge # 1209
West Coast Region
Compliance & Enforcement Branch
Ministry of Forests, Lands, Natural Resource Operations and Rural Development

References:

Wildfire Act and Wildfire Regulation 38/2005

<http://www.bclaws.ca/>

Wildfire Regulation – Interpretive Bulletin for the Forest Industry

<https://www2.gov.bc.ca/gov/content/safety/wildfire-status/for-industry-commercial-operators>

WILDFIRE ORIGIN AND CAUSE REPORT

GENERAL FIRE INFORMATION

Fire Date (YYYY-MM-DD) 2018-08-14		Incident Number V92672		Fire Centre / Fire Zone Coastal Fire Centre / North Island Zone	
Geographic Location Kwatleo Creek / Winter Harbour					
Legal Description of Area of Ignition Unsurveyed Crown Land, Block 60-24, TFL 6, CP 272					
Latitude [e.g.: °50 47.201] 50 31.167		Longitude[e.g.: °119 33.301] 128 08.253		Approx. Fire Ignition Time (24 hr) 14:00 (estimated)	
				Fire Report Time (24 hr) 19:52	
				Fire Attack Time (24 hr) n.a.	
I/C Responding Marc PETROVIC (2P82)		Aspect / Elevation 168 m / West		Date (YYYY-MM-DD) 2018-08-15	
				Time (24 hr) n. a.	

OWNER / OCCUPANT

Tenure Holder / Owner/ Occupant WESTERN FOREST PRODUCTS INC., Block 60-24 TFL 6 CP 272					
Name / Contact LEMARE LAKE LOGGING LTD (contractor)		Contact Office # 250 956-3132		Contact Cell # n.a.	
Address and e-mail 3341 Mine Rd, PORT MCNEILL, BC V0N 2R0					

ORIGIN AND CAUSE REPORT DETAILS

O&C Report Completed name(s) Brian MORRISON Cleo LEBLANC (N.B.)		Fire Investigator Certification Type I <input type="checkbox"/> Type II <input checked="" type="checkbox"/>		Assigned Date (YYYY-MM-DD) 2018-08-16		Time (24 hr) 12:30		Field Work Completion Date (YYYY-MM-DD) 2018-08-17	
		Other Certification <input type="checkbox"/> Explain:							

REPRESENTATIVE WEATHER STATION

Weather Station Name PORT HARDY EC (TAB 4 and 19)		Weather Station Elevation / Aspect 22 / no aspect	
Precipitation (24 hr) 0	Temperature (°C) 15.9	Relative Humidity % 81	Wind Speed (km/h) 12
		Wind Direction (deg.) 4	
Fine Fuel Moisture Code 78.3	Duff Moisture Code 34	Drought Code 408	
Initial Spread Index 1.5	Build Up Index 56	Fire Weather Index 5.1	Danger Class 3
Description of Weather at Time of Ignition Port Hardy is located 100 km to the East. Weather recorded by logging contractor (TAB 5) may be more representative.			

ONSITE WEATHER

Precipitation (mm) 0	Temperature (°C) 21.5	Relative Humidity % 67	Wind Speed (km/h) 4	Wind Direction(deg.) N.A
Comments: Timber harvest contractor recorded on-site weather daily at 13:00.				

Information obtained from source:	LEMARE LAKE LOGGING on-site weather recorded on Aug. 14 th , 2018 at 13:00 (TAB 5).
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WITNESSES

Surname	Given Name(s)	Statement Taken (Y/N)	Mailing Address / E-mail Address	Contact Number
Other Agencies Involved		Statement Taken (Y/N)	Address	Contact Number
Natural Resource Officer, Darci KOSTIUK		N	2217 Mine Road, PORT MCNEILL V0N 2R0	236-925-2034

WILDFIRE ORIGIN AND CAUSE REPORT

FIRE CAUSE ELIMINATION AND EXPLANATION

Natural	LIGHTNING	
	Excluded	<p>The British Columbia Wildfire Service Dispatch Lightning Detection System was utilized to search for lightning strikes for the one-month period prior to the first report of fire V92672. The closest lightning strike occurred approximately 3 days prior at a distance of 2.6km to the southwest (TAB 6 MAP BCWS Dispatch System- Lightning Assessment).</p> <p>Investigators MORRISON and LEBLANC conducted a visual search of all trees in a 360° arc around the ignition area (TAB 10 PHOTOS MORRISON FOC DSC 304-311). No indications of damage consistent with lightning strikes such as lightning scars, precipitated sap, splintered wood, or needle shower were observed.</p> <p>Timber harvesting workers had been working near the origin area in the days prior to the discovery of the fire and did not report observing any smoke as would be expected with a holdover fire from lightning.</p>
Open Burning	CAMPFIRE	
	Excluded	<p>For the purpose of this report, a campfire is defined as an open fire in one pile no larger than 0.5 metres in height by 0.5 metres in width, lit and used by any person for recreational purposes, or by a first nation person for ceremonial purposes.</p> <p>Investigators did not observe any rock rings, campfire remnants, fire pits or any other indications that camping was taking place within or near the area of ignition.</p> <p>The ignition area was located in a remote, active timber harvesting cut-block and would have been an unlikely location for camping. Timber harvesting workers did not report observing any people camping nearby.</p>
	CATEGORY 2, 3, or RESOURCE MANAGEMENT OPEN FIRE	
	Excluded	<p>Category 2 open fire use is defined as burning debris in one or two piles not more than 2 metres in height and 3 metres in width, or stubble and grass burning on less than 0.2 hectares and does not require a burn registration number issued by BCWS. Category 3 open fire use is described as burning debris piles greater than 2 metres in height or 3 metres in width; burning 3 or more piles not more than 2 metres (height) by 3 metres (width); or stubble and grass burning on greater than 0.2 hectares and does require a burn registration number issued by BCWS. Resource management open fire refers to burning un-piled slash or "broadcast" burning and requires an approved burn plan and a burn registration number issued by BCWS.</p> <p>A report was run on the British Columbia Wildfire Service Dispatch Open Fire Tracking System to search for nearby open fire permits. The nearest recent Category 3 Open Fire burn permit expired on March 22nd, 2018 and was located approximately 10.5 km to the north (see TAB 7 MAP BCWS Dispatch System- OFTS). The distance excludes this Category 3 open fire as a possible cause of Wildfire V92672.</p> <p>No debris piles were observed within sight of the ignition area. No reports were received to suggest that Category 2 or 3 open burning was the cause of the fire.</p>

Incendiary

Investigators observed no evidence to suggest that Wildfire V92672 had been deliberately set.

A burnt aerosol can of brake cleaner was found by timber harvest crews and shown to BCWS Response Officer Kate MCLEAN. This was later collected as potential evidence by Natural Resource Officer Darci KOSTIUK.



Excluded

Figure 1: TAB 11 PHOTOS KOSTIUK CEB IMG_2359

The can of brake cleaner was found under a pile of processed logs at the side of the road, approximately 10.3 m northwest of the ignition area of Wildfire V92672.



Figure 2: TAB 10 PHOTOS MORRISON FOC DSC_0249



Figure 3 and 4: TAB 11 PHOTOS KOSTIUK CEB IMG_2362 and 2363

The can appeared burnt, however the area where it was found did not have fire below it.

Search of the Kleen-Flo website shows the above label matches Kleen-Flo Brake Cleaner (Product #303), which is listed as non-flammable. The rear of the can appears rusted which suggests the can had been exposed to the elements for some time. Note that the black soot is not on top of the rust. This suggests the can was burned before the rust appeared. If a person had used this brake cleaner as an accelerant to ignite the fire, this would not explain why the can was burnt before being moved to a location 10.3 m away. Given the above information, Investigators concluded that the can of brake cleaner was old refuse and was not related to the cause of the fire.

Based on the information available at the time of writing this report, the Investigators found no evidence to suggest that Wildfire V92672 had been deliberately set. Arson / suspicious is excluded as a possible cause of the fire.

JUVENILE FIRE SETTER / FIRE USE

Excluded

Investigators did not observe any forts, toys, matchbooks, paper, boxes, footpaths, or any other indications that children or juveniles had been playing or congregating in the area. No residences are located within a reasonable distance.

No reports were received to suggest that children or juveniles had been seen in the area prior to the first report of the fire.

EQUIPMENT USE

Wildfire Origin and Cause Investigators MORRISON and LEBLANC observed fire spread indicators and determined the Origin Area of Wildfire V92672.

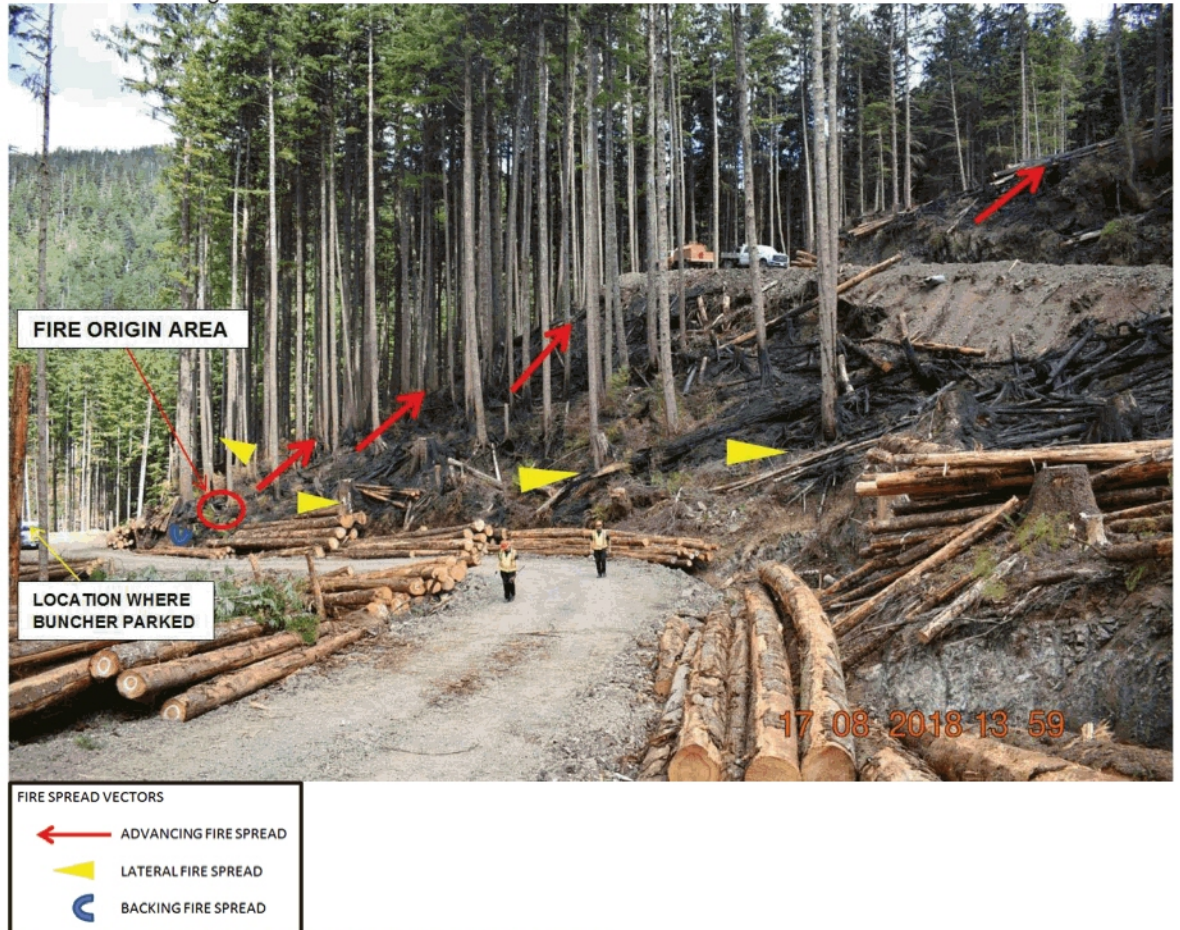


Figure 5: TAB 10 PHOTOS MORRISON FOC DSC_0230

The Origin Area of Wildfire 92672 was located 5.8 m southeast of the edge of the road and to the south of the location where the feller buncher had been parked.

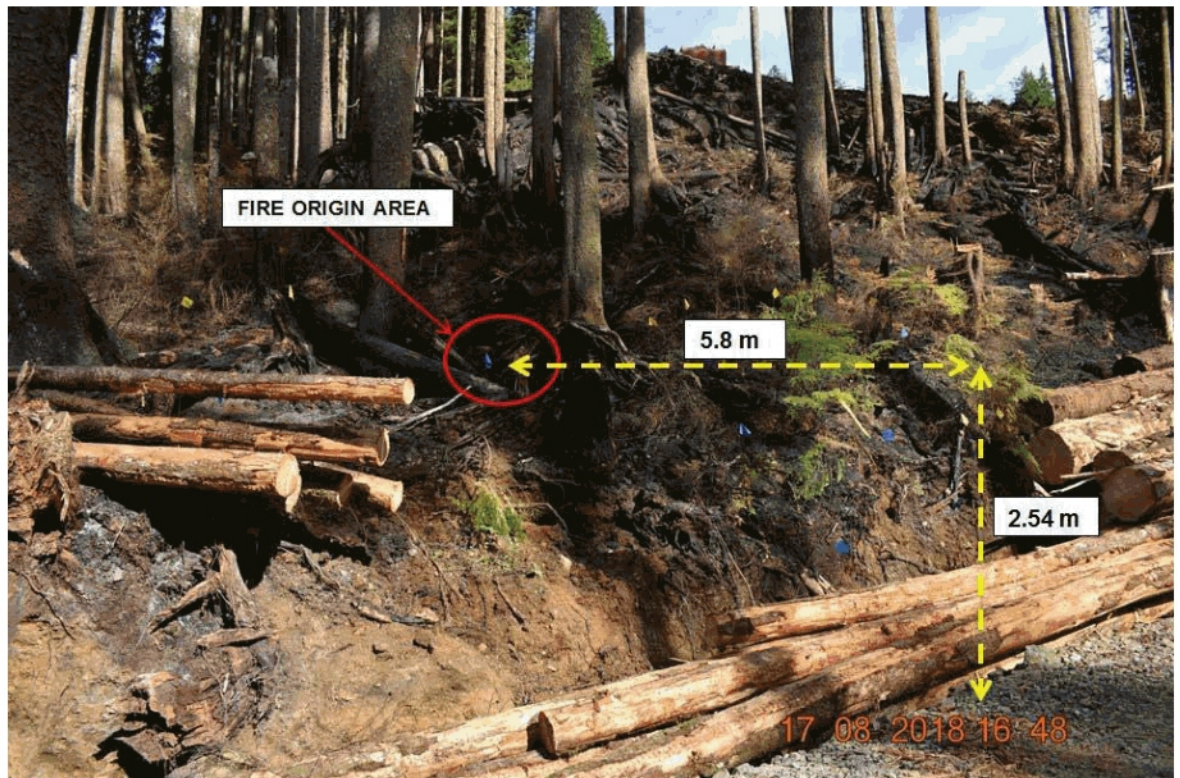


Figure 6: TAB 10 PHOTOS MORRISON FOC DSC_0245

Mechanical

Included

At approximately 14:00 on August 14th 2018, a feller-buncher drove downhill past the origin area of the fire prior to parking. The exhaust port on the feller buncher is located on the right side of the vehicle (the side facing the origin area). The exhaust has a height of approximately 2.63 m. The exhaust was facing the origin area as the buncher passed by. The origin area was located at a vertical distance of approximately 2.54 m above the road.

The distance of the Origin Area from the roadway of 2.54 m vertically and 5.8 m horizontally excludes the possibility that hot metal fragments from the buncher tracks caused the fire.

The feller-buncher was not reported to be felling at the location of the origin, only driving past. This excludes the possibility of rock strikes from the cutting head.

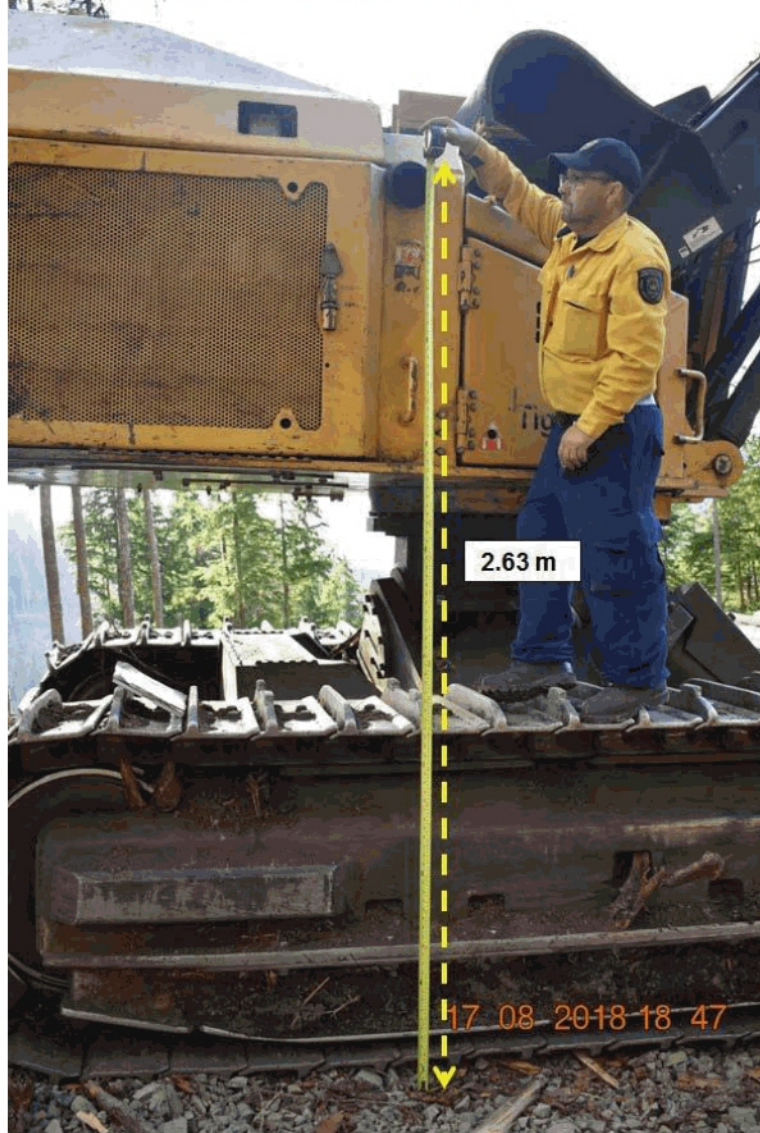



Figure 7: TAB 10 PHOTOS MORRISON FOC DSC_0312

The Origin Area had been highly disturbed with water during fire suppression efforts. The ash and soil on the surface was churned up or washed away. Due to this, a formal grid search of the origin was not conducted, and no carbon particles or igniting objects were collected.



Figure 8: TAB 10 PHOTOS MORRISON FOC DSC_0255

The feller-buncher driving past was the only activity taking place near the Origin Area on August 14th, 2018. All other fire causes were excluded. The Investigators determined that exhaust particles ejected by the feller-buncher were the cause Of Wildfire V92762.

	RAILROADS	
	Excluded	No railroads are located within a reasonable distance to V92672.
	VEHICLE	
	Excluded	A feller-buncher had been working in the area and drove down the road past the Origin Area on August 14 th , 2018. Service vehicles may have been used by the timber-harvesting contractor along the road on that day. The Origin Area of Wildfire V92672 was located a vertical distance of 2.54 m and horizontal distance of 5.8 m from the spur road. Only vehicles with vertical exhaust stacks would have been capable of ejecting carbon to this location. No reports were received that such vehicles had been used at that time.
	ELECTRICAL TRANSMISSION / UTILITY LINE / POLE	
	Excluded	The nearest Electrical Transmission Line to Wildfire V92672 is located 7.5 km to the east (see TAB 8 MAP BCWS Dispatch System- Transmission lines). This distance excludes Transmission Lines as a possible cause of the fire.
Smoking	DISCARDED MATCH OR SMOKING SUBSTANCE	
	Excluded	<p>The environmental conditions required for a discarded cigarette to be considered a competent ignition source are a minimum temperature of 26.7°C; a maximum relative humidity of 22%; and a minimum Fine Fuel Moisture Code of 87.</p> <p>At 13:00 on May 14th, 2018 , LEMARE LAKE LOGGING LTD workers recorded onsite weather readings of a temperature of 21.5°C, and a relative humidity of 67 % (TAB 5 On-site Weather Readings). The PORT HARDY Weather Station reported an FFMC of 78.3 (see TAB 4 REPORT Port Hardy Weather Station- Hourly Observations). The recorded weather readings are outside of the conditions required for cigarettes and smoking materials to be considered a competent source of ignition.</p> <p>The ignition area of Wildfire V92672 had been thoroughly disturbed by fire suppression activities and as such, a formal grid search was not conducted. The Investigators did not observe any discarded cigarettes in the disturbed area.</p> <p>Discarded cigarettes and cigarette packages were observed along the roadway.</p> <div data-bbox="357 1113 1474 1644">  </div> <p>Figure 9 and 10: TAB 10 PHOTOS MORRISON FOC DSC_ 0241 and 0244</p> <p>The ignition area was located 5.8 m horizontally and 2.54 m vertically above the roadway (Figure 6 on Page 5). This distance makes it unlikely for someone to have discarded a cigarette from a position on the spur road. The ignition area was overgrown with juvenile trees and would not have made a practical location for someone to sit and smoke a cigarette.</p>

Miscellaneous	SPECIFY CAUSE	
	Excluded	<p>Miscellaneous fire cause is defined as, but not limited to the following: Flares, flare stacks, fireworks or casings, firearms or ammunition, binary exploding targets, grinding, cutting and welding, spontaneous heating, coal seams, electric fences, reflective glass, wind turbines, magnifying glasses, flying lanterns, blasting, burn barrels, or outdoor wood burning furnaces.</p> <p>The investigators observed no evidence to suggest that any of the above activities had been taking place near the vicinity of Wildfire V92672 or had been the cause of the fire.</p>
CAUSE UNDETERMINED		
<p>The determined cause of Wildfire V92672 is equipment use.</p>		

WILDFIRE ORIGIN AND CAUSE REPORT

FIRE ORIGIN AND CAUSE INFORMATION

Photos taken

☒ Y ☐ N

Site Map/Sketches

☒ Y ☐ N

Evidence Collected

☒ Y ☐ N

SUMMARY OF FINDINGS

IGNITION AREA DESCRIPTION

Wildfire V92672 ignited in an active timber harvesting cut-block located approximately 21km driving distance from Winter Harbour.

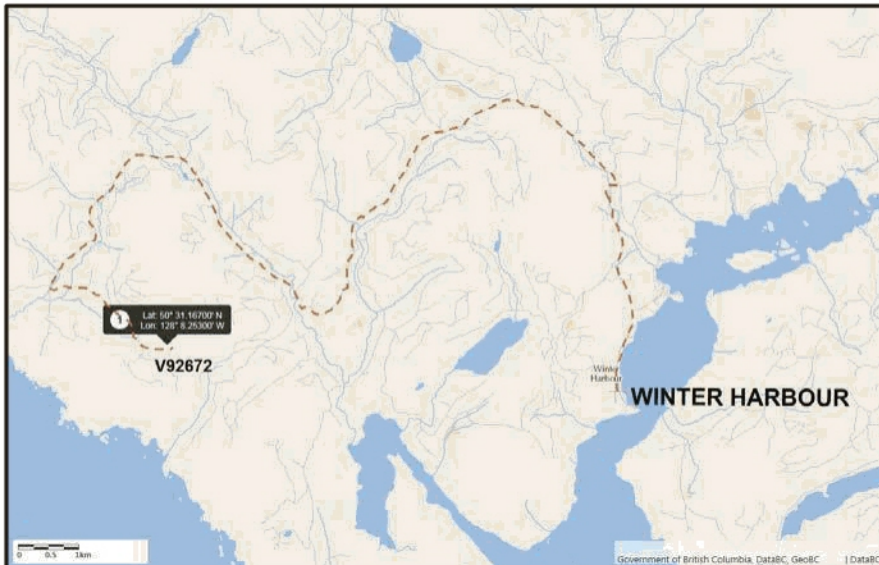


Figure 11: TAB 1 MAP General Location



Figure 12: TAB 10 PHOTOS MORRISON FOC DSC_0246.

The ignition area was located 5.8 m southeast of a spur road within the timber-harvest area.

IGNITING OBJECT

It is suspected that Wildfire V92672 was ignited by an exhaust particle ejected by the Feller Buncher that had driven past the ignition area at approximately 14:00 on August 14th, 2018. No other activities were reported to have taken place at this location on the day prior to the discovery of the fire.

FORM OF HEAT OF IGNITION

Ejected engine exhaust particles can have a temperature of 870° C. This exceeds the temperature of 232°C required to ignite forest fuels. Conduction of heat from the hot exhaust particle would have ignited the forest floor fuels.

MATERIAL FIRST IGNITED

Dried mosses, needles, branches, and juvenile trees were the materials first ignited.



Figure 13: TAB 10 PHOTOS MORRISON FOC DSC_0255)

DETERMINED CAUSE

The suspected cause of Wildfire V92672 is exhaust carbon emitted from the feller-buncher that had driven past the ignition area. The Origin Area was too heavily disturbed to recover evidence that would have allowed a confirmed cause. All other possible causes were excluded.

REFERENCE PHOTOS

All reference photos are located in TABS 10 and 11.

WILDFIRE ORIGIN AND CAUSE REPORT

FIRE ORIGIN AND CAUSE INFORMATION					
CONCLUSION	COMPLETE APPLICABLE BOXES				
	Suspected			Confirmed	
	<input checked="" type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> N/A	<input type="checkbox"/> Y	<input checked="" type="checkbox"/> N

Based on the field examination, evidence gathered and a complete review of the facts, I offer the following comments:

Wildfire Origin and Cause Investigators Brian MORRISON and Cleo LEBLANC arrived onsite at Wildfire V92672 at 13:30 on August 17th 2018. They received a briefing on the fire history from Natural Resource Officer Darci KOSTIUK.

The fire had occurred in active timber harvesting block 60-24. Harvest operations were contracted to LEMARE LAKE LOGGING LTD. A feller-buncher had been operating on Aug 14th, 2018 and had driven down the road and parked at a pullout at approximately 14:00 (TAB 13 EMAIL KOSTIUK CEB). The operator remained onsite until approximately 15:10.

At 19:52 on August 14th, a pilot reported observing smoke to the north of Winter Harbour. On the morning of August 15th, the buncher operator was the first worker on scene at the cut block and observed the fire. Later that day Kate MACLEAN (BCWS Response Officer) and KOSTIUK arrived on scene. They were made aware of a burnt aerosol can of brake cleaner and KOSTIUK collected the can as possible evidence (Figure 1 on Page 3).

MORRISON and LEBLANC conducted an overview walk of the fire in a counter clockwise direction. They observed macro and micro fire spread indicators and determined a general direction of advancing fire spread (Figure 5 Page 5). The ground was steeply sloped (35%) and the fire had spread uphill towards the southeast.

Starting from the upper road the investigators began placing flags to mark fire spread indicators. They used red flags to mark advancing fire spread, yellow to mark lateral fire spread and blue to mark backing fire spread. Walking back and forth from the upper road down towards the lower, they followed the advancing fire spread and determined the Origin Area of the fire. The Origin Area was located approximately 5.8 m above the lower road spur road, to the south east of where the buncher was parked. The specific ignition area had been heavily disturbed by fire suppression efforts, particularly the application of water by either hosing or bucket drops from a helicopter. The ground was completely turned over and indicators within this area were obliterated. Because of this, a formal 3-part grid search was not conducted. They conducted a visual search of the ignition area and did not observe any discarded cigarettes or igniting objects.

MORRISON and LEBLANC recorded the fire spread indicators. They documented discarded cigarettes on the road.

The most recent activity to take place near the Origin Area prior to the first report of the fire was the feller- buncher driving past at approximately 14:00 on August 14th. MORRISON and LEBLANC measured the height of the ignition area above the road (approximately 2.54 m) and distance from the road (5.8m). They measured the height of the exhaust pipe of the feller-buncher (2.63 m).

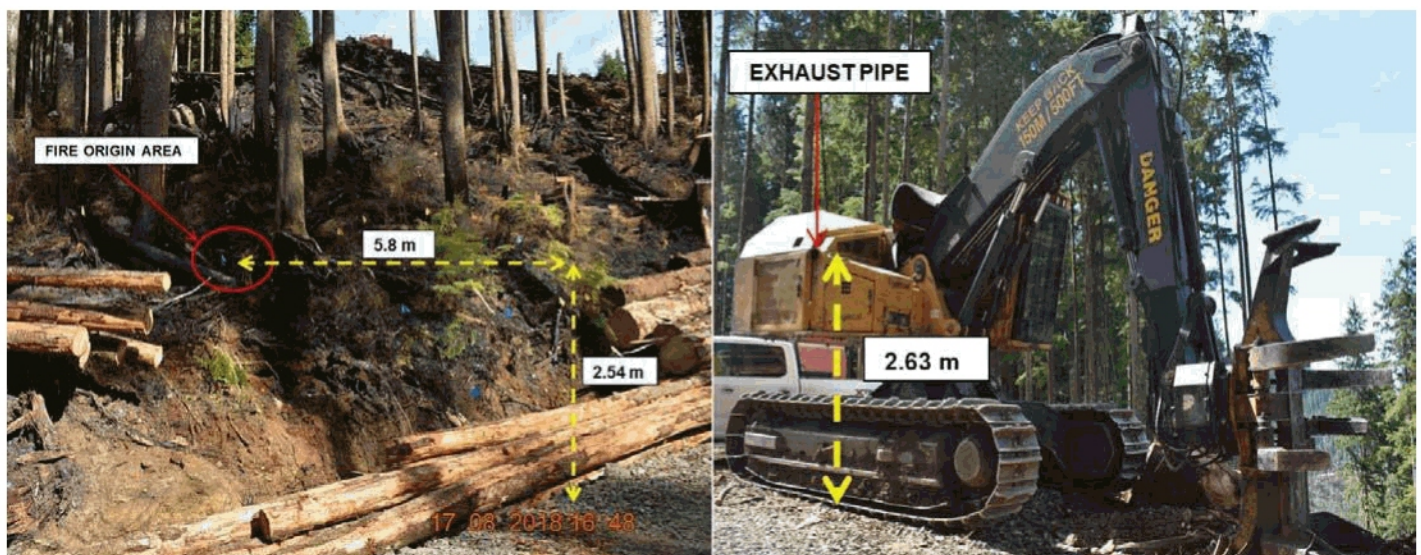


Figure 14: TAB 10 PHOTOS MORRISON FOC DSC_0245 and 0222.

As the feller-buncher drove down the road, its exhaust pipe was facing the Origin Area. Diesel exhaust carbon can have a horizontal flight distance of 14 m. Diesel exhaust particles are a competent ignition source and can attain temperatures of 870°C. As the Origin Area was within range to be ignited by diesel exhaust particles, and exhaust particles are a competent ignition source, Equipment Use (exhaust particles) was included as a possible cause of the fire.

MORRISON later observed the photographs of the can of brake cleaner. The type of brake cleaner is described as non- flammable and would have been a poor choice to start a fire. The can appeared old and rusted and appeared to be misplaced garbage from the logging operation. Based on the information available at the time of completion of this report, MORRISON found no reason to suspect that arson or suspicious activities had been the cause of the fire.

As all other possible fire causes were excluded, MORRISON concluded that Equipment Use- vehicle exhaust from the feller buncher is the suspected cause of Wildfire V92672. The Origin Area was too heavily disturbed to recover evidence that would have allowed a confirmed cause.

Completed by (Print name)	Title	Signature (Handwritten or Electronic Only)	Date (YYYY-MM-DD)
BRIAN MORRISON	PROVINCIAL FIRE ORIGIN AND CAUSE SPECIALIST	Brian Morrison <small>Digitally signed by Brian Morrison Date: 2018.12.14 09:25:23 -08'00'</small>	2108-11-16

This report may contain both personal and sensitive information and must be securely stored at all times, and may only be disclosed in accordance with the [Freedom of Information and Protection of Privacy Act](#).



Ministry of
Forests, Lands and
Natural Resource Operations

WILDFIRE ORIGIN AND CAUSE REPORT

V92672 (18)

August 2018

Brian MORRISON- Provincial Wildfire Origin & Cause Specialist

Cleo LEBLANC- Fire Origin & Cause Investigator (New Brunswick)

WILDFIRE ORIGIN AND CAUSE REPORT

V92672

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WILDFIRE ORIGIN AND CAUSE REPORT

GENERAL FIRE INFORMATION

Fire Date (YYYY-MM-DD) 2018-08-14		Incident Number V92672		Fire Centre / Fire Zone Coastal Fire Centre / North Island Zone	
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OWNER / OCCUPANT

Tenure Holder / Owner/ Occupant WESTERN FOREST PRODUCTS INC., Block 60-24 TFL 6 CP 272					
Name / Contact LEMARE LAKE LOGGING LTD (contractor)		Contact Office # 250 956-3132		Contact Cell # n.a.	
Address and e-mail		3341 Mine Rd, PORT MCNEILL, BC V0N 2R0			

ORIGIN AND CAUSE REPORT DETAILS

O&C Report Completed name(s) Brian MORRISON Cleo LEBLANC (N.B.)		Fire Investigator Certification		Assigned Date (YYYY-MM-DD) 2018-08-16	Time (24 hr) 12:30	Field Work Completion Date (YYYY-MM-DD) 2018-08-17
		Type I <input type="checkbox"/>	Type II <input checked="" type="checkbox"/>			
		Other Certification <input type="checkbox"/> Explain:				

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Comments: Timber harvest contractor recorded on-site weather daily at 13:00.				

Information obtained from source:	LEMARE LAKE LOGGING on-site weather recorded on Aug. 14 th , 2018 at 13:00 (TAB 5).
-----------------------------------	------------------------------------------------------------------------------------------------

WITNESSES

Surname	Given Name(s)	Statement Taken (Y/N)	Mailing Address / E-mail Address	Contact Number
Other Agencies Involved		Statement Taken (Y/N)	Address	Contact Number
Natural Resource Officer, Darci KOSTIUK		N	2217 Mine Road, PORT MCNEILL V0N 2R0	236-925-2034

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	Excluded	<p>For the purpose of this report, a campfire is defined as an open fire in one pile no larger than 0.5 metres in height by 0.5 metres in width, lit and used by any person for recreational purposes, or by a first nation person for ceremonial purposes.</p> <p>Investigators did not observe any rock rings, campfire remnants, fire pits or any other indications that camping was taking place within or near the area of ignition.</p> <p>The ignition area was located in a remote, active timber harvesting cut-block and would have been an unlikely location for camping. Timber harvesting workers did not report observing any people camping nearby.</p>
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Investigators observed no evidence to suggest that Wildfire V92672 had been deliberately set.

A burnt aerosol can of brake cleaner was found by timber harvest crews and shown to BCWS Response Officer Kate MCLEAN. This was later collected as potential evidence by Natural Resource Officer Darci KOSTIUK.



Excluded

Figure 1: TAB 11 PHOTOS KOSTIUK CEB IMG_2359

The can of brake cleaner was found under a pile of processed logs at the side of the road, approximately 10.3 m northwest of the ignition area of Wildfire V92672.



Figure 2: TAB 10 PHOTOS MORRISON FOC DSC_0249

Incendiary



Figure 3 and 4: TAB 11 PHOTOS KOSTIUK CEB IMG_2362 and 2363

The can appeared burnt, however the area where it was found did not have fire below it.

Search of the Kleen-Flo website shows the above label matches Kleen-Flo Brake Cleaner (Product #303), which is listed as non-flammable. The rear of the can appears rusted which suggests the can had been exposed to the elements for some time. Note that the black soot is not on top of the rust. This suggests the can was burned before the rust appeared. If a person had used this brake cleaner as an accelerant to ignite the fire, this would not explain why the can was burnt before being moved to a location 10.3 m away. Given the above information, Investigators concluded that the can of brake cleaner was old refuse and was not related to the cause of the fire.

Based on the information available at the time of writing this report, the Investigators found no evidence to suggest that Wildfire V92672 had been deliberately set. Arson / suspicious is excluded as a possible cause of the fire.

JUVENILE FIRE SETTER / FIRE USE

Excluded

Investigators did not observe any forts, toys, matchbooks, paper, boxes, footpaths, or any other indications that children or juveniles had been playing or congregating in the area. No residences are located within a reasonable distance.

No reports were received to suggest that children or juveniles had been seen in the area prior to the first report of the fire.

EQUIPMENT USE

Wildfire Origin and Cause Investigators MORRISON and LEBLANC observed fire spread indicators and determined the Origin Area of Wildfire V92672.

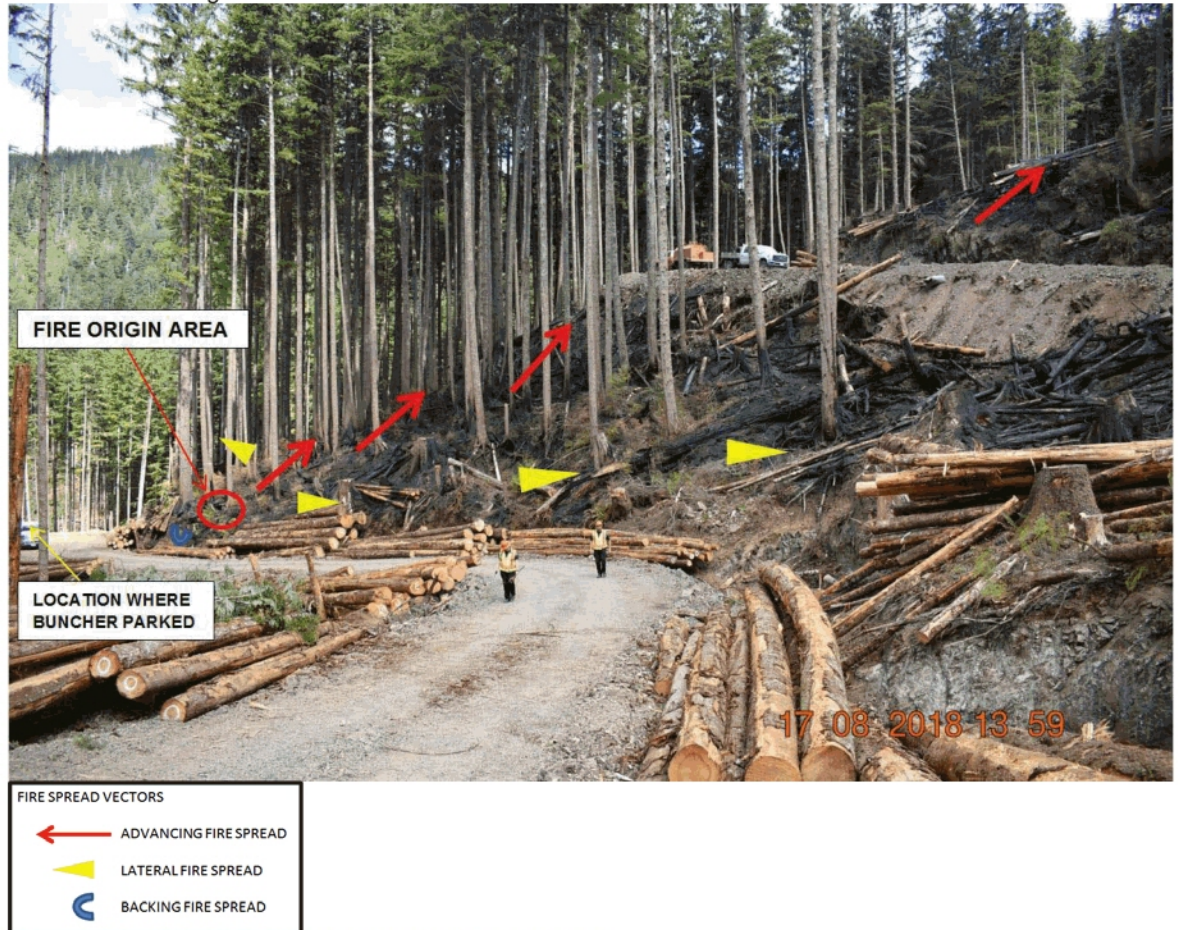


Figure 5: TAB 10 PHOTOS MORRISON FOC DSC_0230

The Origin Area of Wildfire 92672 was located 5.8 m southeast of the edge of the road and to the south of the location where the feller buncher had been parked.

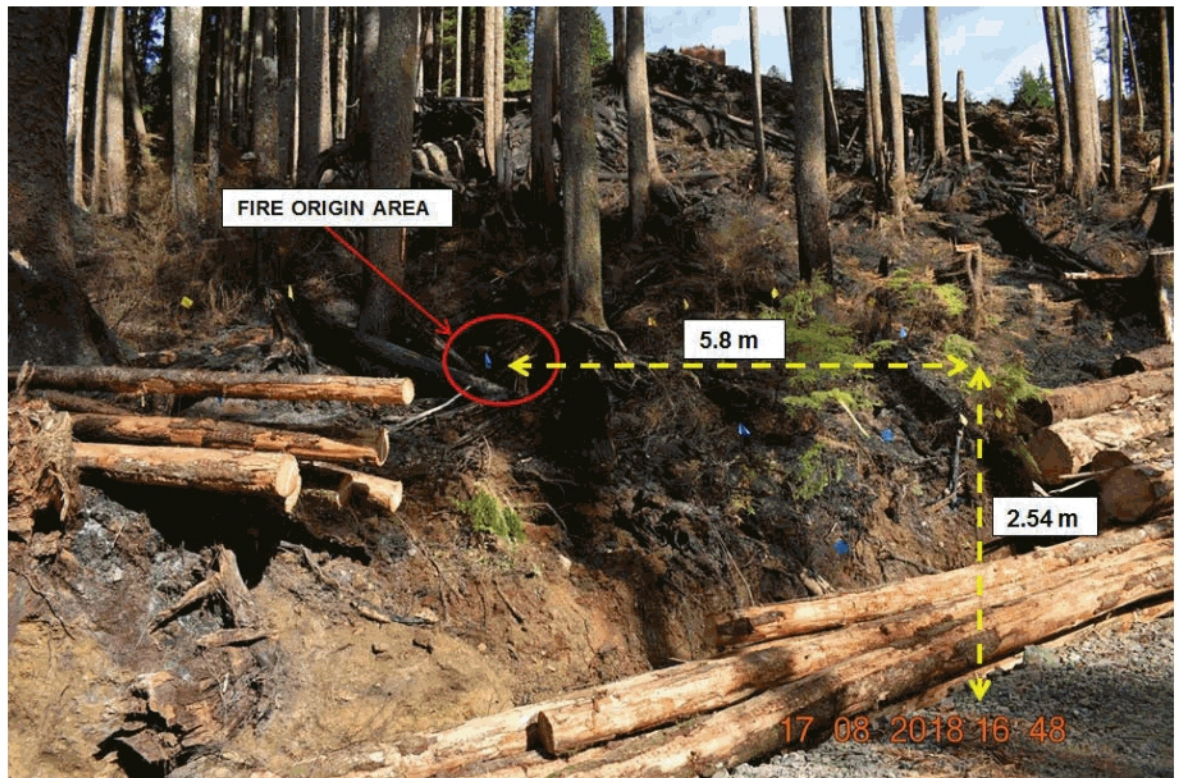


Figure 6: TAB 10 PHOTOS MORRISON FOC DSC_0245

Mechanical

Included

At approximately 14:00 on August 14th 2018, a feller-buncher drove downhill past the origin area of the fire prior to parking. The exhaust port on the feller buncher is located on the right side of the vehicle (the side facing the origin area). The exhaust has a height of approximately 2.63 m. The exhaust was facing the origin area as the buncher passed by. The origin area was located at a vertical distance of approximately 2.54 m above the road.

The distance of the Origin Area from the roadway of 2.54 m vertically and 5.8 m horizontally excludes the possibility that hot metal fragments from the buncher tracks caused the fire.

The feller-buncher was not reported to be felling at the location of the origin, only driving past. This excludes the possibility of rock strikes from the cutting head.

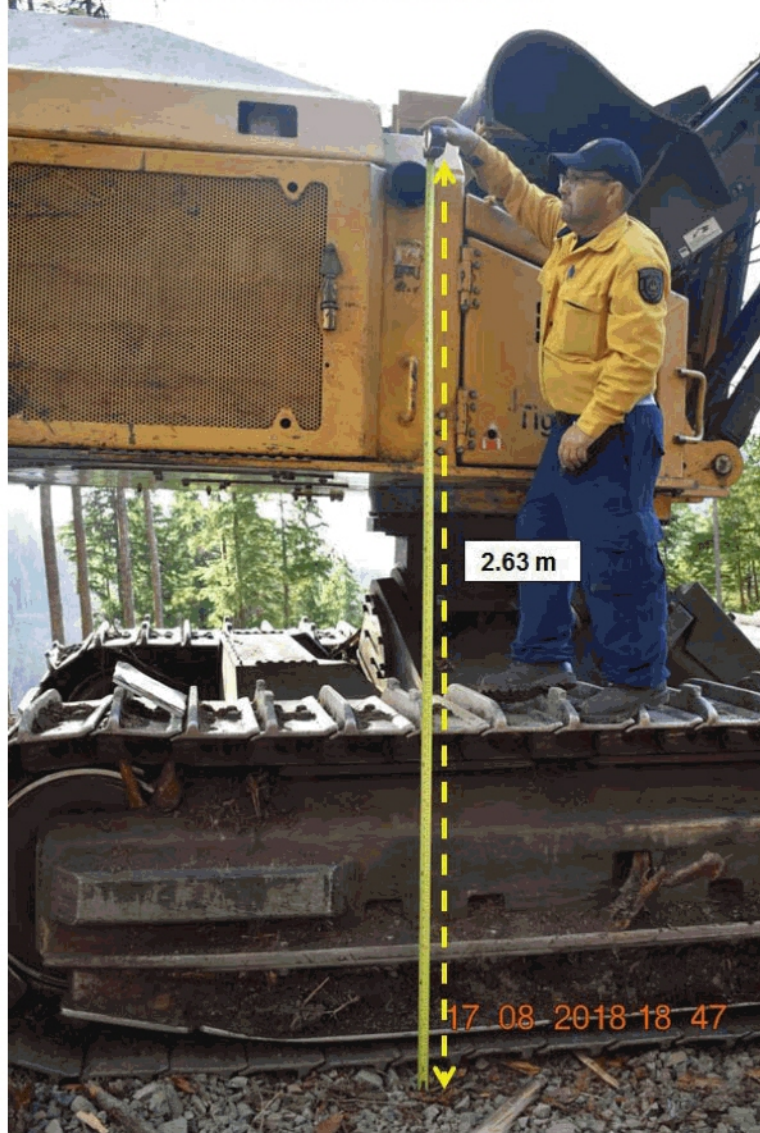



Figure 7: TAB 10 PHOTOS MORRISON FOC DSC_0312

The Origin Area had been highly disturbed with water during fire suppression efforts. The ash and soil on the surface was churned up or washed away. Due to this, a formal grid search of the origin was not conducted, and no carbon particles or igniting objects were collected.



Figure 8: TAB 10 PHOTOS MORRISON FOC DSC_0255

The feller-buncher driving past was the only activity taking place near the Origin Area on August 14th, 2018. All other fire causes were excluded. The Investigators determined that exhaust particles ejected by the feller-buncher were the cause Of Wildfire V92762.

	RAILROADS	
	Excluded	No railroads are located within a reasonable distance to V92672.
	VEHICLE	
	Excluded	A feller-buncher had been working in the area and drove down the road past the Origin Area on August 14 th , 2018. Service vehicles may have been used by the timber-harvesting contractor along the road on that day. The Origin Area of Wildfire V92672 was located a vertical distance of 2.54 m and horizontal distance of 5.8 m from the spur road. Only vehicles with vertical exhaust stacks would have been capable of ejecting carbon to this location. No reports were received that such vehicles had been used at that time.
	ELECTRICAL TRANSMISSION / UTILITY LINE / POLE	
	Excluded	The nearest Electrical Transmission Line to Wildfire V92672 is located 7.5 km to the east (see TAB 8 MAP BCWS Dispatch System- Transmission lines). This distance excludes Transmission Lines as a possible cause of the fire.
Smoking	DISCARDED MATCH OR SMOKING SUBSTANCE	
	Excluded	<p>The environmental conditions required for a discarded cigarette to be considered a competent ignition source are a minimum temperature of 26.7°C; a maximum relative humidity of 22%; and a minimum Fine Fuel Moisture Code of 87.</p> <p>At 13:00 on May 14th, 2018 , LEMARE LAKE LOGGING LTD workers recorded onsite weather readings of a temperature of 21.5°C, and a relative humidity of 67 % (TAB 5 On-site Weather Readings). The PORT HARDY Weather Station reported an FFMC of 78.3 (see TAB 4 REPORT Port Hardy Weather Station- Hourly Observations). The recorded weather readings are outside of the conditions required for cigarettes and smoking materials to be considered a competent source of ignition.</p> <p>The ignition area of Wildfire V92672 had been thoroughly disturbed by fire suppression activities and as such, a formal grid search was not conducted. The Investigators did not observe any discarded cigarettes in the disturbed area.</p> <p>Discarded cigarettes and cigarette packages were observed along the roadway.</p> <div data-bbox="357 1113 1474 1644">  </div> <p>Figure 9 and 10: TAB 10 PHOTOS MORRISON FOC DSC_ 0241 and 0244</p> <p>The ignition area was located 5.8 m horizontally and 2.54 m vertically above the roadway (Figure 6 on Page 5). This distance makes it unlikely for someone to have discarded a cigarette from a position on the spur road. The ignition area was overgrown with juvenile trees and would not have made a practical location for someone to sit and smoke a cigarette.</p>

Miscellaneous	SPECIFY CAUSE	
	Excluded	<p>Miscellaneous fire cause is defined as, but not limited to the following: Flares, flare stacks, fireworks or casings, firearms or ammunition, binary exploding targets, grinding, cutting and welding, spontaneous heating, coal seams, electric fences, reflective glass, wind turbines, magnifying glasses, flying lanterns, blasting, burn barrels, or outdoor wood burning furnaces.</p> <p>The investigators observed no evidence to suggest that any of the above activities had been taking place near the vicinity of Wildfire V92672 or had been the cause of the fire.</p>
CAUSE UNDETERMINED		
The determined cause of Wildfire V92672 is equipment use.		

WILDFIRE ORIGIN AND CAUSE REPORT

FIRE ORIGIN AND CAUSE INFORMATION

Photos taken

☒ Y ☐ N

Site Map/Sketches

☒ Y ☐ N

Evidence Collected

☒ Y ☐ N

SUMMARY OF FINDINGS

IGNITION AREA DESCRIPTION

Wildfire V92672 ignited in an active timber harvesting cut-block located approximately 21km driving distance from Winter Harbour.

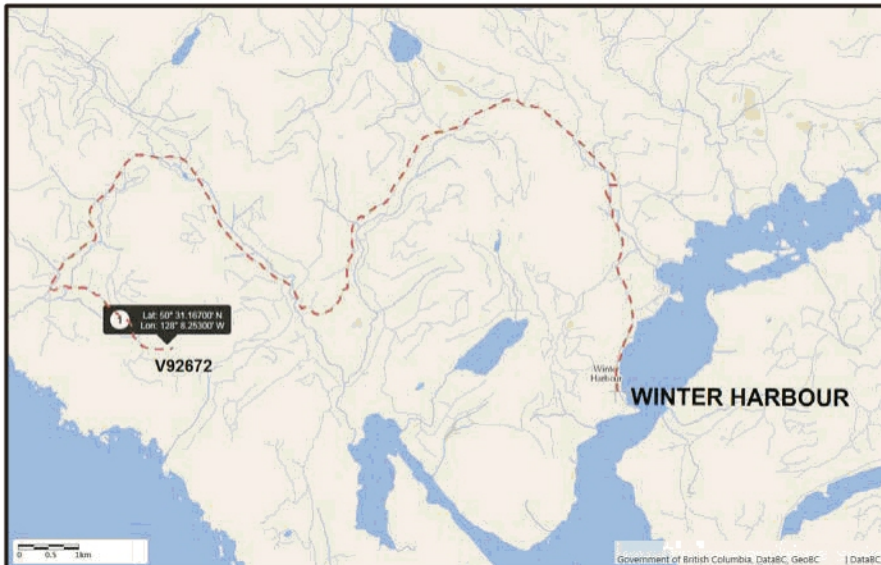


Figure 11: TAB 1 MAP General Location



Figure 12: TAB 10 PHOTOS MORRISON FOC DSC_0246.

The ignition area was located 5.8 m southeast of a spur road within the timber-harvest area.

IGNITING OBJECT

It is suspected that Wildfire V92672 was ignited by an exhaust particle ejected by the Feller Buncher that had driven past the ignition area at approximately 14:00 on August 14th, 2018. No other activities were reported to have taken place at this location on the day prior to the discovery of the fire.

FORM OF HEAT OF IGNITION

Ejected engine exhaust particles can have a temperature of 870° C. This exceeds the temperature of 232°C required to ignite forest fuels. Conduction of heat from the hot exhaust particle would have ignited the forest floor fuels.

MATERIAL FIRST IGNITED

Dried mosses, needles, branches, and juvenile trees were the materials first ignited.



Figure 13: TAB 10 PHOTOS MORRISON FOC DSC_0255)

DETERMINED CAUSE

The suspected cause of Wildfire V92672 is exhaust carbon emitted from the feller-buncher that had driven past the ignition area. The Origin Area was too heavily disturbed to recover evidence that would have allowed a confirmed cause. All other possible causes were excluded.

REFERENCE PHOTOS

All reference photos are located in TABS 10 and 11.

WILDFIRE ORIGIN AND CAUSE REPORT

FIRE ORIGIN AND CAUSE INFORMATION					
CONCLUSION	COMPLETE APPLICABLE BOXES				
	Suspected			Confirmed	
	<input checked="" type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> N/A	<input type="checkbox"/> Y	<input checked="" type="checkbox"/> N

Based on the field examination, evidence gathered and a complete review of the facts, I offer the following comments:

Wildfire Origin and Cause Investigators Brian MORRISON and Cleo LEBLANC arrived onsite at Wildfire V92672 at 13:30 on August 17th 2018. They received a briefing on the fire history from Natural Resource Officer Darci KOSTIUK.

The fire had occurred in active timber harvesting block 60-24. Harvest operations were contracted to LEMARE LAKE LOGGING LTD. A feller-buncher had been operating on Aug 14th, 2018 and had driven down the road and parked at a pullout at approximately 14:00 (TAB 13 EMAIL KOSTIUK CEB). The operator remained onsite until approximately 15:10.

At 19:52 on August 14th, a pilot reported observing smoke to the north of Winter Harbour. On the morning of August 15th, the buncher operator was the first worker on scene at the cut block and observed the fire. Later that day Kate MACLEAN (BCWS Response Officer) and KOSTIUK arrived on scene. They were made aware of a burnt aerosol can of brake cleaner and KOSTIUK collected the can as possible evidence (Figure 1 on Page 3).

MORRISON and LEBLANC conducted an overview walk of the fire in a counter clockwise direction. They observed macro and micro fire spread indicators and determined a general direction of advancing fire spread (Figure 5 Page 5). The ground was steeply sloped (35%) and the fire had spread uphill towards the southeast.

Starting from the upper road the investigators began placing flags to mark fire spread indicators. They used red flags to mark advancing fire spread, yellow to mark lateral fire spread and blue to mark backing fire spread. Walking back and forth from the upper road down towards the lower, they followed the advancing fire spread and determined the Origin Area of the fire. The Origin Area was located approximately 5.8 m above the lower road spur road, to the south east of where the buncher was parked. The specific ignition area had been heavily disturbed by fire suppression efforts, particularly the application of water by either hosing or bucket drops from a helicopter. The ground was completely turned over and indicators within this area were obliterated. Because of this, a formal 3-part grid search was not conducted. They conducted a visual search of the ignition area and did not observe any discarded cigarettes or igniting objects.

MORRISON and LEBLANC recorded the fire spread indicators. They documented discarded cigarettes on the road.

The most recent activity to take place near the Origin Area prior to the first report of the fire was the feller- buncher driving past at approximately 14:00 on August 14th. MORRISON and LEBLANC measured the height of the ignition area above the road (approximately 2.54 m) and distance from the road (5.8m). They measured the height of the exhaust pipe of the feller-buncher (2.63 m).

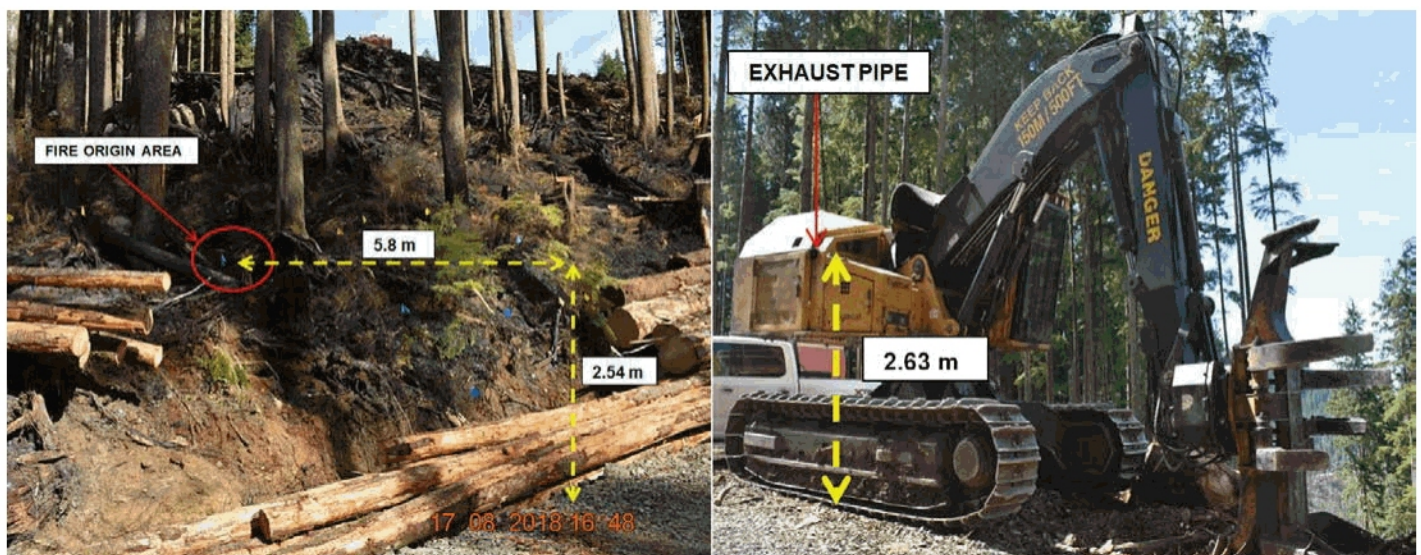


Figure 14: TAB 10 PHOTOS MORRISON FOC DSC_0245 and 0222.

As the feller-buncher drove down the road, its exhaust pipe was facing the Origin Area. Diesel exhaust carbon can have a horizontal flight distance of 14 m. Diesel exhaust particles are a competent ignition source and can attain temperatures of 870°C. As the Origin Area was within range to be ignited by diesel exhaust particles, and exhaust particles are a competent ignition source, Equipment Use (exhaust particles) was included as a possible cause of the fire.

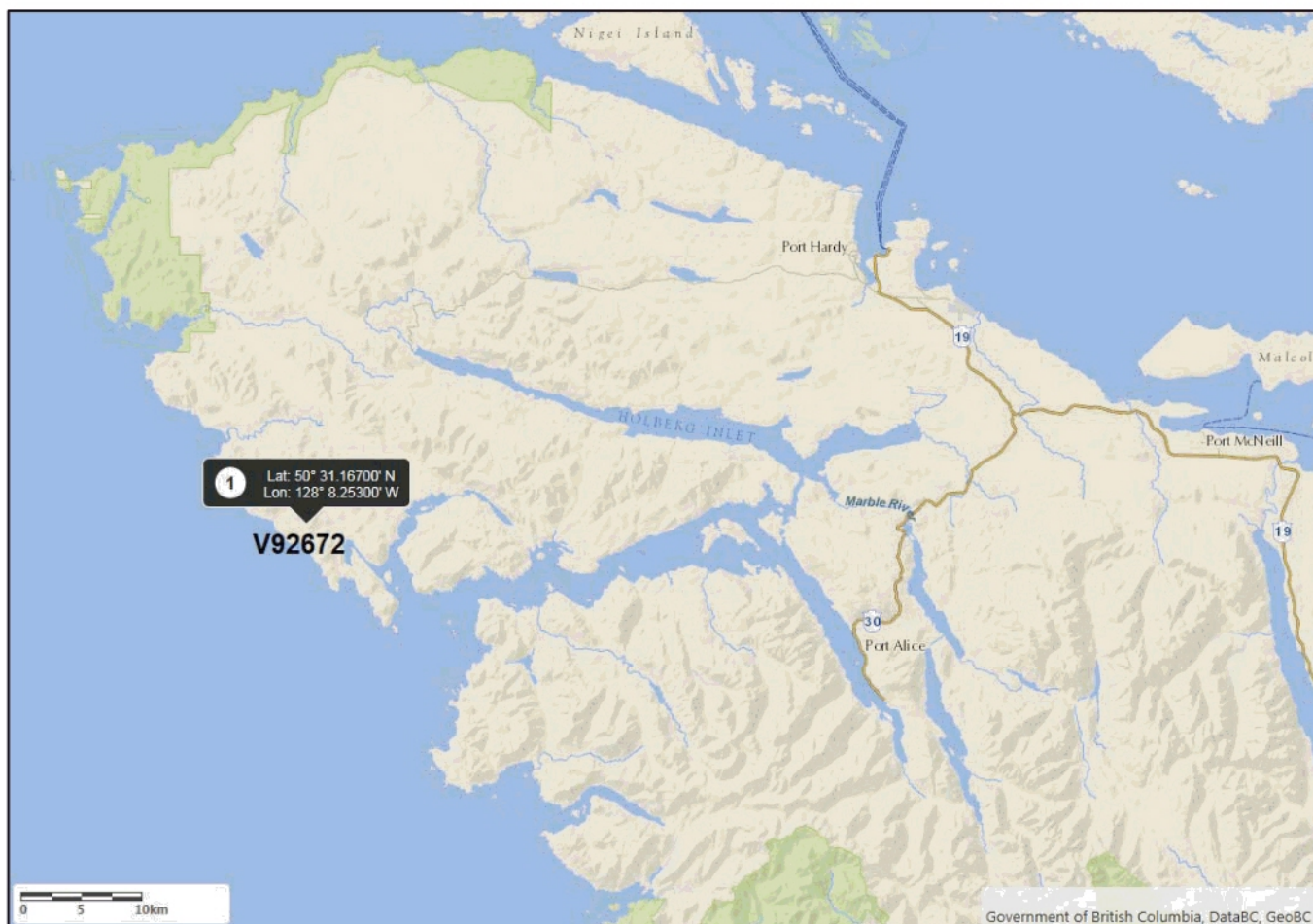
MORRISON later observed the photographs of the can of brake cleaner. The type of brake cleaner is described as non- flammable and would have been a poor choice to start a fire. The can appeared old and rusted and appeared to be misplaced garbage from the logging operation. Based on the information available at the time of completion of this report, MORRISON found no reason to suspect that arson or suspicious activities had been the cause of the fire.

As all other possible fire causes were excluded, MORRISON concluded that Equipment Use- vehicle exhaust from the feller buncher is the suspected cause of Wildfire V92672. The Origin Area was too heavily disturbed to recover evidence that would have allowed a confirmed cause.

Completed by (Print name)	Title	Signature (Handwritten or Electronic Only)	Date (YYYY-MM-DD)
BRIAN MORRISON	PROVINCIAL FIRE ORIGIN AND CAUSE SPECIALIST		2108-11-16

This report may contain both personal and sensitive information and must be securely stored at all times, and may only be disclosed in accordance with the [Freedom of Information and Protection of Privacy Act](#).

V92672 GENERAL LOCATION MAP





Activity Log

Time Range: 2018-08-01 00:00 to 2018-09-18 23:59

Incident: V92672	First Officer Dispatched	2018-08-15 12:32 2P81
Kwatleo Creek	First Crew Dispatched	2018-08-15 15:09 922 Checkins
Latitude 50 31.167 N	First Crew On Scene	2018-08-16 10:48 922 Checkins
Longitude 128 08.253 W	First Heli On Scene	2018-08-15 11:32 CF-WCO
Report time 2018-08-14 19:52	All Resources Off	2018-08-17 21:44 922 Checkins

Date	Status	Message
2018-08-14 19:52	KZ IPR# 157055	<p>Caller is in Winter Harbour Saw a fire btwn Lippy Point and Top Knot Point when flying over Top Knot Point not in dispatch - caller said it's the next point NW from Lippy point visible from the coast was a single plume this morning then it spread to the size of a house treed area no visible flames Caller is unreachable via phone</p> <p>dry and windy in area 14/08/2018 19:53:54 - KELSJOHN: good target for an IPR recce Aug 15 14/08/2018 19:53:44 - KELSJOHN: updated ops - passing to zone</p>
Applies to: 2018-V92672		
2018-08-15 09:25	KP	advised ops of this incident - submit NRV - follow up req'd
Applies to: 2018-V92672		
2018-08-15 09:45	KP	emailed ops incident information
Applies to: 2018-V92672		
2018-08-15 10:02	JO	WFP has a heli working area -- requested heli to action the fire
Applies to: 2018-V92672		
2018-08-15 10:26	KP EN ROUTE	lifted off alic lake for 2672 for WFP // hired by coastal and under the direction fo WFP is enroute to 9672
Applies to: CF-WCO		
2018-08-15 10:26	KP ASSIGNED	Assigned to activity
Applies to: CF-WCO		
2018-08-15 10:48	KP EN ROUTE	wco - tryign to raise cofc nothing headr after initial contact
Applies to: CF-WCO		
2018-08-15 10:49	NF EN ROUTE	WCO - landed fire winter harbour // nci lifting
Applies to: CF-WCO		
2018-08-15 10:49	NF IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [08/15] 11:19
Applies to: CF-WCO		
2018-08-15 11:07	MH IDLE	Sticky note added: 'Aug 15 - s.22
Applies to: CF-WCO		
2018-08-15 11:08	MH IDLE	Sticky note changed from: 'Aug 15 - s.22 i' to: 'Aug 15 - s.22
Applies to: CF-WCO		

Date	Status	Message
2018-08-15 11:13	NF IDLE	WCO - started bx fire winter harbour // nci 30 Applies to: CF-WCO
2018-08-15 11:13	NF EN ROUTE	Changed status from IDLE to EN ROUTE - Next check-in: [08/15] 11:43 Applies to: CF-WCO
2018-08-15 11:23	NF EN ROUTE	tracking Applies to: CF-WCO
2018-08-15 11:32	KP EN ROUTE	30 min check ops normal Applies to: CF-WCO
2018-08-15 11:32	KP ON SCENE	Changed status from EN ROUTE to ON SCENE - Next check-in: [08/15] 12:02 Applies to: CF-WCO
2018-08-15 12:02	KP ON SCENE	30 min check ops normal Applies to: CF-WCO
2018-08-15 12:02	KP ON SCENE	Next check-in: [08/15] 12:32 Applies to: CF-WCO
2018-08-15 12:13	KS ON SCENE	Sticky note changed from: 'Aug 15 - s.22 s.22 -- Duty Day:'. to: 'Aug 15 - Pilot: s.22 s.22 Applies to: CF-WCO
2018-08-15 12:27	KP ON SCENE	landed to take off bx > holberg for fuel nci 30 Applies to: CF-WCO
2018-08-15 12:27	KP ON SCENE	Next check-in: [08/15] 12:57 Applies to: CF-WCO
2018-08-15 12:32	KP OFF DUTY	lifting e&b > 92672 w. 2p81 200.5 lb // wco around the area // nci 30 Applies to: 2P81, CF-EBF
2018-08-15 12:32	KP ASSIGNED	Assigned to activity Applies to: 2P81, CF-EBF
2018-08-15 12:32	KP EN ROUTE	Changed status from OFF DUTY to EN ROUTE - Next check-in: [08/15] 13:02 Applies to: CF-EBF
2018-08-15 12:32	KP EN ROUTE	Changed status from STANDBY to EN ROUTE Applies to: 2P81
2018-08-15 12:34	JO ON SCENE	lifted off winter harbour fire -- heading for fuel -- nci 30 or landing Applies to: CF-WCO
2018-08-15 12:34	JO EN ROUTE	Changed status from ON SCENE to EN ROUTE - Next check-in: [08/15] 13:04 Applies to: CF-WCO
2018-08-15 12:38	KS	Sticky note added: 'Simplex: Nickel'. Applies to: 2018-V92672
2018-08-15 12:44	KS EN ROUTE	confirmed with E&B that EBF is working again-- no longer EBQ taking over for EBF-- confirmed same pilot Applies to: 2P81, CF-EBF
2018-08-15 12:44	KS EN ROUTE	Sticky note added: 'Aug 13-15: Quinsam -- Pilot: s.22 2000'. -- Duty Day: 0800- Applies to: CF-EBF
2018-08-15 12:50	KP EN ROUTE	landing south end alice lake fuelcache nci lifting Applies to: CF-WCO
2018-08-15 12:50	KP IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [08/15] 13:20 Applies to: CF-WCO
2018-08-15 13:02	KP EN ROUTE	30 min check nci 30 Applies to: 2P81, CF-EBF
2018-08-15 13:02	KP EN ROUTE	Next check-in: [08/15] 13:32 Applies to: 2P81, CF-EBF

Date	Status	Message
2018-08-15 13:21	JO <i>IDLE</i>	<i>Next check-in: [08/15] 17:00</i> <i>Applies to: CF-WCO</i>
2018-08-15 13:31	KS EN ROUTE	calling on radio-- wondering if there is a fire at the coordinates: 50 22.636/127 13.686---advised there is a fire-- heavy timber-- top 3rd of slope- power station below- menard lake devils bath area-- windy in the area-- recommend 2 hand fallers and IA crew for that fire ---updated IFR <i>Applies to: 2P81, CF-EBF</i>
2018-08-15 13:35	KS IDLE	off alicia lake for winter harbour fire-- next checkin 30 or landing <i>Applies to: CF-WCO</i>
2018-08-15 13:35	KS <i>EN ROUTE</i>	<i>Changed status from IDLE to EN ROUTE - Next check-in: [08/15] 14:05</i> <i>Applies to: CF-WCO</i>
2018-08-15 13:37	KS EN ROUTE	advised that EBF is heading that way as well <i>Applies to: CF-WCO</i>
2018-08-15 13:55	KS EN ROUTE	hooking up bx will call lifting <i>Applies to: CF-WCO</i>
2018-08-15 13:55	KS <i>IDLE</i>	<i>Changed status from EN ROUTE to IDLE - Next check-in: [08/15] 14:25</i> <i>Applies to: CF-WCO</i>
2018-08-15 14:04	KS IDLE	commencing bx-- on 2672-- next checkin 30 min <i>Applies to: CF-WCO</i>
2018-08-15 14:04	KS <i>ON SCENE</i>	<i>Changed status from IDLE to ON SCENE - Next check-in: [08/15] 14:34</i> <i>Applies to: CF-WCO</i>
2018-08-15 14:34	KP ON SCENE	ops normal - will relay to 2P82 to radio in <i>Applies to: CF-WCO</i>
2018-08-15 14:35	KP ON SCENE	ops normal relaying msg to 2p81 <i>Applies to: CF-WCO</i>
2018-08-15 14:35	KP <i>ON SCENE</i>	<i>Next check-in: [08/15] 15:05</i> <i>Applies to: CF-WCO</i>
2018-08-15 15:05	KP <i>ON SCENE</i>	** NO CONTACT ** -- Checkin due by 15:15 <i>Applies to: CF-WCO</i>
2018-08-15 15:09	JO <i>ASSIGNED</i>	<i>Assigned to activity</i> <i>Applies to: 922 Checkins</i>
2018-08-15 15:09	JO <i>PENDING</i>	<i>Changed status from OFF DUTY to PENDING - Next check-in cleared</i> <i>Applies to: 922 Checkins</i>
2018-08-15 15:09	JO <i>ASSIGNED</i>	<i>Assigned to activity</i> <i>Applies to: 922 V</i>
2018-08-15 15:09	JO <i>PENDING</i>	<i>Added 922 V to 922 Checkins</i> <i>Applies to: 922 Checkins, 922 V</i>
2018-08-15 15:09	JO <i>PENDING</i>	<i>Changed status from OFF DUTY to PENDING</i> <i>Applies to: 922 V</i>
2018-08-15 15:09	JO <i>ASSIGNED</i>	<i>Assigned to activity</i> <i>Applies to: 923</i>
2018-08-15 15:09	JO <i>PENDING</i>	<i>Added 923 to 922 Checkins</i> <i>Applies to: 922 Checkins, 923</i>
2018-08-15 15:09	JO <i>PENDING</i>	<i>Changed status from OFF DUTY to PENDING</i> <i>Applies to: 923</i>
2018-08-15 15:10	JO PENDING	Meeting 2p81 in EBF for fire 2672 -- advised of ETA of 30 mins -- meeting at west coast heli hanger <i>Applies to: 922 Checkins, 922 V, 923</i>

Date	Status	Message
2018-08-15 15:11	JO ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: CF-WCO</i>
2018-08-15 15:11	JO ON SCENE	<i>Next check-in: [08/15] 15:41</i> <i>Applies to: CF-WCO</i>
2018-08-15 15:11	JO ON SCENE	30 min check in --- all ops normal -- nci 30 <i>Applies to: CF-WCO</i>
2018-08-15 15:37	KP ON SCENE	ops normal on2672 nci 30 <i>Applies to: CF-WCO</i>
2018-08-15 15:37	KP ON SCENE	<i>Next check-in: [08/15] 16:07</i> <i>Applies to: CF-WCO</i>
2018-08-15 15:52	KP ON SCENE	landed 2672 to remove bx <i>Applies to: CF-WCO</i>
2018-08-15 15:52	KP ON SCENE	<i>Next check-in: [08/15] 16:22</i> <i>Applies to: CF-WCO</i>
2018-08-15 15:52	KP IDLE	<i>Changed status from ON SCENE to IDLE - Next check-in: [08/15] 16:22</i> <i>Applies to: CF-WCO</i>
2018-08-15 16:20	RG IDLE	lifted off 672 en route to alice lake fire - nci 30 or landing <i>Applies to: CF-WCO</i>
2018-08-15 16:20	RG IDLE	<i>Next check-in: [08/15] 16:50</i> <i>Applies to: CF-WCO</i>
2018-08-15 16:20	RG EN ROUTE	<i>Changed status from IDLE to EN ROUTE - Next check-in: [08/15] 16:50</i> <i>Applies to: CF-WCO</i>
2018-08-15 16:37	RG EN ROUTE	contact WCO and ask to head to V92684 and has bx with him <i>Applies to: CF-WCO</i>
2018-08-15 16:38	RG EN ROUTE	as per 2P70 <i>Applies to: CF-WCO</i>
2018-08-15 16:39	KS EN ROUTE	landed south end alice lake -- refueling-- will call lifting- released frmo winter harbour fire-- head to 2684 per 2P70-- in the telegraph cove area <i>Applies to: CF-WCO</i>
2018-08-15 16:39	KS IDLE	<i>Changed status from EN ROUTE to IDLE - Next check-in: [08/15] 17:09</i> <i>Applies to: CF-WCO</i>
2018-08-15 16:41	KS IDLE	advised that EBF is also heading to incidnet as well--- advised fire is along the transmission line-- gave iron for simplex unless it changes <i>Applies to: CF-WCO</i>
2018-08-15 16:41	KS IDLE	<i>Next check-in: [08/15] 17:11</i> <i>Applies to: CF-WCO</i>
2018-08-15 17:11	MH PENDING	<i>Sticky note added: 'Aug 15: On call supervisor for any CnE fires'.</i> <i>Applies to: 922 V</i>
2018-08-15 17:12	MH PENDING	<i>Removed 922 V from 922 Checkins</i> <i>Applies to: 922 Checkins, 922 V</i>
2018-08-15 17:12	MH PENDING	<i>Completed activity</i> <i>Applies to: 922 Checkins, 923</i>
2018-08-15 17:12	MH PENDING	Called in, giving info on new fire in Beaver cove <i>Applies to: 922 V</i>
2018-08-16 10:05	KP IDLE	off west coast heli > 2672 P74, 977, 923 , 725lb pilot 1 NCI 30 <i>Applies to: CF-BVH</i>
2018-08-16 10:05	KP ASSIGNED	<i>Assigned to activity</i> <i>Applies to: CF-BVH</i>

Date	Status	Message
2018-08-16 10:05	KP EN ROUTE	Changed status from IDLE to EN ROUTE - Next check-in: [08/16] 10:35 Applies to: CF-BVH
2018-08-16 10:08	KP ASSIGNED	Assigned to activity Applies to: 977
2018-08-16 10:08	KP EN ROUTE	Boarded 977 on CF-BVH Applies to: 977, CF-BVH
2018-08-16 10:08	KP EN ROUTE	Changed status from OFF DUTY to EN ROUTE Applies to: 977
2018-08-16 10:08	KP ASSIGNED	Assigned to activity Applies to: 923
2018-08-16 10:08	KP EN ROUTE	Boarded 923 on CF-BVH Applies to: 923, CF-BVH
2018-08-16 10:08	KP EN ROUTE	Changed status from OFF DUTY to EN ROUTE Applies to: 923
2018-08-16 10:13	KP EN ROUTE	2P74, 977 not on board // it is 974 and 922 Applies to: 2P72, 923, 977, CF-BVH
2018-08-16 10:13	KP EN ROUTE	Next check-in: [08/16] 10:43 Applies to: 2P72, 923, 977, CF-BVH
2018-08-16 10:13	KP EN ROUTE	Disembarked 977 from CF-BVH Applies to: 977, CF-BVH
2018-08-16 10:14	KP EN ROUTE	Completed activity Applies to: 977
2018-08-16 10:15	KP EN ROUTE	974 looking to confirm incident on oconnor lake - V92570 //Resetting clock Applies to: 922 V, 923, 974, CF-BVH
2018-08-16 10:15	KP EN ROUTE	Next check-in: [08/16] 10:45 Applies to: 922 V, 923, 974, CF-BVH
2018-08-16 10:23	MD EN ROUTE	BVH--looking for coordiantes for woss fuel cache -- passed along coordinates // nci 30 or landing Applies to: 922 V, 923, 974, CF-BVH
2018-08-16 10:23	MD EN ROUTE	Next check-in: [08/16] 10:53 Applies to: 922 V, 923, 974, CF-BVH
2018-08-16 10:46	KP EN ROUTE	974 w. 922 and 923 on the ground incident 92672 // hitting 922 on repeater and 974 wants to advise they are continuing down on their recce to klaskino Applies to: 922 V, 923, 974, CF-BVH
2018-08-16 10:46	KP EN ROUTE	Next check-in: [08/16] 11:16 Applies to: 922 V, 923, 974, CF-BVH
2018-08-16 10:46	KP EN ROUTE	Completed activity Applies to: 923
2018-08-16 10:48	KP OFF DUTY	Dropped off on 2672 by BVH - tried to raise on repeater with no luc will give some time to establish checkins Applies to: 922 Checkins, 922 V, 923
2018-08-16 10:48	KP ASSIGNED	Assigned to activity Applies to: 922 Checkins, 922 V, 923
2018-08-16 10:48	KP ON SCENE	Changed status from OFF DUTY to ON SCENE - Next check-in: [08/16] 12:48 Applies to: 922 Checkins, 922 V, 923
2018-08-16 10:48	KP ON SCENE	Next check-in: [08/16] 11:15 Applies to: 922 Checkins, 922 V, 923

Date	Status	Message
2018-08-16 11:16	KP EN ROUTE	Passed on coordinates for new incident at Klaskino, HAS A 2ND IFR but will landline in
Applies to: 974, CF-BVH		
2018-08-16 11:16	KP EN ROUTE	Next check-in: [08/16] 11:46
Applies to: 974, CF-BVH		
2018-08-16 11:20	KP ON SCENE	** NO CONTACT ** -- Checkin due by 11:30
Applies to: 922 Checkins		
2018-08-16 11:20	KP ON SCENE	** NO CONTACT ** -- Checkin due by 11:30
Applies to: 923		
2018-08-16 11:20	KP ON SCENE	** NO CONTACT ** -- Checkin due by 11:30
Applies to: 922 V		
2018-08-16 11:22	KP ON SCENE	** NO CONTACT CLEARED **
Applies to: 922 Checkins		
2018-08-16 11:22	KP ON SCENE	** NO CONTACT CLEARED **
Applies to: 923		
2018-08-16 11:22	KP ON SCENE	** NO CONTACT CLEARED **
Applies to: 922 V		
2018-08-16 11:22	KP ON SCENE	Next check-in: [08/16] 13:22
Applies to: 922 Checkins, 922 V, 923		
2018-08-16 11:22	KP ON SCENE	** NO CONTACT ** -- Checkin due by 11:32
Applies to: 922 Checkins		
2018-08-16 11:22	KP ON SCENE	** NO CONTACT ** -- Checkin due by 11:32
Applies to: 923		
2018-08-16 11:22	KP ON SCENE	** NO CONTACT ** -- Checkin due by 11:32
Applies to: 922 V		
2018-08-16 11:22	KP ON SCENE	** NO CONTACT CLEARED **
Applies to: 922 Checkins		
2018-08-16 11:22	KP ON SCENE	** NO CONTACT CLEARED **
Applies to: 923		
2018-08-16 11:22	KP ON SCENE	** NO CONTACT CLEARED **
Applies to: 922 V		
2018-08-16 11:22	KP ON SCENE	Next check-in: [08/16] 13:22
Applies to: 922 Checkins, 922 V, 923		
2018-08-16 11:22	KP ON SCENE	** NO CONTACT ** -- Checkin due by 11:32
Applies to: 922 Checkins		
2018-08-16 11:22	KP ON SCENE	** NO CONTACT ** -- Checkin due by 11:32
Applies to: 923		
2018-08-16 11:22	KP ON SCENE	** NO CONTACT ** -- Checkin due by 11:32
Applies to: 922 V		
2018-08-16 11:24	KP EN ROUTE	Emailed 2P81, 2P82, 2P70 copy of IFR for 92697
Applies to: 974, CF-BVH		
2018-08-16 11:26	KP ON SCENE	** NO CONTACT CLEARED **
Applies to: 922 Checkins		
2018-08-16 11:26	KP ON SCENE	** NO CONTACT CLEARED **
Applies to: 923		
2018-08-16 11:26	KP ON SCENE	** NO CONTACT CLEARED **
Applies to: 922 V		
2018-08-16 11:26	KP ON SCENE	Next check-in: [08/16] 13:26
Applies to: 922 Checkins, 922 V, 923		

Date	Status	Message
2018-08-16 11:26	KP ON SCENE	trying 922 on PM- establishing checkin - nci 1330 Applies to: 922 Checkins, 922 V, 923
2018-08-16 11:27	KP ON SCENE	<i>Next check-in: [08/16] 13:30</i> Applies to: 922 Checkins, 922 V, 923
2018-08-16 11:27	KP ON SCENE	<i>Sticky note added: 'Aug 16: V92672 C&E'.</i> Applies to: 922 Checkins
2018-08-16 12:00	KP ON SCENE	922 requesting air craft to p/u 922 and 923 when possbile //willcoordinate with air ops and advise Applies to: 922 Checkins, 922 V, 923
2018-08-16 12:00	KP ON SCENE	<i>Next check-in: [08/16] 14:00</i> Applies to: 922 Checkins, 922 V, 923
2018-08-16 12:16	MD ON SCENE	trying 922 on radio to advise that heli will come for pick up once done doing recce on 2595 // passed along message and advised I would send call sign when i know Applies to: 922 Checkins, 922 V, 923
2018-08-16 12:20	KS ON SCENE	when they checkin-- FOC team are going to be heading up island-- not on site today-- OC 4 will be up there Aug 17 Applies to: 922 Checkins, 922 V, 923
2018-08-16 13:24	MD ON SCENE	inform JSL en route to 2672 for pick up Applies to: 922 Checkins, 922 V, 923
2018-08-16 13:24	MD ASSIGNED	<i>Assigned to activity</i> Applies to: CF-JSL
2018-08-16 13:24	MD EN ROUTE	<i>Next check-in: [08/16] 13:54</i> Applies to: CF-JSL
2018-08-16 13:26	MD ON SCENE	advised that JSL en route to pick up and passed along message about FOC // nci when getting picked up Applies to: 922 Checkins, 922 V, 923
2018-08-16 13:26	MD ON SCENE	<i>Next check-in: [08/16] 15:26</i> Applies to: 922 Checkins, 922 V, 923
2018-08-16 13:27	MD EN ROUTE	trying TVI on radio-- 2762 about 1410 for pick up Applies to: CF-JSL
2018-08-16 13:55	JO EN ROUTE	confirm coord 2672 Applies to: CF-JSL
2018-08-16 13:56	HK EN ROUTE	** NO CONTACT ** -- Checkin due by 14:06 Applies to: CF-JSL
2018-08-16 13:57	JO EN ROUTE	** NO CONTACT CLEARED ** Applies to: CF-JSL
2018-08-16 13:57	JO EN ROUTE	<i>Next check-in: [08/16] 14:27</i> Applies to: CF-JSL
2018-08-16 13:57	JO EN ROUTE	confirmed coords for incident -- en route to 2672 -- nci 30 Applies to: CF-JSL
2018-08-16 14:24	JO EN ROUTE	payload 550 -- stopping in woss for fuel -- 2 px 922 and 923 -- nci 30 Applies to: CF-JSL
2018-08-16 14:24	JO EN ROUTE	<i>Next check-in: [08/16] 14:54</i> Applies to: CF-JSL
2018-08-16 14:24	JO ON SCENE	<i>Zone changed from Coastal Fire Centre to Fraser</i> Applies to: 922 Checkins, 922 V, 923
2018-08-16 14:24	JO EN ROUTE	<i>Boarded 922 Checkins on CF-JSL</i> Applies to: 922 Checkins, CF-JSL

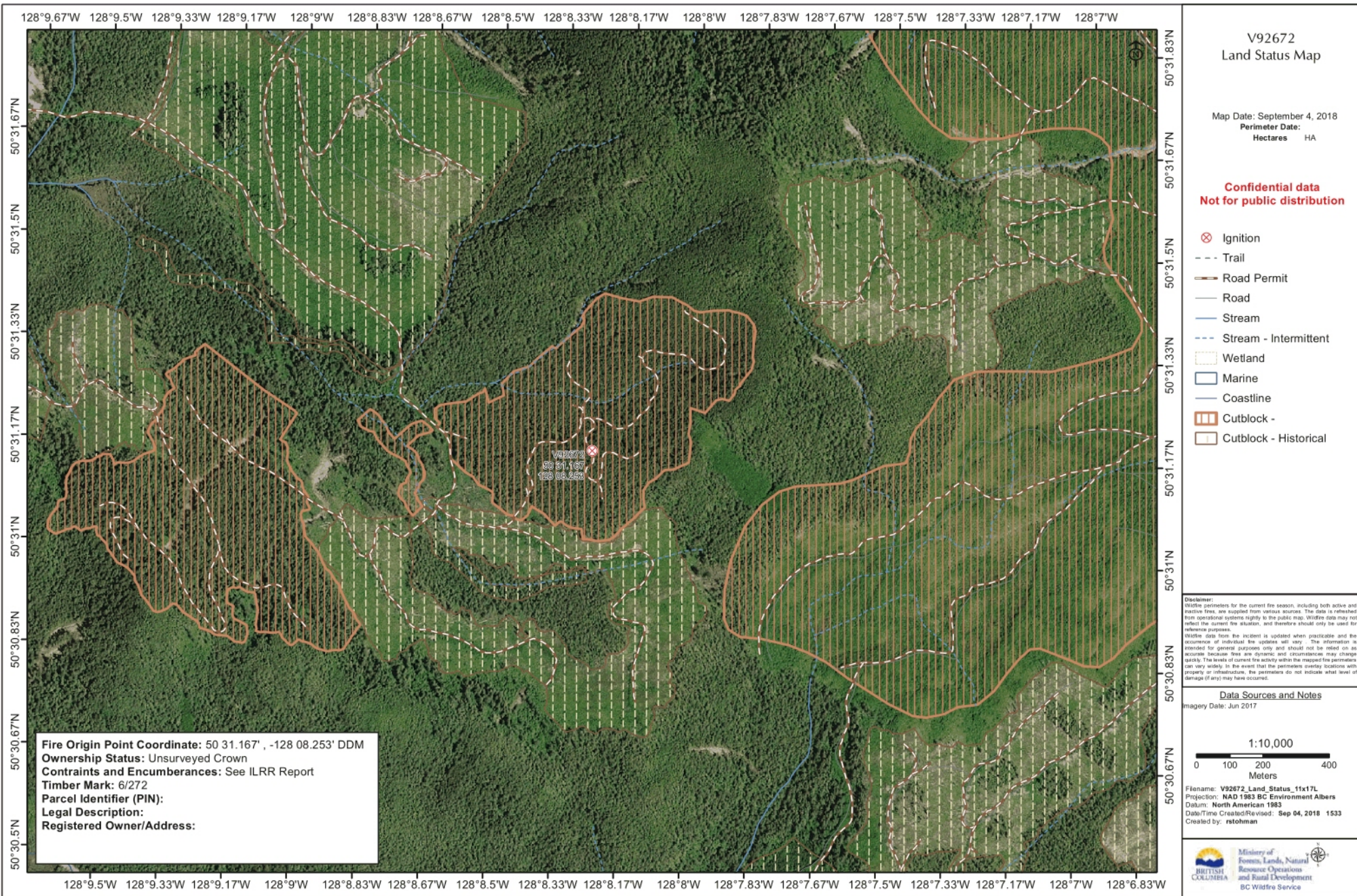
Date	Status	Message
2018-08-16 14:24	JO EN ROUTE	Changed status from ON SCENE to EN ROUTE Applies to: 922 Checkins, 922 V, 923
2018-08-16 14:56	JO EN ROUTE	short final for woss -- nic lifting Applies to: 922 Checkins, 922 V, 923, CF-JSL
2018-08-16 14:56	JO IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [08/16] 15:26 Applies to: 922 Checkins, 922 V, 923, CF-JSL
2018-08-16 15:14	JO IDLE	off woss -- off for port mcneil -- nci 30 Applies to: 922 Checkins, 922 V, 923, CF-JSL
2018-08-16 15:14	JO EN ROUTE	Changed status from IDLE to EN ROUTE - Next check-in: [08/16] 15:44 Applies to: 922 Checkins, 922 V, 923, CF-JSL
2018-08-16 15:38	JO EN ROUTE	off port -- pilot only -- back to quinsam -- nci 30 Applies to: 922 Checkins, 922 V, 923, CF-JSL
2018-08-16 15:38	JO EN ROUTE	Next check-in: [08/16] 16:08 Applies to: 922 Checkins, 922 V, 923, CF-JSL
2018-08-16 16:10	JR EN ROUTE	** NO CONTACT ** -- Checkin due by 16:20 Applies to: CF-JSL
2018-08-16 16:10	JR EN ROUTE	** NO CONTACT ** -- Checkin due by 16:20 Applies to: 922 Checkins
2018-08-16 16:10	JR EN ROUTE	** NO CONTACT ** -- Checkin due by 16:20 Applies to: 923
2018-08-16 16:10	JR EN ROUTE	** NO CONTACT ** -- Checkin due by 16:20 Applies to: 922 V
2018-08-16 16:10	JR EN ROUTE	** NO CONTACT CLEARED ** Applies to: CF-JSL
2018-08-16 16:10	JR EN ROUTE	** NO CONTACT CLEARED ** Applies to: 922 Checkins
2018-08-16 16:10	JR EN ROUTE	** NO CONTACT CLEARED ** Applies to: 923
2018-08-16 16:10	JR EN ROUTE	** NO CONTACT CLEARED ** Applies to: 922 V
2018-08-16 16:10	JR EN ROUTE	Next check-in: [08/16] 16:40 Applies to: 922 Checkins, 922 V, 923, CF-JSL
2018-08-16 16:11	JR EN ROUTE	ops normal - nci 30 minutes Applies to: 922 Checkins, 922 V, 923, CF-JSL
2018-08-16 16:11	JR EN ROUTE	Next check-in: [08/16] 16:41 Applies to: 922 Checkins, 922 V, 923, CF-JSL
2018-08-16 16:11	JR EN ROUTE	Disembarked 922 Checkins from CF-JSL Applies to: 922 Checkins, CF-JSL
2018-08-16 16:11	JR EN ROUTE	dropped in port mcneil for final Applies to: 922 Checkins, 922 V, 923
2018-08-16 16:11	JR OFF DUTY	Changed status from EN ROUTE to OFF DUTY - Next check-in cleared Applies to: 922 Checkins, 922 V, 923
2018-08-16 16:23	JR EN ROUTE	landing staging - nci lifting Applies to: CF-JSL
2018-08-16 16:23	JR IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [08/16] 16:53 Applies to: CF-JSL
2018-08-16 16:28	JR IDLE	landed quinsam - final checkin Applies to: CF-JSL
2018-08-16 16:28	JR IDLE	Completed activity Applies to: CF-JSL

Date	Status	Message
2018-08-16 16:31	JR OFF DUTY	Completed activity <i>Applies to: 922 Checkins, 922 V, 923</i>
2018-08-17 09:41	MD OFF DUTY	OC4-- inm North Island Zone // leaving port mneil to 2672// nci 1300 <i>Applies to: OC 4, OC4 Checkins</i>
2018-08-17 09:41	MD ASSIGNED	Assigned to activity <i>Applies to: OC 4</i>
2018-08-17 09:41	MD EN ROUTE	Changed status from OFF DUTY to EN ROUTE - Next check-in: [08/17] 11:41 <i>Applies to: OC 4</i>
2018-08-17 09:41	MD EN ROUTE	Next check-in: [08/17] 13:00 <i>Applies to: OC 4</i>
2018-08-17 09:41	MD EN ROUTE	OC4 called in on cell phone for previous checkin <i>Applies to: OC 4, OC4 Checkins</i>
2018-08-17 10:03	JS OFF DUTY	922 with 949 and OC4 to V92672 Winter HARbour <i>Applies to: 922 Checkins, 922 V</i>
2018-08-17 10:03	JS ASSIGNED	Assigned to activity <i>Applies to: 922 Checkins, 922 V</i>
2018-08-17 10:03	JS EN ROUTE	Changed status from OFF DUTY to EN ROUTE - Next check-in: [08/17] 12:03 <i>Applies to: 922 Checkins, 922 V</i>
2018-08-17 10:03	JS ASSIGNED	Assigned to activity <i>Applies to: 949</i>
2018-08-17 10:03	JS EN ROUTE	Added 949 to 922 Checkins <i>Applies to: 922 Checkins, 949</i>
2018-08-17 10:03	JS EN ROUTE	Changed status from OFF DUTY to EN ROUTE <i>Applies to: 949</i>
2018-08-17 10:03	JS EN ROUTE	Zone changed from Coastal Fire Centre to Fraser <i>Applies to: OC 4</i>
2018-08-17 10:03	JS EN ROUTE	Removed OC 4 from OC4 Checkins and Added OC 4 to 922 Checkins <i>Applies to: 922 Checkins, OC 4, OC4 Checkins</i>
2018-08-17 11:55	KP EN ROUTE	1200 checkin on site 2672nci 1400 <i>Applies to: 922 Checkins, 922 V, 949, OC 4</i>
2018-08-17 11:55	KP EN ROUTE	Next check-in: [08/17] 13:55 <i>Applies to: 922 Checkins, 922 V, 949, OC 4</i>
2018-08-17 11:55	KP ON SCENE	Changed status from EN ROUTE to ON SCENE - Next check-in: [08/17] 14:00 <i>Applies to: 922 Checkins, 922 V, 949, OC 4</i>
2018-08-17 12:59	KP ON SCENE	1300 checkin ops normal still enroute nci 2 hrs @ 1500 <i>Applies to: 922 Checkins, 922 V, 949, OC 4</i>
2018-08-17 12:59	KP EN ROUTE	Changed status from ON SCENE to EN ROUTE - Next check-in: [08/17] 15:00 <i>Applies to: 922 Checkins, 922 V, 949, OC 4</i>
2018-08-17 12:59	KP EN ROUTE	Sticky note added: 'Aug 17: V92672'. <i>Applies to: 922 Checkins</i>
2018-08-17 13:58	KP EN ROUTE	922 - ops normal nci 1600 // arrived on site <i>Applies to: 922 Checkins, 922 V, 949, OC 4</i>
2018-08-17 13:58	KP EN ROUTE	Next check-in: [08/17] 15:58 <i>Applies to: 922 Checkins, 922 V, 949, OC 4</i>
2018-08-17 13:58	KP ON SCENE	Changed status from EN ROUTE to ON SCENE - Next check-in: [08/17] 16:00 <i>Applies to: 922 Checkins, 922 V, 949, OC 4</i>
2018-08-17 15:20	KP ON SCENE	OC 4 ops normal nci 2 hrs by 1730 <i>Applies to: 922 Checkins, 922 V, 949, OC 4</i>
2018-08-17 15:20	KP ON SCENE	Next check-in: [08/17] 17:20 <i>Applies to: 922 Checkins, 922 V, 949, OC 4</i>

Date	Status	Message
2018-08-17 15:21	KP ON SCENE	Next check-in: [08/17] 17:30 Applies to: 922 Checkins, 922 V, 949, OC 4
2018-08-17 16:02	KP ON SCENE	1600 check ops normal nci 2 hr nci 1800 Applies to: 922 Checkins, 922 V, 949, OC 4
2018-08-17 16:02	KP ON SCENE	Next check-in: [08/17] 18:02 Applies to: 922 Checkins, 922 V, 949, OC 4
2018-08-17 16:02	KP ON SCENE	Next check-in: [08/17] 18:00 Applies to: 922 Checkins, 922 V, 949, OC 4
2018-08-17 18:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 18:10 Applies to: 922 Checkins
2018-08-17 18:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 18:10 Applies to: 949
2018-08-17 18:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 18:10 Applies to: OC 4
2018-08-17 18:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 18:10 Applies to: 922 V
2018-08-17 18:05	KP ON SCENE	949 2 hr checkins w. 922 in holberg > port mcneill Applies to: 922 Checkins, 922 V, 949, OC 4
2018-08-17 18:05	KP ON SCENE	** NO CONTACT CLEARED ** Applies to: 922 Checkins
2018-08-17 18:05	KP ON SCENE	** NO CONTACT CLEARED ** Applies to: 949
2018-08-17 18:05	KP ON SCENE	** NO CONTACT CLEARED ** Applies to: OC 4
2018-08-17 18:05	KP ON SCENE	** NO CONTACT CLEARED ** Applies to: 922 V
2018-08-17 18:05	KP ON SCENE	Next check-in: [08/17] 20:05 Applies to: 922 Checkins, 922 V, 949, OC 4
2018-08-17 18:05	KP ON SCENE	nci 2 hrs by 2000 Applies to: 922 Checkins, 922 V, 949, OC 4
2018-08-17 18:05	KP ON SCENE	Next check-in: [08/17] 20:00 Applies to: 922 Checkins, 922 V, 949, OC 4
2018-08-17 19:13	KP ON SCENE	leaving 92672 nci 2 hrs in port hardy Applies to: 922 Checkins, 922 V, 949, OC 4
2018-08-17 19:13	KP ON SCENE	Next check-in: [08/17] 21:13 Applies to: 922 Checkins, 922 V, 949, OC 4
2018-08-17 19:13	KP ON SCENE	nci by 2130 Applies to: 922 Checkins, 922 V, 949, OC 4
2018-08-17 19:13	KP ON SCENE	Next check-in: [08/17] 21:30 Applies to: 922 Checkins, 922 V, 949, OC 4
2018-08-17 19:13	KP ON SCENE	[#retunring] Applies to: 922 Checkins, 922 V, 949, OC 4
2018-08-17 19:13	KP RETURNING	Changed status from ON SCENE to RETURNING - Next check-in: [08/17] 21:13 Applies to: 922 Checkins, 922 V, 949, OC 4
2018-08-17 21:15	JS RETURNING	Next check-in: [08/17] 21:30 Applies to: 922 Checkins, 922 V, 949, OC 4
2018-08-17 21:32	RG RETURNING	** NO CONTACT ** -- Checkin due by 21:42 Applies to: 922 Checkins
2018-08-17 21:32	RG RETURNING	** NO CONTACT ** -- Checkin due by 21:42 Applies to: 949

Date	Status	Message
2018-08-17 21:32	RG RETURNING	** NO CONTACT ** -- Checkin due by 21:42 <i>Applies to: OC 4</i>
2018-08-17 21:32	RG RETURNING	** NO CONTACT ** -- Checkin due by 21:42 <i>Applies to: 922 V</i>
2018-08-17 21:42	RG RETURNING	** NO CONTACT CLEARED ** <i>Applies to: 922 V</i>
2018-08-17 21:42	RG RETURNING	Next check-in: [08/17] 23:42 <i>Applies to: 922 V</i>
2018-08-17 21:42	RG RETURNING	** NO CONTACT ** -- Checkin due by 21:52 <i>Applies to: 922 V</i>
2018-08-17 21:42	RG RETURNING	** NO CONTACT CLEARED ** <i>Applies to: 922 Checkins</i>
2018-08-17 21:42	RG RETURNING	** NO CONTACT CLEARED ** <i>Applies to: 949</i>
2018-08-17 21:42	RG RETURNING	** NO CONTACT CLEARED ** <i>Applies to: OC 4</i>
2018-08-17 21:42	RG RETURNING	** NO CONTACT CLEARED ** <i>Applies to: 922 V</i>
2018-08-17 21:42	RG RETURNING	Next check-in: [08/17] 23:42 <i>Applies to: 922 Checkins, 922 V, 949, OC 4</i>
2018-08-17 21:42	RG RETURNING	** NO CONTACT ** -- Checkin due by 21:52 <i>Applies to: 922 Checkins</i>
2018-08-17 21:42	RG RETURNING	** NO CONTACT ** -- Checkin due by 21:52 <i>Applies to: 949</i>
2018-08-17 21:42	RG RETURNING	** NO CONTACT ** -- Checkin due by 21:52 <i>Applies to: OC 4</i>
2018-08-17 21:42	RG RETURNING	** NO CONTACT ** -- Checkin due by 21:52 <i>Applies to: 922 V</i>
2018-08-17 21:42	RG RETURNING	** NO CONTACT CLEARED ** <i>Applies to: 922 Checkins</i>
2018-08-17 21:42	RG RETURNING	** NO CONTACT CLEARED ** <i>Applies to: 949</i>
2018-08-17 21:42	RG RETURNING	** NO CONTACT CLEARED ** <i>Applies to: OC 4</i>
2018-08-17 21:42	RG RETURNING	** NO CONTACT CLEARED ** <i>Applies to: 922 V</i>
2018-08-17 21:42	RG RETURNING	Next check-in: [08/17] 23:42 <i>Applies to: 922 Checkins, 922 V, 949, OC 4</i>
2018-08-17 21:43	RG RETURNING	on ph - back home <i>Applies to: 922 Checkins, 922 V, 949, OC 4</i>
2018-08-17 21:43	RG RETURNING	Next check-in: [08/17] 23:43 <i>Applies to: 922 Checkins, 922 V, 949, OC 4</i>
2018-08-17 21:44	RG OFF DUTY	Changed status from RETURNING to OFF DUTY - Next check-in cleared <i>Applies to: 922 Checkins, 922 V, 949, OC 4</i>
2018-08-17 21:44	RG OFF DUTY	Sticky note 'Aug 17: V92672' was cleared. <i>Applies to: 922 Checkins</i>
2018-08-17 21:44	RG OFF DUTY	Completed activity <i>Applies to: 922 Checkins, 922 V, 949, OC 4</i>
2018-08-19 16:37	MD	NRVR submitted <i>Applies to: 2018-V92672</i>

Date	Status	Message
2018-08-21 11:38	KP	As per quinsam dep ops - status is now UC
Applies to: 2018-V92672		
2018-08-23 07:54	JS	per 2P70 email with update: lemare Lk logging crews onsite - suspected they started it and they are putting it out. FOC attended and is under investigation.
Applies to: 2018-V92672		
2018-08-26 17:47	MD	per ops-- fire is OUT
Applies to: 2018-V92672		
2018-09-11 10:34	KS	<i>Sticky note 'Simplex: Nickel' was cleared.</i>
Applies to: 2018-V92672		
Reporting data refreshed 2018-09-18 14:27		



Fire Weather System


Bounded Days for PORT HARDY AP (EC)

From 2018/07/15 to 2018/08/15

Date	Status	Temp.	RH	Wind Dir.	Wind Sp.	Precip.	Grass Cure	FFMC	DMC	DC	ISI	BUI	FWI	Dgr. Cl.
2018/07/15	act	15.0	82	70	9	0.0	*	82.2	11	220	2.3	20	3.7	2
2018/07/16	act	16.0	82	50	9	0.0	*	82.2	12	226	2.3	21	3.9	2
2018/07/17	act	17.0	82	40	9	0.0	*	82.2	13	233	2.3	22	4.1	2
2018/07/18	act	16.0	72	320	17	0.2	*	82.7	14	240	3.6	24	6.6	2
2018/07/19	act	16.0	67	330	15	0.0	*	83.5	15	246	3.6	26	7.0	2
2018/07/20	act	17.0	63	330	32	0.0	*	84.4	17	253	9.6	29	16.3	3
2018/07/21	act	15.0	77	320	9	0.0	*	83.5	18	260	2.8	30	5.9	2
2018/07/22	act	15.0	77	40	11	0.0	*	83.3	18	266	3.0	31	6.4	2
2018/07/23	act	14.0	88	30	13	0.2	*	80.7	19	272	2.4	32	5.3	2
2018/07/24	act	14.0	88	50	11	0.0	*	80.1	19	278	2.0	33	4.6	2
2018/07/25	act	14.0	94	60	13	0.0	*	77.9	20	285	1.8	33	4.0	2
2018/07/26	act	14.0	94	60	9	0.0	*	77.4	20	291	1.4	34	3.1	2
2018/07/27	act	15.0	88	40	11	0.0	*	77.8	20	297	1.6	35	3.7	2
2018/07/28	act	16.0	77	30	6	0.0	*	79.9	21	304	1.5	36	3.5	2
2018/07/29	act	20.0	68	30	6	0.0	*	82.6	23	311	2.0	38	5.1	2
2018/07/30	act	18.0	77	30	7	0.0	*	82.7	24	318	2.3	40	5.8	2
2018/07/31	act	17.0	77	350	19	0.0	*	82.7	25	325	4.0	42	9.9	3
2018/08/01	act	14.0	94	60	7	0.0	*	78.6	25	330	1.4	42	3.8	2
2018/08/02	act	16.0	72	40	7	0.4	*	81.1	26	336	1.9	43	5.1	3
2018/08/03	act	17.0	82	80	9	0.2	*	81.1	27	342	2.0	45	5.7	3
2018/08/04	act	19.0	68	30	9	0.0	*	83.1	28	349	2.6	47	7.4	3
2018/08/05	act	18.0	73	40	9	0.0	*	83.1	29	355	2.6	48	7.6	3
2018/08/06	act	16.0	82	50	9	0.0	*	82.4	30	361	2.4	49	7.0	3
2018/08/07	act	15.0	77	50	9	0.0	*	82.4	30	367	2.4	50	7.2	3
2018/08/08	act	14.0	88	50	7	0.0	*	80.6	31	372	1.8	51	5.4	3
2018/08/09	act	19.0	68	50	7	0.0	*	82.9	32	379	2.3	53	7.1	3
2018/08/10	act	17.0	82	30	13	0.2	*	82.4	33	385	2.9	54	8.9	3
2018/08/11	act	15.0	88	0	13	1.6	*	67.7	32	390	1.1	53	3.4	3
2018/08/12	act	16.0	77	10	15	0.4	*	75.9	33	396	1.7	54	5.5	3
2018/08/13	act	15.0	82	50	11	0.0	*	78.2	33	402	1.7	55	5.5	3
2018/08/14	act	15.0	88	70	9	0.0	*	78.3	34	408	1.5	56	5.1	3
2018/08/15	act	17.0	72	0	22	0.0	*	81.6	35	414	4.2	57	12.5	3

Total of **32** records.

ON-SITE WEATHER READINGS- August (LEMARE LAKE LTD)



Lemare

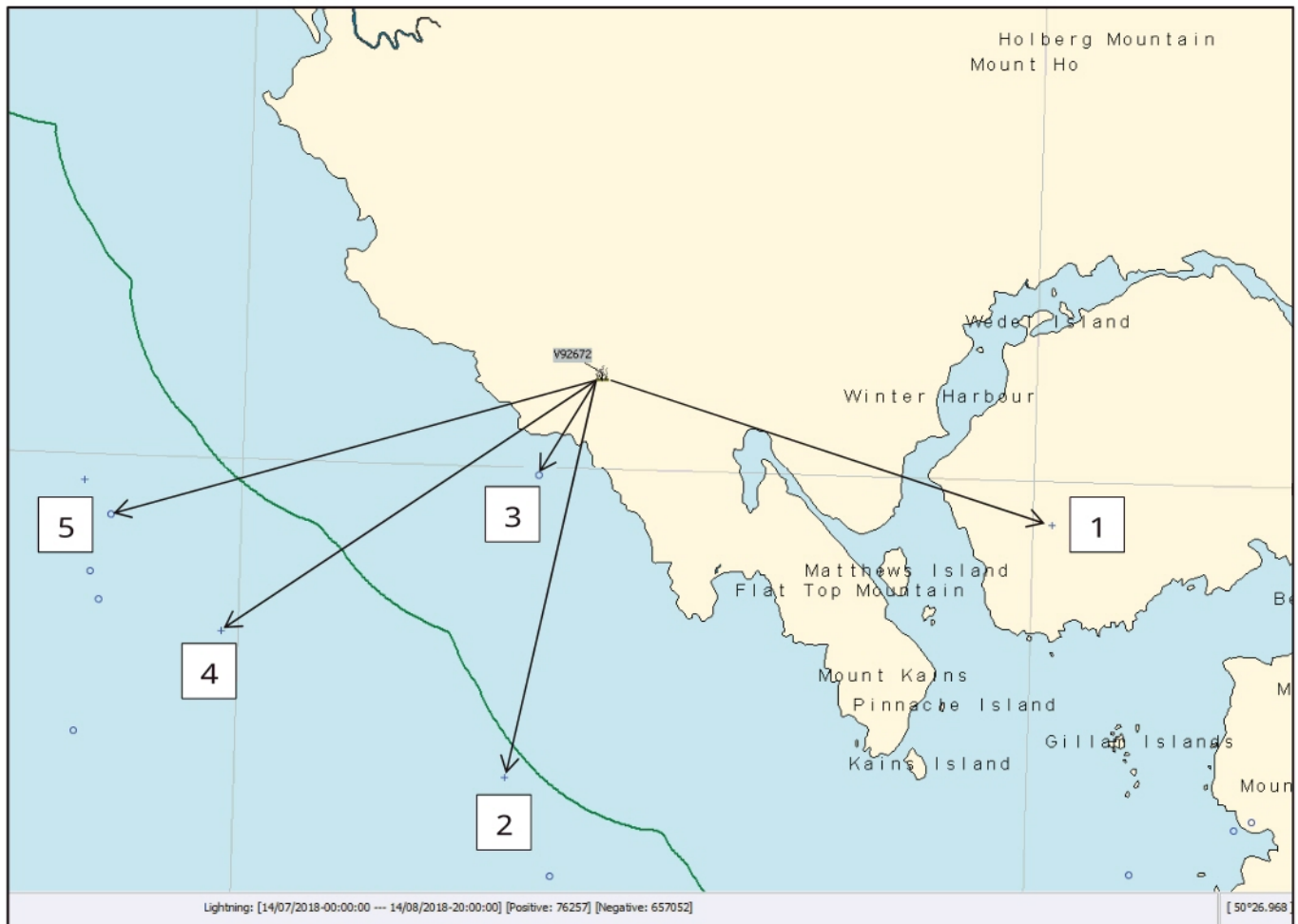
Month: AUG / 2018

BLK 60-42 / 60-247

Weather Readings Must be Done DAILY at 1:00 pm
They Must be PHONED IN TO LEMARE OFFICE DAILY at 1:15 pm

1 Pm				5 Am		
Date	Temperature	Humidity	Wind Speed	Rainfall	Taken By	Phoned to:
1	15	92	0	TRACE	DN	
2	15	91	0	0	"	
3	14	94	0	TRACE	"	
4	16	78	0	1mm	"	
5	18	82	1	0	"	
6	20	83	0	0	"	
7	23	65%	4	0	"	1 hr FIRE WATCH
8	20	63%	1	0	"	"
9	21	68%	6 kph	0	"	"
10	23	66%	4 kph	0	"	"
11	18	86%	5 kph	2mm	"	"
12	20	75%	3 kph	0	"	"
13	21.5	66%	1 kph	0	"	"
14	21.5	67%	4 kph	0	"	"
15	20	64%	1 kph	0	"	"
16						
17						
18						

BCWS Dispatch System- Lightning Detection

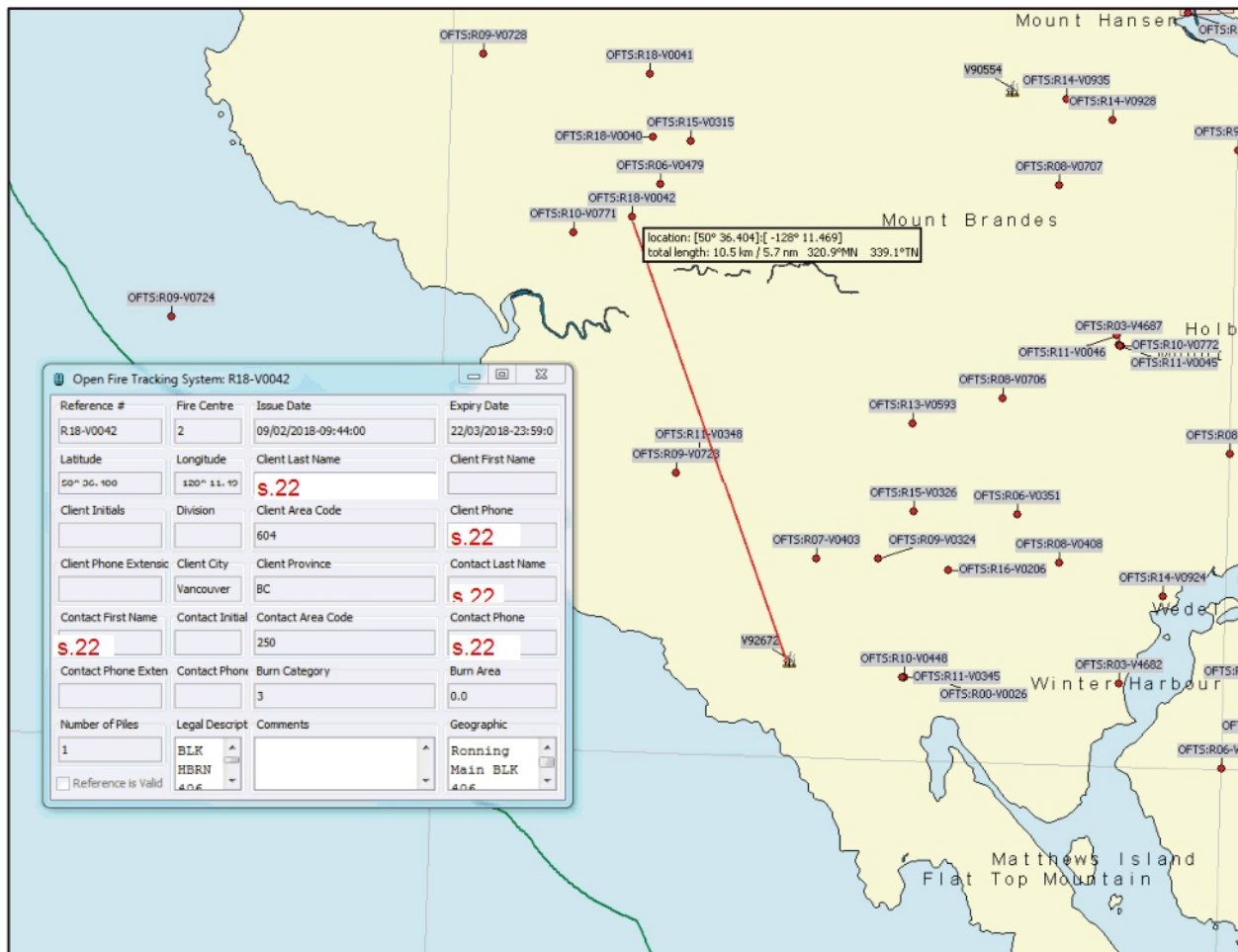


The BCWS Dispatch system was utilized to search for lightning for the one-month period prior to the first report of V92672.

Strike #	Distance km	Date	Time (PST)
1	+/- 10.4	Aug 11	02:49
2	+/- 9.1	Aug 11	02:38
3	+/- 2.6	Aug 11	00:06
4	+/- 10.2	Aug 11	03:26
5	+/- 11.4	Aug 11	00:15

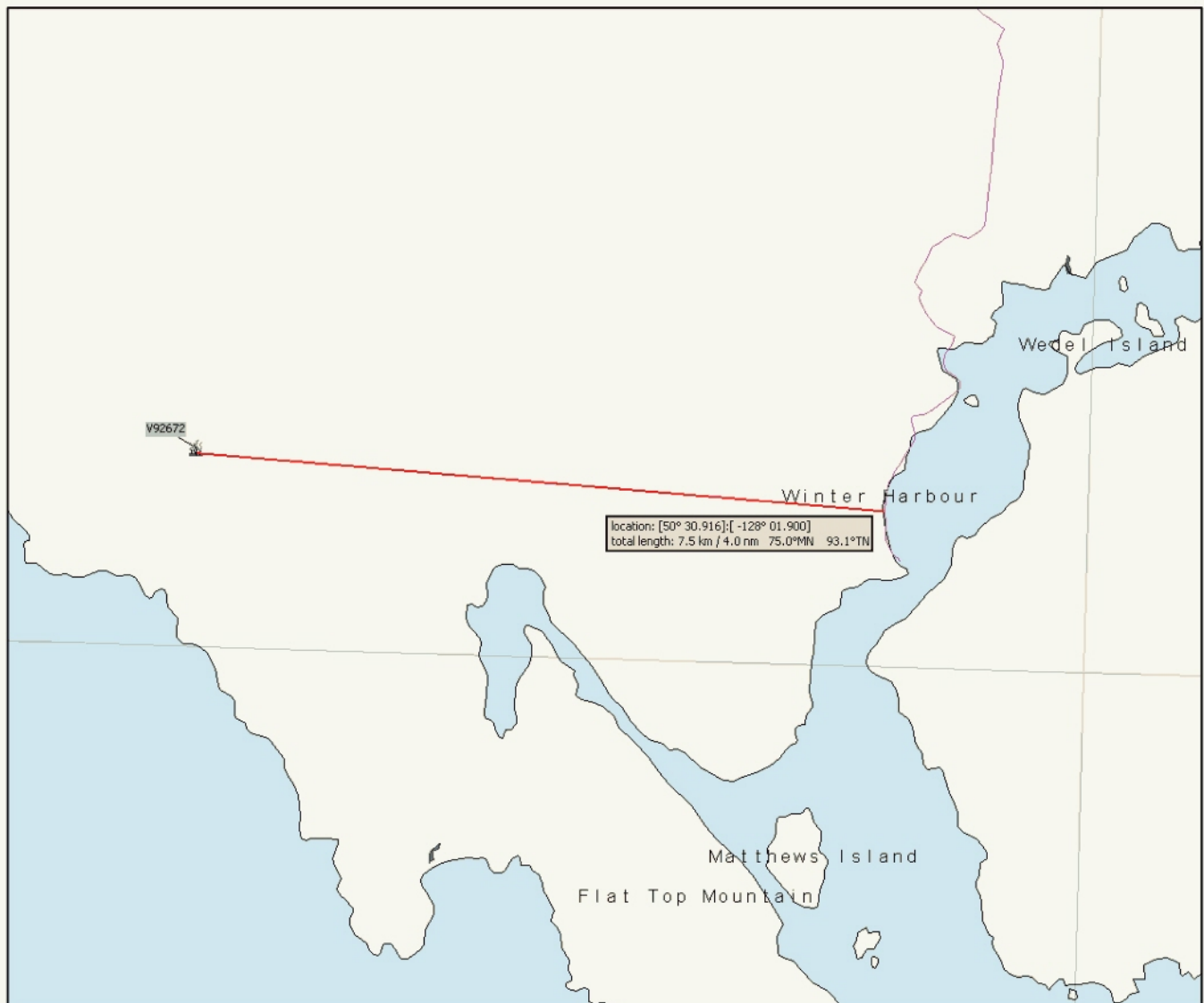
Lightning Strike # 3 was the closest strike to the ignition area and occurred approximately 3.5 days before the first report of V92672 at a distance of 2.6 km.

BCWS Dispatch System- Open Fire Tracking System



Open burning was prohibited at the time of the ignition of V92672. The nearest recent Category 3 Open Fire burn permit expired on March 22nd, 2018 and was located 10.5 km to the north. Other nearby reference numbers expired more than 1 year prior.

BCWS Dispatch System- Transmission Lines



The closest Transmission Line to V92672 is located 7.5 km to the East.



V92672 Fire Investigation Map

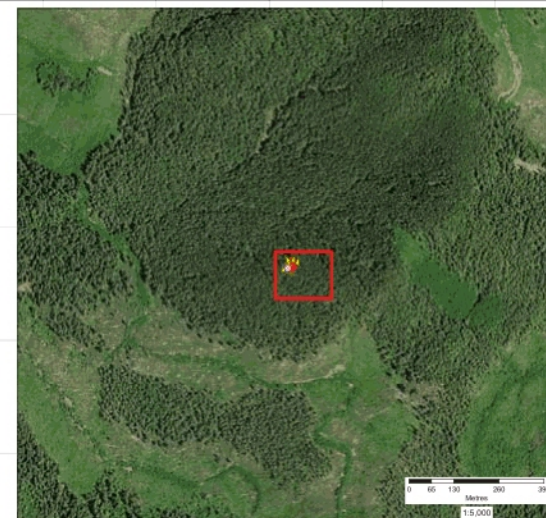
Map Date: September 25, 2018

Burn Indicator

Investigation Point Type

- Advancing Burn
- Backlog Burn
- Lateral Burn
- Photo Point
- Fire Origin/area of Ignition

— Road (Permit)



Disclaimer: Wildlife permits for the current fire season, including both active and inactive fires, are required for wildlife studies. This data is extracted from open-source systems and is not intended for use in any other way. It may not reflect the current fire season, and therefore should only be used for reference purposes.

Wildfire data from this incident is published when available and the occurrence of individual fire incidents will vary. The information is intended for general guidance only and should not be used as an accurate measure of fire risk or to predict fire behavior. The change in fire activity and the frequency of change in fire activity will vary within the region. The information is not intended for use in any other way. It may not reflect the current fire season, and therefore should only be used for reference purposes.

Imagery Reference

Data Sources and Notes

Fire Investigation Data Collected by:
Metsky Software
2018-09-25

Imagery Date: Jun 2017

0 10 20 30 40
Metres
1:153

Provenance: V92672_FireInvestigation_Map
Projection: NAD 1983 UTM Zone 18N
Datum: North American 1983
Data/Time Created/Revised: Sep 25, 2018 18:29
Created by: metsky

Produced By:



V92672 North Island Fire Zone



DSC_0216.JPG, 2018-08-17 13:20:44.93



DSC_0217.JPG, 2018-08-17 13:21:09.12



DSC_0218.JPG, 2018-08-17 13:21:32.62



DSC_0219.JPG, 2018-08-17 13:22:41.99



DSC_0220.JPG, 2018-08-17 13:40:50.62



DSC_0221.JPG, 2018-08-17 13:40:54.91



DSC_0222.JPG, 2018-08-17 13:41:36.83



DSC_0223.JPG, 2018-08-17 13:41:53.57

V92672 North Island Fire Zone



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DSC_0225.JPG, 2018-08-17 13:47:14.36



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V92672 North Island Fire Zone



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DSC_0233.JPG, 2018-08-17 14:04:37.22



DSC_0234.JPG, 2018-08-17 14:05:08.42



DSC_0235.JPG, 2018-08-17 14:05:50.76



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DSC_0237.JPG, 2018-08-17 14:08:58.17



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V92672 North Island Fire Zone



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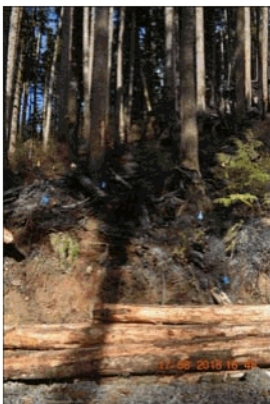
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V92672 North Island Fire Zone



DSC_0248.JPG, 2018-08-17 16:49:57.13



DSC_0249.JPG, 2018-08-17 16:52:49.78



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V92672 North Island Fire Zone



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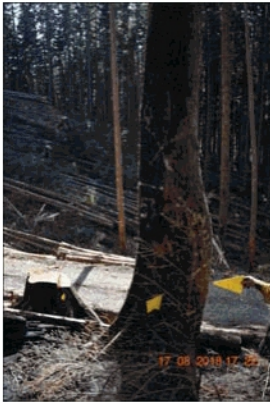
V92672 North Island Fire Zone



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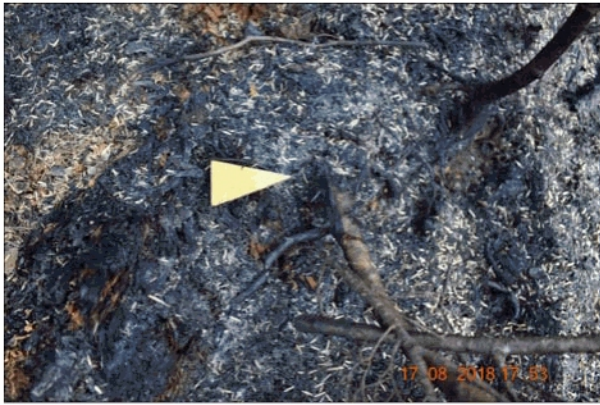


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V92672 North Island Fire Zone



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DSC_0273.JPG, 2018-08-17 17:54:21.47



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V92672 North Island Fire Zone



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V92672 North Island Fire Zone



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V92672 North Island Fire Zone



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DSC_0301.JPG, 2018-08-17 18:17:01.47

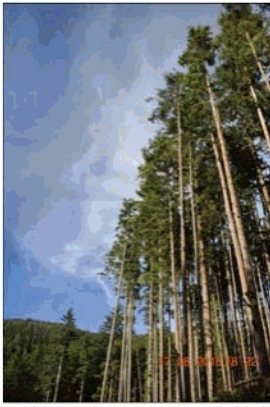


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V92672 North Island Fire Zone



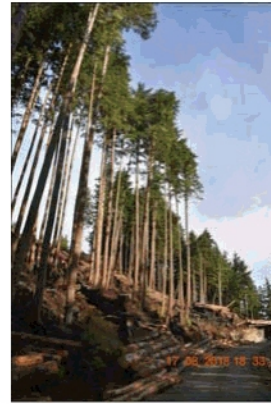
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V92672 North Island Fire Zone



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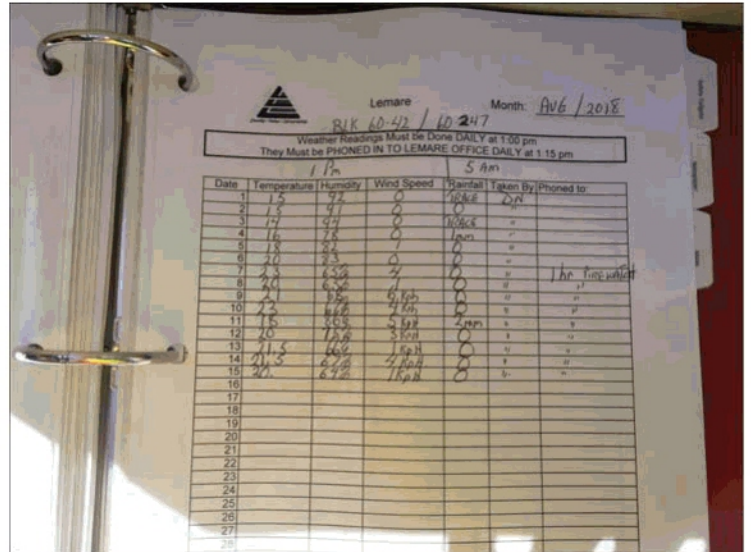


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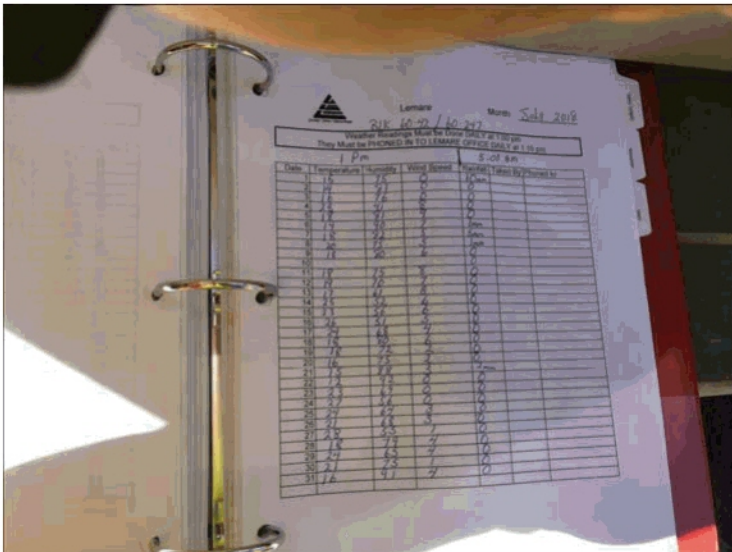
V92672 North Island Fire Zone



IMG_0886.JPG, 2018-08-17 12:30:33.519
Latitude: N 50°31.192' (50°31'11.5"), Longitude: W 128°8.258' (128°8'15.5"), Altitude: 209.61m



IMG_2349.JPG, 2018-08-16 12:24:48.170
Latitude: ---, Longitude: ---, Altitude: ---



IMG_2351.JPG, 2018-08-16 12:25:08.929
Latitude: ---, Longitude: ---, Altitude: ---



IMG_2353.JPG, 2018-08-16 12:40:39.609
Latitude: ---, Longitude: ---, Altitude: ---

V92672 North Island Fire Zone



IMG_2359.JPG, 2018-08-16 13:36:15.861
Latitude: ---, Longitude: ---, Altitude: ---



IMG_2361.JPG, 2018-08-16 13:38:01.919
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IMG_2362.JPG, 2018-08-16 13:41:44.742
Latitude: ---, Longitude: ---, Altitude: ---



IMG_2363.JPG, 2018-08-16 13:41:51.425
Latitude: ---, Longitude: ---, Altitude: ---

Aug 17
0817

V92672

- off Port McNeil

1330 approx onsite at V92672 - with GE
- overview walk

1739 summary so far

- fire advanced uphill from above road where
excavator buncher was parked
- placed indicator flags - determined
origin is at a location just above the road
(see sketch) - the area is located between trees
and is heavily disturbed by fire fighting - significant
amount of hosing was done in this spot -
there is water in holes in the trees - area was
also stirred up - would not be chance of discovering
an ignition source from grid search - will continue
documenting and perform lx assessment.

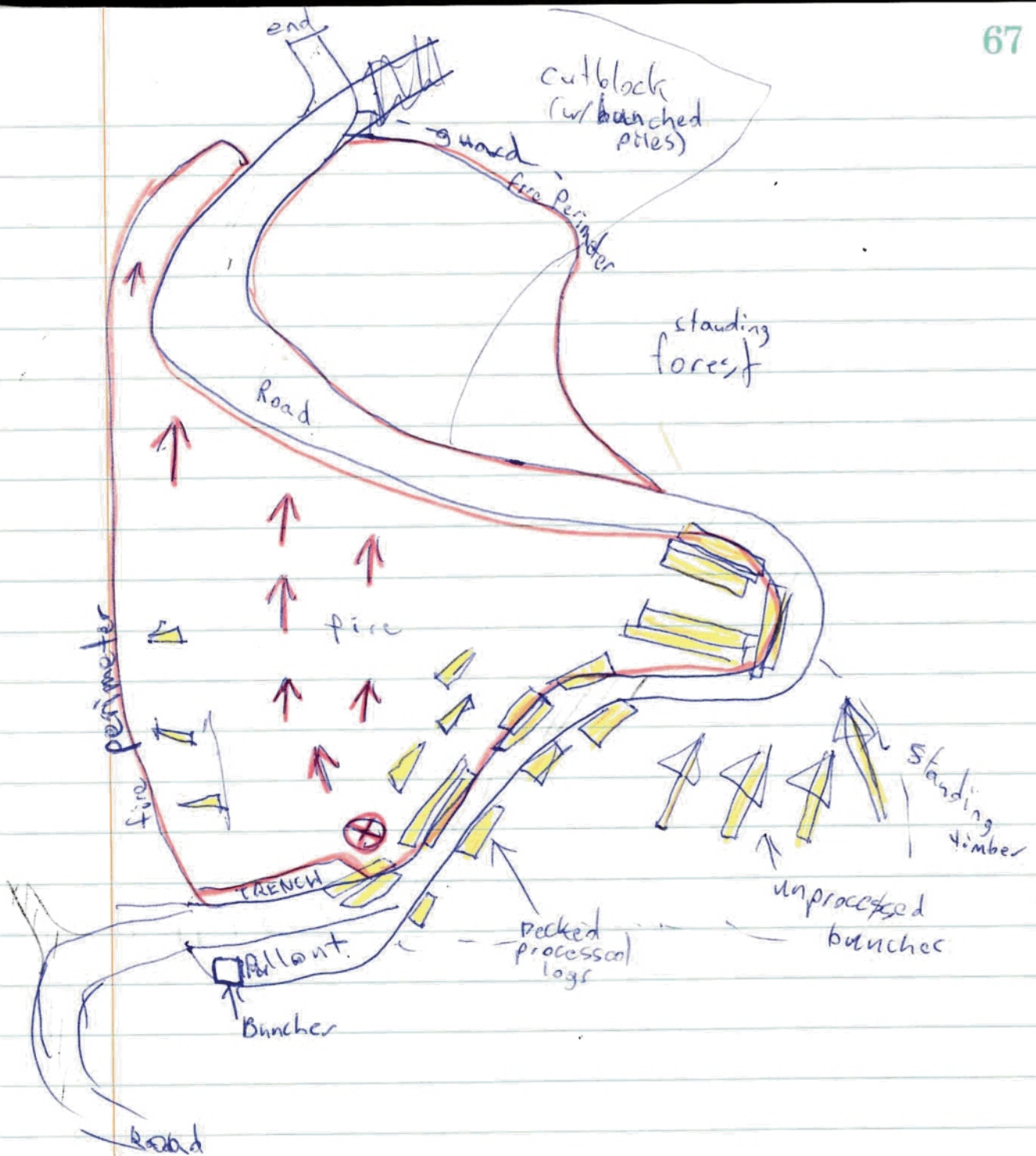
1848 - finished documenting indicators

- lx assessment - no lx damage - 2 snapped off
trees no cracks or burn - probably brushed when felling
to 2-107^{approx}cm (bottom to top) of ~~ext~~ height of

↑ exhaust pipe on feller buncher

- height of origin above road (approx) 100cm - 5.8m
distance from road edge 354cm _{avg.}

base 250cm - 263cm



few cigarettes found along road - not close
to origin
1910 off Fire

From: [Kostiuk, Darci FLNR:EX](#)
To: [Morrison, Brian FLNR:EX](#)
Cc: [Brooks, Dacen FLNR:EX](#)
Subject: V92672 Photos
Date: Wednesday, September 19, 2018 3:51:26 PM
Attachments: [IMG_2363.JPG](#)
[IMG_2349.JPG](#)
[IMG_2351.JPG](#)
[IMG_2353.JPG](#)
[IMG_2359.JPG](#)
[IMG_2361.JPG](#)
[IMG_2362.JPG](#)
[IMG_0886.JPG](#)

Hi Brian,

See attached photos. IMG_0886.jpg is the photo Dacen Brooks took.

<http://www.kleenflo.com/products/303.html> is where I found information on this product. It appears to be one of the only products in the brake clean line-up that is advertised as “non-flammable”.

My understanding of the timeline is as follows:

- Foreman left worksite at 13:30 hrs
- Buncher operator stopped working at 14:00 hrs and walked buncher across road to pull-out
- Buncher operator was fire watch on site until just after 15:00 hrs; person who picked him up estimated it was 15:10 hrs.
- First smoke report occurred at 19:52 hrs caller reported smoke after arriving in Winter Harbour – likely seen a few minutes prior to 19:52 hrs.

Let me know if you need anything else.

Thanks for the update.



NRO Darci Kostiuk

Natural Resource Officer Supervisor

West Coast Region

Compliance and Enforcement Branch | FLNRORD

Office: 236 925-2034 | Mobile: 250 974-4536

[Report a Natural Resource Violation](#)

MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS

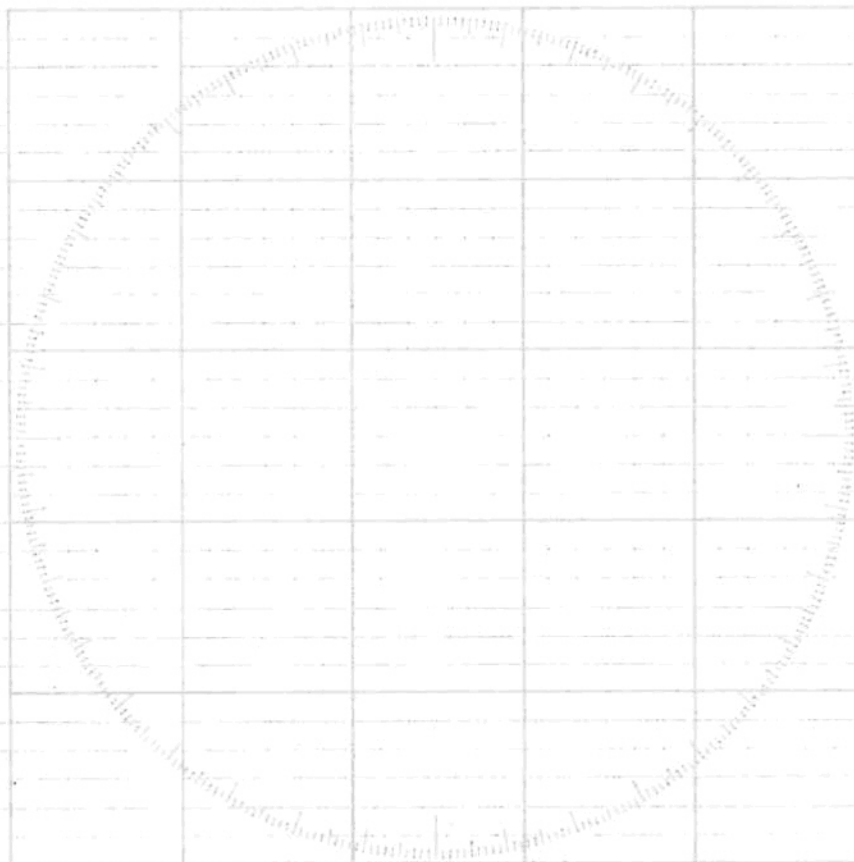
WILDFIRE ORIGIN & CAUSE REPORT FIELD DATA COLLECTION FORM

WILDFIRE MANAGEMENT BRANCH

FIRE/INCIDENT NO: V92672 DATE/TIME: 16-08-2018 INVESTIGATOR(S): Morrison / LeBlanc Page 1 of 5
GPS INFO.: Garmin 645t CAMERA Infor.: Nikon D3400 GENERAL GEOGRAPHIC INFO.: Kwatleo Creek / Winter Harbour

FEATURE NUMBER	FEATURES A L B E P					USE IDENTIFIER	FIRE INDICATOR CATEGORY										FIRE DIR. BEARING 0°	LOCATION		PHOTO NUMBER	REMARKS (use more than one line if required)	
							PROTECTION	GRASS STEM	FOLIAGE FREEZE	ANGLE OF CHAR	SPALLING	CURLING	SOOTING	STAINING	ASH DEPOSIT	CUPPING		"V" PATTERN	LAT			LONG
																			N			W
																			D° "			D° "
																			50 31			128 08
					X												216	File Card				
					X												217	Fire equipment				
					X												218	Water Tanker				
					X												219	Water Truck				
					X								144	• 185	• 259	220	View uphill from bottom of fire					
					X								164	• 185	• 259	221	overview					
					X									• 183	• 262	222	Tigercat Feller Buncher					
					X											223	cutting Blade Tigercat					
					X											224	exhaust pipe Tigercat					
					X											225	exhaust pipe (spark arrester look now)					
					X											226	spark arrester inside Tigercat					
					X											227	Spark arrester inside Tigercat					
					X								34	• 165	• 258	228	Overview of fire					
					X								16	• 142	• 214	229	"					
					X								42	• 131	• 261	230	"					
					X								70	• 126	• 252	231	"					
					X								81	• 127	• 252	232	"					
					X								208	• 149	• 225	233	"					
					X								150	• 148	• 223	234	"					
					X								319	• 154	• 225	235	overview towards origin from upper road					
					X								293	• 166	• 223	236	Overview fire					
					X								300	• 169	• 211	237	Overview fire					

INCIDENT:



**SKETCH MAP
LEGEND**

-  Advancing Burn Indicator
-  Backing Burn Indicator
-  Lateral Burn Indicator
-  Fire Perimeter
-  Fire Origin
-  Spot Fire
-  Structure
-  Wind(Direction/Speed)
-  Aerial Retardant Drop
-  Completed Dozer Line
-  Completed Handline
-  Decked Wood
-  Fence
-  Highway
-  Resource Road
-  Trail
-  Creek
-  Swamp

MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS

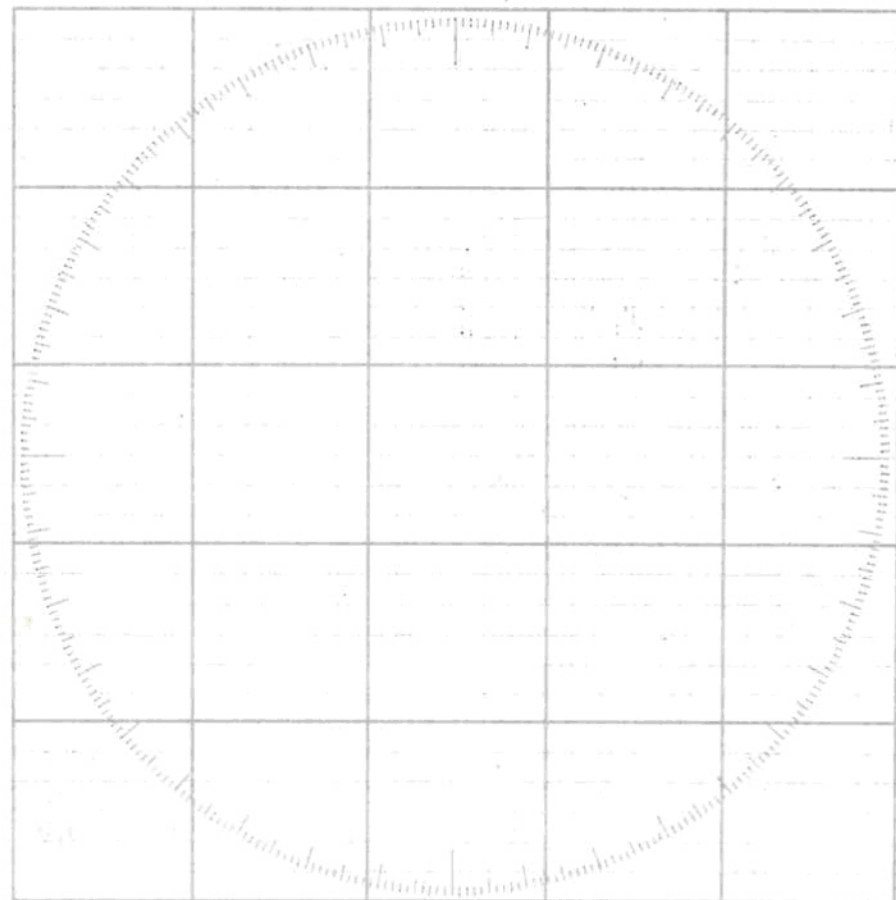
WILDFIRE ORIGIN & CAUSE REPORT FIELD DATA COLLECTION FORM

WILDFIRE MANAGEMENT BRANCH



















FIRE/INCIDENT NO: V 92672 DATE/TIME: 16/08/2018 INVESTIGATOR(S): Morrison / LeBlanc Page 2 of 5
GPS INFO.: Garmin 5164 CAMERA Infor.: Nikon D3400 GENERAL GEOGRAPHIC INFO.: Kwaleo Creek

FEATURE NUMBER	FEATURES					USE IDENTIFIER	FIRE INDICATOR CATEGORY										FIRE DIR. BEARING	LOCATION		PHOTO NUMBER	REMARKS (use more than one line if required)
							PROTECTION	GRASS STEM	FOLIAGE FREEZE	ANGLE OF CHAR	SPALLING	CURLING	SOOTING	STAINING	ASH DEPOSIT	CUPPING		"V" PATTERN	LAT		
	N		W																		
	A	L	B	E	P														0°		
					X										157	• 171	• 211	238	upper portion of fire		
					X										271	• 166	• 201	239	tankee		
					X											• 169	• 200	240	Garbage on the ground		
					X											• 162	• 181	241	Cigarette Butt on the Road		
					X										285	• 165	• 158	242	Upper fire perimeter		
					X										254	• 162	• 155	243	Overview upper portion of fire		
					X											• 170	• 260	244	Cigarette Package		
					X										99	• 170	• 258	245	Overview of Flags		
					X										80	• 164	• 256	246	Overview of Flags		
					X										80	• 164	• 256	247			
					X										107	• 170	• 259	248	cannot brake cleaner found under the wood pile (previously collected by CFB)		
					X										154	• 171	• 258	249	Panorama		
					X										105	• 173	• 261	250	Panorama		
					X										66	• 172	• 262	251	Panorama		
					X										43	• 162	• 256	252	Panorama		
					X										289	• 165	• 247	253	view towards origin from advancing spread		
					X										232	• 169	• 253	254	origin area from above, has been disturbed		
					X										124	• 168	• 255	255	" " " "		
	X					X									12	• 176	• 230	256			
	X					X									151	• 175	• 230	257			
															30	• 181	• 233	258			
															345	• 181	• 239	259	fuels first ignited		

INCIDENT:



**SKETCH MAP
LEGEND**

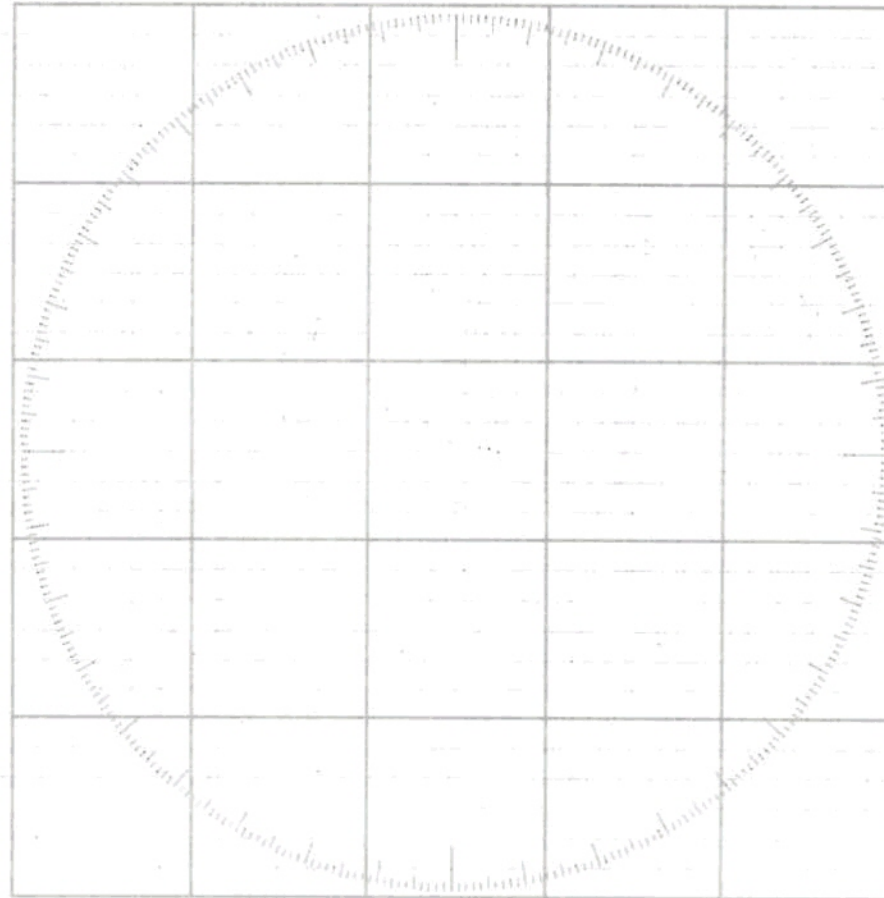
-  Advancing Burn Indicator
-  Backing Burn Indicator
-  Lateral Burn Indicator
-  Fire Perimeter
-  Fire Origin
-  Spot Fire
-  Structure
-  Wind(Direction/Speed)
-  Aerial Retardant Drop
-  Completed Dozer Line
-  Completed Handline
-  Decked Wood
-  Fence
-  Highway
-  Resource Road
-  Trail
-  Creek
-  Swamp

WILDFIRE ORIGIN & CAUSE REPORT FIELD DATA COLLECTION FORM



















FIRE/INCIDENT NO: 192672	DATE/TIME: 17/08/2018	INVESTIGATOR(S): Morrison / LeBlanc	Page 3 of 5
GPS INFO.: 60min 64 S	CAMERA Infor.: Nikon D3400	GENERAL GEOGRAPHIC INFO.: Kwajaleo Creek	

FEATURE NUMBER	FEATURES					USE IDENTIFIER	FIRE INDICATOR CATEGORY									FIRE DIR. BEARING	LOCATION		PHOTO NUMBER	REMARKS (use more than one line if required)
							PROTECTION	GRASS STEM	FOLIAGE FREEZE	ANGLE OF CHAR	SPALLING	CURLING	SOOTING	STAINING	ASH DEPOSIT		CUPPING	"v" PATTERN		
	N	W																		
	D° "	D° "																		
	0°																			
	A	L	B	E	P															
	X												57	• 181	• 277	260	coordinates wrong / scratch			
	X												64	• 174	• 241	261				
	X												119	• 173	• 242	262				
	X												120	• 171	• 242	263				
	X												103	• 171	• 241	264				
	X												91	• 168	• 238	265				
		X											148	• 162	• 245	266				
	X												105	• 163	• 249	267				
	X												80	• 166	• 243	268				
	X												92	• 166	• 245	269				
	X												90	• 165	• 244	270				
		X											100	• 162	• 250	271				
		X											175	• 163	• 246	272				
	X												76	• 166	• 250	273				
	X												64	• 165	• 249	274				
	X												61	• 167	• 245	275				
		X											130	• 164	• 250	276				
		X											155	• 167	• 253	277				
		X											167	• 167	• 253	278				
													65	• 170	• 251	279	Misfire (object moved)			
	X												65	• 170	• 251	280				
	X												66	• 173	• 253	281				

INCIDENT:



SKETCH MAP LEGEND

-  Advancing Burn Indicator
-  Backing Burn Indicator
-  Lateral Burn Indicator
-  Fire Perimeter
-  Fire Origin
-  Spot Fire
-  Structure
-  Wind(Direction/Speed)
-  Aerial Retardant Drop
-  Completed Dozer Line
-  Completed Handline
-  Decked Wood
-  Fence
-  Highway
-  Resource Road
-  Trail
-  Creek
-  Swamp

WILDFIRE ORIGIN & CAUSE REPORT FIELD DATA COLLECTION FORM

WILDFIRE MANAGEMENT BRANCH

Page 4 of 5

GENERAL GEOGRAPHIC INFO.:	Kwatico Creek
---------------------------	---------------

$OA = \text{Origin Area}$

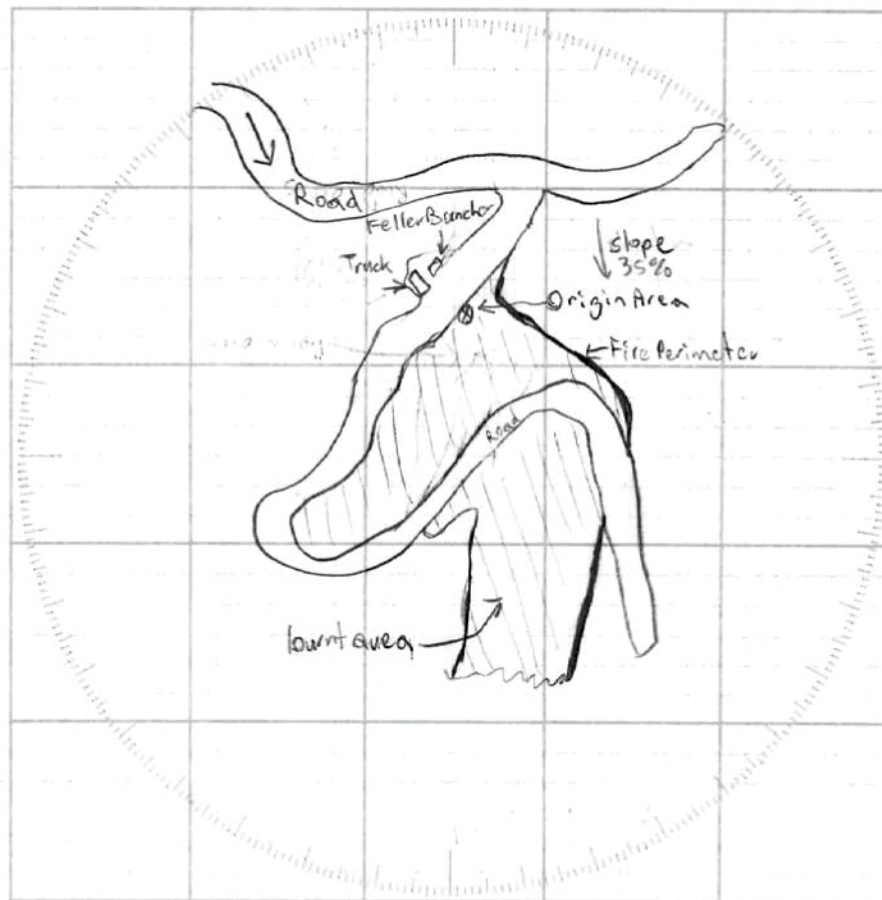
FEATURE NUMBER	FEATURES					USE IDENTIFIER	FIRE INDICATOR CATEGORY									FIRE DIR. BEARING	LOCATION				PHOTO NUMBER	REMARKS (use more than one line if required)						
							PROTECTION	GRASS STEM	FOLIAGE FREEZE	ANGLE OF CHAR	SPALLING	CURLING	SOOTING	STAINING	ASH DEPOSIT		CUPPING	"V" PATTERN	LAT				LONG					
	N		W																									
	D° "		D° "																									
	A	L	B	E	P														0°				50		3	128		08
				X																X								
		X				X								60	• 173	• 249	283											
		X								X				78	• 171	• 250	284											
		X				X								30	• 176	• 253	285											
		X				X								69	• 177	• 248	286											
		X				X								25	• 177	• 250	287											
	X						X							100	• 179	• 242	288											
	X					X								142	• 179	• 241	289											
		X					X							15	• 180	• 240	290											
		X				X								334	• 180	• 253	291											
		X				X								356	• 165	• 264	292											
			X			X								273	• 170	• 257	293											
			X			X								248	• 169	• 255	294											
			X			X								290	• 168	• 256	295											
					X OA										• 167	• 253	296	Origin Area. Highly disturbed by fire suppression										
					X										• 167	• 253	297	" " - based by water										
					X										• 167	• 253	298	Photo water inside tree										
	X					X								91	• 165	• 253	299											
		X				X								166	• 165	• 253	300											
		X				X								214	• 165	• 253	301											
	X					X								230	• 163	• 252	302											
		X				X								205	• 166	• 254	303											

INCIDENT: V92672



















Sketch Map (Not to Scale)



slope 35%
Elev 168m



SKETCH MAP LEGEND

-  Advancing Burn Indicator
-  Backing Burn Indicator
-  Lateral Burn Indicator
-  Fire Perimeter
-  Fire Origin
-  Spot Fire
-  Structure
-  Wind (Direction/Speed)
-  Aerial Retardant Drop
-  Completed Dozer Line
-  Completed Handline
-  Decked Wood
-  Fence
-  Highway
-  Resource Road
-  Trail
-  Creek
-  Swamp

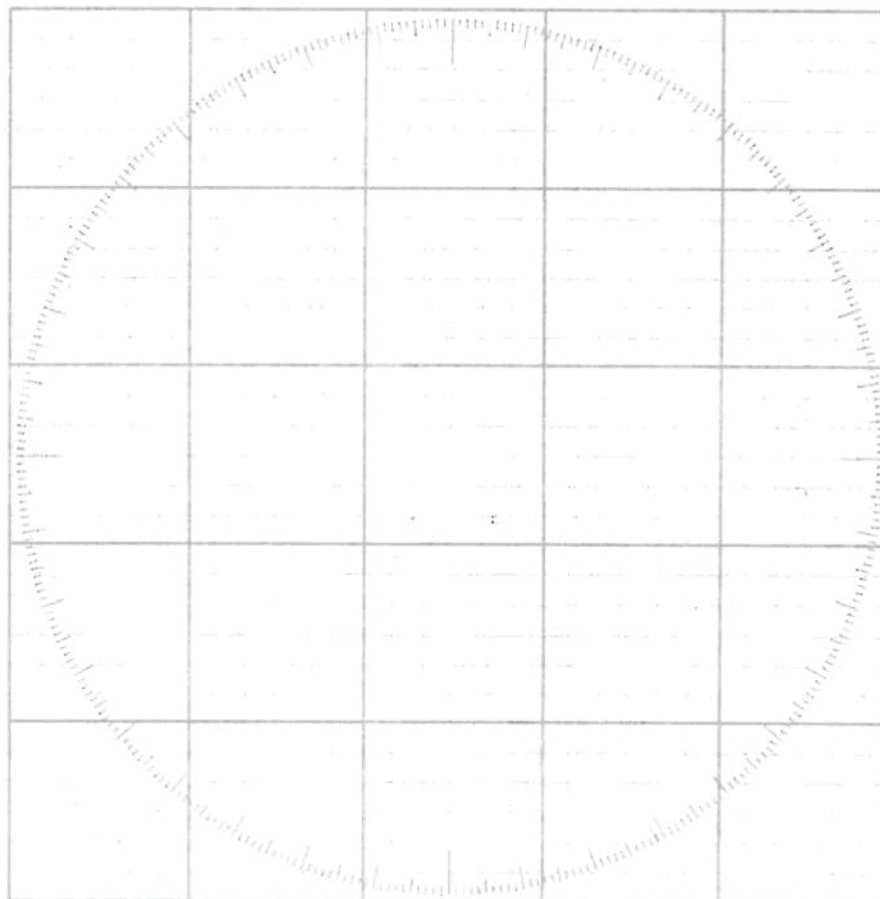
Cleo Leblanc + Brian Morrison

WILDFIRE MANAGEMENT BRANCH



















FIRE/INCIDENT NO: V92672	DATE/TIME: 17/07/2018	INVESTIGATOR(S): Morrison / LeBlanc	Page 5 of 5
GPS INFO.: Garmin 5t64	CAMERA Infor.: Nikon D340D	GENERAL GEOGRAPHIC INFO.: Kwaleo Creek	

[illegible]

INCIDENT:



SKETCH MAP LEGEND

-  Advancing Burn Indicator
-  Backing Burn Indicator
-  Lateral Burn Indicator
-  Fire Perimeter
-  Fire Origin
-  Spot Fire
-  Structure
-  Wind(Direction/Speed)
-  Aerial Retardant Drop
-  Completed Dozer Line
-  Completed Handline
-  Decked Wood
-  Fence
-  Highway
-  Resource Road
-  Trail
-  Creek
-  Swamp

Data Entry Screen - BC WILDFIRE SERVICE *For BC Wildfire Geospatial support email:* **BCWSGEO**

DD): 2018-08-16	TIME (HHMM): 1300	INVESTIGATOR(S): Morrison/LeBlanc
-----------------	-------------------	-----------------------------------

GPS INFO: Garmin 64st	CAMERA INFO: Nikon D3400	GENERAL GEOGRAPHIC INFO: Kwatleo Creek / Winter Harbour
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		FEATURES	FIRE INDICATOR CATEGORY	G			

[illegible]

MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS

WILDFIRE ORIGIN & CAUSE DETERMINATION FIELD DATA COLLECTION FORM V4

Data Entry Screen - BC WILDFIRE SERVICE For BC Wildfire Geospatial support email: **BCWSGEO**

[illegible]

MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS																													
WILDFIRE ORIGIN & CAUSE DETERMINATION FIELD DATA COLLECTION FORM V4																													
Data Entry Screen - BC WILDFIRE SERVICE <i>For BC Wildfire Geospatial support email: BCWSGEO</i>																													
FIRE NO: V92672				DATE (YYYY-MM-DD): 2018-08-16				TIME (HHMM): 1300				INVESTIGATOR(S): Morrison/LeBlanc																	
GPS INFO: Garmin 64st								CAMERA INFO: Nikon D3400								GENERAL GEOGRAPHIC INFO: Kwatleo Creek / Winter Harbour													
FEATURE NUMBER	EVIDENCE NUMBER	FEATURES								FIRE INDICATOR CATEGORY												FIRE DIR. BEARING	LOCATION				PHOTO NUMBER	REMARKS (type comments on a single line, the text will wrap onto the next line)	
		Advancing Fire	Lateral Fire	Backing Fire	Evidence	Photo	Utility Pole	Spot Fire	Tree	Grid Search Corner	Other Point	PROTECTION	GRASS STEM	FOLIAGE FREEZE	ANGLE OF CHAR	SPALLING	CURLING	SOOTING	STAINING	ASH DEPOSIT	CUPPING		"V" PATTERN	LATITUDE		LONGITUDE			
																								N		W			
																								Deg	Min	Deg			Min
		x																					120	50	31 • 171	128	08 • 242	0263	
		x																					103	50	31 • 171	128	08 • 241	0264	
		x																					091	50	31 • 168	128	08 • 238	0265	
			x																				148	50	31 • 162	128	08 • 245	0266	
		x																					105	50	31 • 163	128	08 • 249	0267	
		x																					080	50	31 • 166	128	08 • 243	0268	
		x																					092	50	31 • 166	128	08 • 245	0269	
		x																					090	50	31 • 165	128	08 • 244	0270	
			x																				100	50	31 • 162	128	08 • 250	0271	
			x								x												175	50	31 • 163	128	08 • 246	0272	
		x									x												096	50	31 • 166	128	08 • 250	0273	
		x									x												064	50	31 • 165	128	08 • 249	0274	
		x									x												061	50	31 • 167	128	08 • 245	0275	
			x								x												130	50	31 • 164	128	08 • 250	0276	
			x								x												155	50	31 • 167	128	08 • 253	0277	
			x								x												167	50	31 • 167	128	08 • 253	0278	
																												0279	Misfire
		x									x												065	50	31 • 170	128	08 • 251	0280	
			x								x												066	50	31 • 173	128	08 • 253	0281	
				x							x												292	50	31 • 173	128	08 • 252	0282	
			x								x												060	50	31 • 173	128	08 • 249	0283	
			x																x				078	50	31 • 171	128	08 • 250	0284	
			x								x												030	50	31 • 176	128	08 • 253	0285	
			x								x												069	50	31 • 177	128	08 • 248	0286	

MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS																													
WILDFIRE ORIGIN & CAUSE DETERMINATION FIELD DATA COLLECTION FORM V4																													
Data Entry Screen - BC WILDFIRE SERVICE For BC Wildfire Geospatial support email: BCWSGEO																													
FIRE NO: V92672				DATE (YYYY-MM-DD): 2018-08-16				TIME (HHMM): 1300				INVESTIGATOR(S): Morrison/LeBlanc																	
GPS INFO: Garmin 64st								CAMERA INFO: Nikon D3400								GENERAL GEOGRAPHIC INFO: Kwatleo Creek / Winter Harbour													
FEATURE NUMBER	EVIDENCE NUMBER	FEATURES								FIRE INDICATOR CATEGORY												FIRE DIR. BEARING	LOCATION				PHOTO NUMBER	REMARKS (type comments on a single line, the text will wrap onto the next line)	
		Advancing Fire	Lateral Fire	Backing Fire	Evidence	Photo	Utility Pole	Spot Fire	Tree	Grid Search Corner	Other Point	PROTECTION	GRASS STEM	FOLIAGE FREEZE	ANGLE OF CHAR	SPALLING	CURLING	SOOTING	STAINING	ASH DEPOSIT	CUPPING		"V" PATTERN	LATITUDE		LONGITUDE			
																								N		W			
																								Deg	Min	Deg			Min
		x									x												025	50	31 • 177	128	08 • 250	0287	
		x												x									100	50	31 • 179	128	08 • 242	0288	
		x									x												142	50	31 • 179	128	08 • 241	0289	
			x										x										015	50	31 • 180	128	08 • 240	0290	
			x								x												334	50	31 • 180	128	08 • 253	0291	
			x								x												356	50	31 • 165	128	08 • 264	0292	
			x								x												273	50	31 • 170	128	08 • 257	0293	
			x								x												248	50	31 • 169	128	08 • 255	0294	
			x								x												290	50	31 • 168	128	08 • 256	0295	
					x					OA													50	31 • 167	128	08 • 253	0296	OA=Origin Area. Highly disturbed by fire suppression (hosed with water)	
					x																		50	31 • 167	128	08 • 253	0297	origin area, highly disturbed with water	
					x																		50	31 • 167	128	08 • 253	0298	photo of water inside hole in tree	
			x								x												091	50	31 • 165	128	08 • 253	0299	
			x								x												166	50	31 • 165	128	08 • 253	0300	
			x								x												214	50	31 • 165	128	08 • 253	0301	
			x								x												230	50	31 • 163	128	08 • 252	0302	
			x								x												205	50	31 • 166	128	08 • 254	0303	
					x																		030	50	31 • 174	128	08 • 266	0304	LX assessment panorama, closest tree 42m
					x																		080	50	31 • 174	128	08 • 266	0305	LX panorama, closest tree 16m
					x																		120	50	31 • 174	128	08 • 266	0306	LX panorama, closest tree 12.5m
					x																		142	50	31 • 174	128	08 • 266	0307	LX panorama, closest tree 49m
					x																		110	50	31 • 174	128	08 • 266	0308	LX panorama, closest tree 22m
					x																		240	50	31 • 174	128	08 • 266	0309	LX panorama, closest tree 17.2m

MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS																													
WILDFIRE ORIGIN & CAUSE DETERMINATION FIELD DATA COLLECTION FORM V4																													
Data Entry Screen - BC WILDFIRE SERVICE <i>For BC Wildfire Geospatial support email: BCWSGEO</i>																													
FIRE NO: V92672				DATE (YYYY-MM-DD): 2018-08-16				TIME (HHMM): 1300				INVESTIGATOR(S): Morrison/LeBlanc																	
GPS INFO: Garmin 64st						CAMERA INFO: Nikon D3400										GENERAL GEOGRAPHIC INFO: Kwatleo Creek / Winter Harbour													
FEATURE NUMBER	EVIDENCE NUMBER	FEATURES								FIRE INDICATOR CATEGORY												FIRE DIR. BEARING	LOCATION				PHOTO NUMBER	REMARKS (type comments on a single line, the text will wrap onto the next line)	
		Advancing Fire	Lateral Fire	Backing Fire	Evidence	Photo	Utility Pole	Spot Fire	Tree	Grid Search Corner	Other Point	PROTECTION	GRASS STEM	FOLIAGE FREEZE	ANGLE OF CHAR	SPALLING	CURLING	SOOTING	STAINING	ASH DEPOSIT	CUPPING		"V" PATTERN	LATITUDE		LONGITUDE			
																								N		W			
																								Deg	Min	Deg			Min
						x																294	50	31 • 174	128	08 • 266	0310	LX panorama, closest tree 22m	
						x																342	50	31 • 174	128	08 • 266	0311	LX panorama, closest tree 67.8m. No Lx damage observed.	
																											0312	250cm -263cm height of exhaust of buncher	
																											0313	close up exhaust with measuring tape	
																													origin is approx. 254 cm height above the road
																													distance of road to the edge of the origin 5.8m



INITIAL WILDFIRE ORIGIN & CAUSE ASSESSMENT FORM - DRAFT

Directions for completing a Wildfire Origin & Cause Assessment and a decision aid matrix are available on the reverse side of this form.

GENERAL INCIDENT INFORMATION:

Fire Number:	V9-2672
Geographic Location:	WINTER HARBOUR 50 31 277 128 08 103
Incident Commander Name:	MARK PETROVIC
Contact information:	s.22
Form Completion Date:	AUG 140 Time: 1500

INITIAL FOC REPORT REQUIREMENT CONSIDERATIONS: Tick all that are applicable

Is this a natural caused fire?	<input type="checkbox"/>	TFL 6 WESTERN FOREST PRODUCTS ACTIVE LOGGING POSSIBLE NON COMPLIANCE WITH FIRE ACT
Did the fire occur on Crown land?	<input checked="" type="checkbox"/>	
Did the fire damage Crown assets?	<input type="checkbox"/>	
Did the fire occur on Private land?	<input type="checkbox"/>	
Are private lands covered by a WRA?	<input type="checkbox"/>	
Did fire occur on 1 st Nations lands? (INAC)	<input type="checkbox"/>	
Did the fire damage 3 rd party assets?	<input type="checkbox"/>	
Is there an identifiable responsible party?	<input checked="" type="checkbox"/>	
Did fire occur in a Known Area of Interest?	<input type="checkbox"/>	
Is this a suspected Railway caused fire?	<input type="checkbox"/>	
Is this a suspected Forest Industry caused fire?	<input type="checkbox"/>	
Is this a suspected utility caused fire?	<input type="checkbox"/>	
Did the fire occur inside a fire department response area?	<input type="checkbox"/>	
Is an FOC required to support a non-compliance or criminal investigation?	<input checked="" type="checkbox"/>	
Is a Wildfire Origin & Cause Report Required?	<input type="checkbox"/>	

ASSIGNED FOC STAFF INFORMATION:

Name:		Contact information:	
Name:		Contact information:	

IF AN FOC REPORT IS NOT REQUIRED - Provide cause & rationale here:

UPON RECOMMENDATION FROM CEBS - LIKELY NO FOC AVAILABLE

INITIAL ENFORCEMENT SUPPORT REQUIREMENT CONSIDERATIONS: Tick all that are applicable

Has an FOC determination been requested?	<input type="checkbox"/>	922 ? 923	
Is there a suspected non-compliance?	<input checked="" type="checkbox"/>		
Is criminal activity suspected?	<input type="checkbox"/>		
Is evidence collection required?	<input type="checkbox"/>		
Is statement taking support required?	<input type="checkbox"/>		
Is support required for securing the scene?	<input type="checkbox"/>		
Is enforcement support required?	<input type="checkbox"/>		
Request submitted to? (CEB, COS, RCMP, other)	<input type="checkbox"/>		
Request submitted how? (NRVR, RAPP, Email, other)		Date:	Time:

Regional Wildfire Coordination Officer:

Date Signed

SPO-Prevention Reviewed:

Date Reviewed

INITIAL WILDFIRE ORIGIN & CAUSE ASSESSMENT FORM - DRAFT

As outlined in Policy 9.6, it is the responsibility of the RWCO to ensure that an initial wildfire cause assessment has been completed within the first 24 hours of a wildfire. The Initial Wildfire Cause Assessment Form is the standard required to document the wildfire origin & cause requirement decision.

As a request for a *Wildfire Act* compliance investigation may be required to support an origin & cause determination, this form may be used to document *Wildfire Act* compliance investigation support request decisions as well.

REQUIREMENTS: An Initial Wildfire Cause Assessment is required for all wildfires that occur within BCWS jurisdiction, a signed copy of the assessment form must be included on the final Incident (Fire) File. This form may be used as supporting documentation by FOC or Compliance Investigation staff.

Wildfire Origin & Cause Assessment Decision Matrix

(Red implies FOC Report Required/ Green Implies FOC Report may not be Required)

A WILDFIRE ORIGIN & CAUSE REPORT IS REQUIRED

Natural Caused Wildfires where: <ul style="list-style-type: none"> - There are significant wildfire suppression costs - There are significant damages to Crown or private assets - There is likely claim of loss or compensation to the Crown - There is significant public interest/ concern 	Human Caused Wildfires where: <ul style="list-style-type: none"> - There is significant public interest/concern (i.e. major interface wildfire) - There are significant damages to Crown or private assets - There is likely a claim for loss or compensation expected to the Crown
Human Caused – Support of an Enforcement Investigation: <ul style="list-style-type: none"> - Where the private land owner/occupant is suspected to have caused or contributed to the spread - Wildfires where it is suspected that a non-compliance action or criminal offense has occurred - Where arson is the suspected cause - That occur in a known area of interest - That occur in an area with a recent history of suspicious wildfire activity 	

A WILDFIRE ORIGIN & CAUSE REPORT IS REQUIRED

Private Land: <ul style="list-style-type: none"> - Wildfires that occur on lands <u>not</u> covered by a Wildfire Response Agreement - Wildfires that are suspected to be caused by a railway (no current WRA with rail) - Where it is suspected that land owner or occupant caused or contributed to the spread of the wildfire (WFA s. 25) - Wildfires that originated on private land and damage or destroy third party assets - Wildfires that are suspected to be the result of open burning that originated from the private land - Wildfires resulting from industrial activities where BCWS assumes control of suppression activities 	Crown Land: <ul style="list-style-type: none"> - Wildfires where it is suspected that a non-compliance action or criminal offense has occurred - Wildfires that have caused significant damages to Crown assets, including timber - Wildfires that originate from Lease lands - Wildfires resulting from industrial activities where BCWS assumes control of suppression activities - Wildfires originating from industrial activities where the cause is suspicious and Industry is not acknowledging responsibility.
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

A WILDFIRE ORIGIN & CAUSE REPORT MAY NOT BE REQUIRED

Natural Caused Wildfires where: <ul style="list-style-type: none"> - FOC has been confirmed to the FI110 standard - No risk of loss or compensation claims to the Crown - There are minor suppression costs 	Human Caused Wildfires where: <ul style="list-style-type: none"> - FOC has been confirmed to the FI110 standard - There is no identifiable responsible party - The person provides a statement to an official acknowledging responsibility. - Did not occur in a known area of interest - Did not occur in area with recent suspicious wildfire start activity - There are no risks of loss or compensation claims to the Crown - There are minor suppression costs - FOC is not required to support a compliance or criminal investigation - There is no suspected non-compliance or criminal activity and there is no opportunity to recover suppression costs (i.e. lands covered by a Wildfire Response Agreement)
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



Order: CoFC2018-020
File: FOR-14340-01/2018

BC WILDFIRE SERVICE OPEN FIRE PROHIBITION ORDER

Under section 10(1) of the *Wildfire Act*, and pursuant to my designation as an official under that *Act*, to limit the risk of a fire and for reasons of public safety, I, Ken Taekema, Fire Centre Manager, hereby **PROHIBIT** within the restricted area described below, the lighting, fuelling or use of the following types of open fires:

- Open fires in an outdoor stove
- Campfires as defined in the Wildfire Regulation
- Category 2 open fire as defined in the Wildfire Regulation
- Category 3 open fire as defined in the Wildfire Regulation

Furthermore, I order all persons lighting, fuelling or using any of the open fires listed above within the restricted area to cease doing so and to **extinguish all such fires**.

This Order takes effect at 12:00 noon Pacific Daylight Time (PDT) on Wednesday, August 08, 2018 and remains in force until the earlier of 12:00 noon (PDT) Friday October 19, 2018 or until the Order is rescinded.

This Order applies to the following Forest Districts established in the [Administrative Boundaries Regulation](#), and the geographic boundaries described below and as illustrated on the attached map (Appendix A). This Order is specific to all public and private land unless specified otherwise in an enactment.

- | | |
|--------------------------------------|--------------------------------------------------|
| - the South Island Forest District | - the Sunshine Coast Forest District |
| - the Campbell River Forest District | - the Sea to Sky Forest District |
| - the Chilliwack Forest District | - the North Island Central Coast Forest District |
| - EC Manning Provincial Park | - the Haida Gwaii Forest District |

This Order applies to all of the Coastal Fire Centre jurisdictional area but excludes the area known as the Fog Zone as depicted on the attached map (Appendix C) and described within (Appendix D).

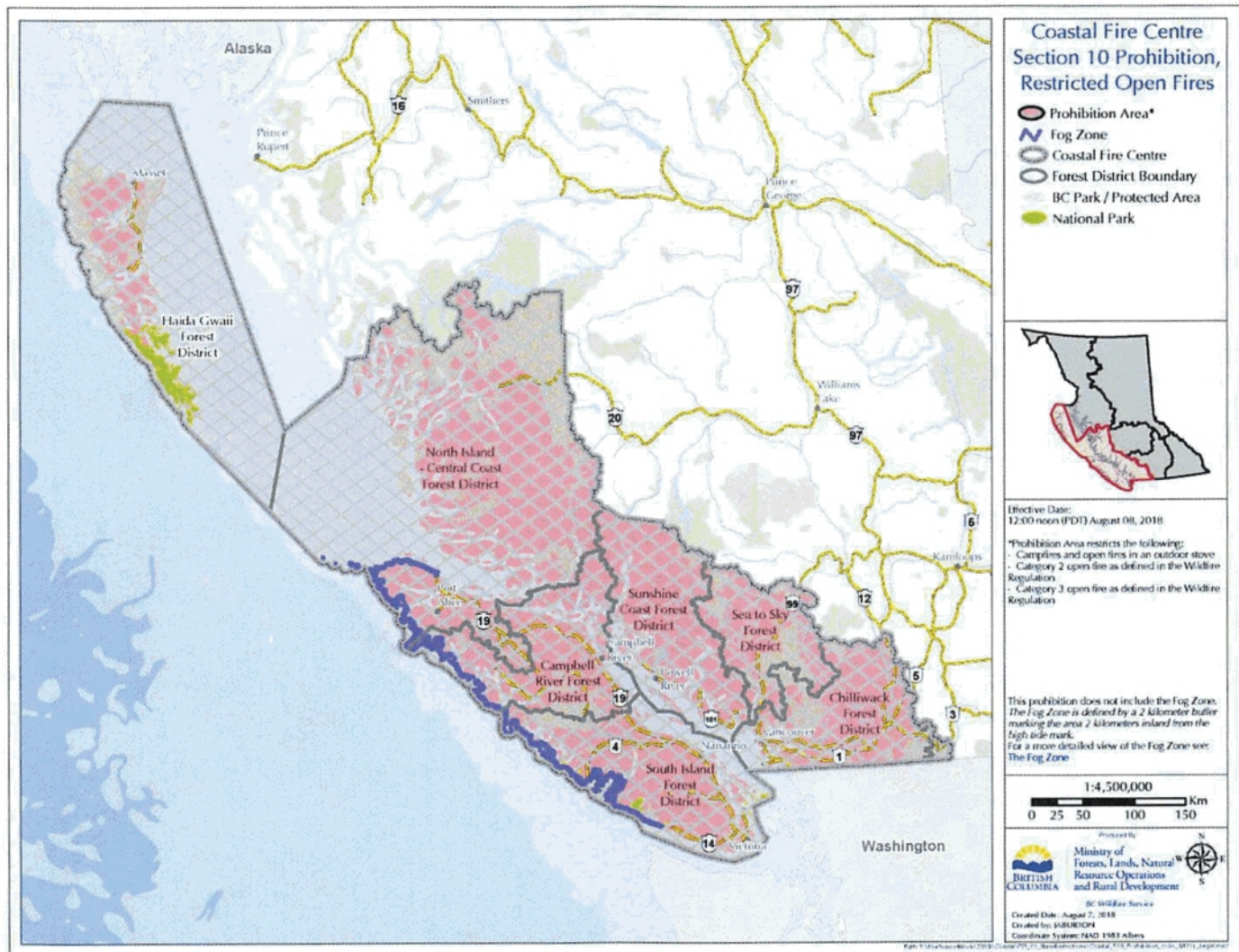
This Order does not apply to the person(s) on the attached Appendix B for activities as specified on the Appendix, on the dates and at the locations set out and as per the condition provided under separate cover to each party by the BC Wildfire Service.

August 8, 2018
Date Signed

Ken Taekema
Fire Centre Manager
Coastal Fire Centre
Ministry of Forests, Lands and Natural Resource
Operations and Rural Development

Attachment: Appendix A-D

APPENDIX A MAP



APPENDIX B EXEMPTIONS

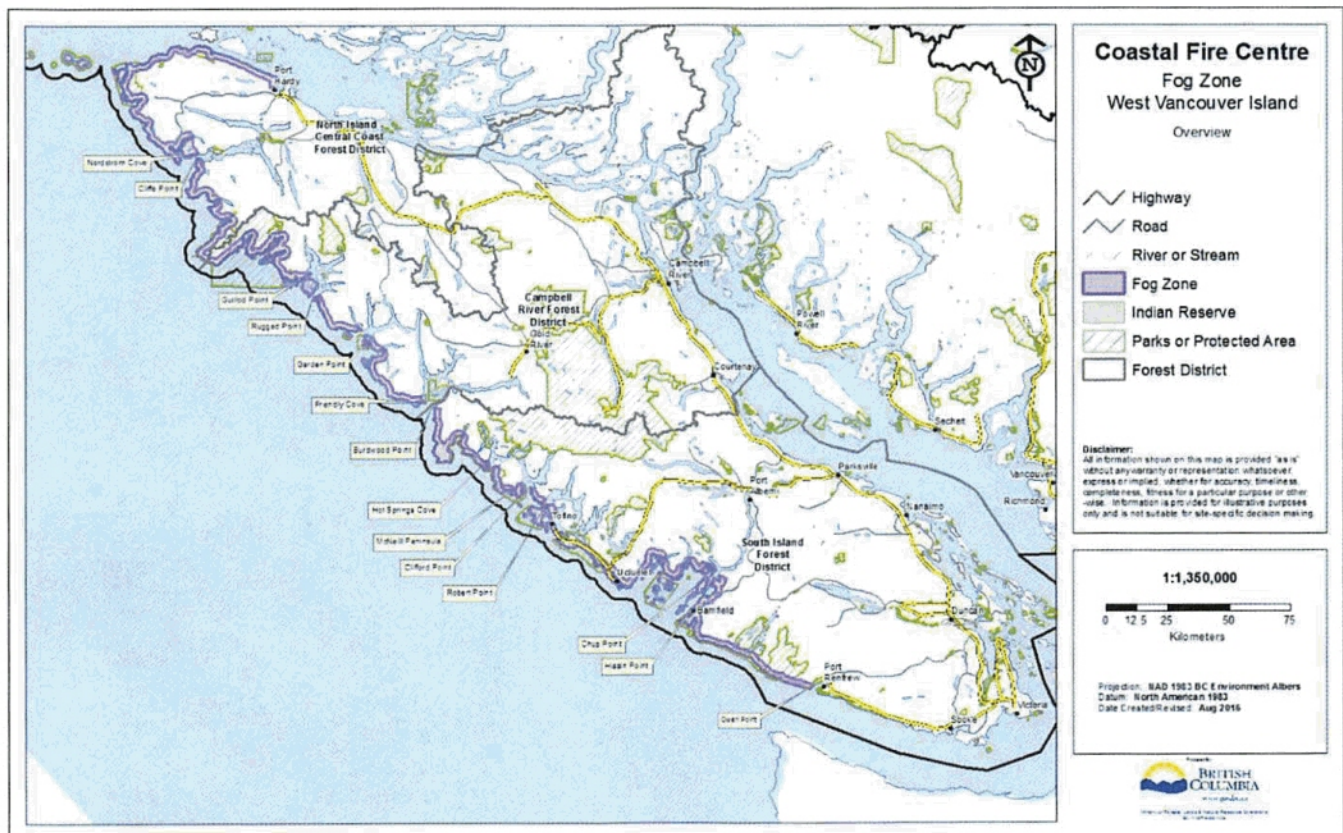
Person(s) or Organization	Open Fire Category	Approximate Location	Date
BC Parks-Newcastle Island Andy Macdonald, Section Head; Cell: s.22 Office: 250-954-4613	Category 2	First Nations Salmon BBQ on Newcastle Island Prov. Park Snuneymuxw FN:250-753-3481	Various (mostly weekends) May 11 – Sept 15/18
Interfor Corporation Joe Leblanc Ph: 250-286-5148 s.22	Category 2: CSA and ULC approved incinerators	Great Bear Rainforest South Timber Supply Area and Sunshine Coast Timber Supply Area	May 11 to December 31, 2018
	Category 2	s.22	Noon July 27, 2018 to 2400 PDT July 29, 2018
Donald Rose Res: 778-886-7680 Email: donald.rose@interfor.com s.22	Category 2	Gambier Island Community Pavilion 721 Andy's Bay Road	July 21, 2018 from 0400 am to 2400 midnight
Rick Snowden, owner Office: 250-285-2121	Campfire	Sprit of the West Adventures Ltd PO Box 569 Heriot Bay	July 17 – Oct 26, 2018
Doreen Point Office: 604-483-9646	Category 2	Tla'amin First Nation 6635 Homalco Road Powell River	July 24, 2018 from 11:00 am PST to 16:00 pm PST
Rita Pete Office: 604-869-9994	Campfire	Chawathil First Nation #4-21895 Trans-Canada Highway, Hope	July 20 – Aug 03, 2018
Sylvia Wolff Office: 250-735-1352	Category 2	Macktush Campground 6640 Walker Road Port Alberni	Aug 25, 2018 from 6:00 am PST to 11:59 pm PST
Nimmo Bay Resort Craig Murray email: craig@nimmobay.com	Campfire	Campfire at end of floating dock contained within a steel fire pit with a screen	Various but mostly evenings, July 26 – Oct 26/18
Steve Hodgson, Area Supervisor BC Parks 1650 Airport Road Bella Coola BC V0T 1C0	Campfire	Mount Mackenzie Are Tweedsmuir Provincial Park	August 5 to August 12, 2018



Ministry of Forests, Lands,
Natural Resource Operations,
and Rural Development

Alden Barnett Phone: 250-974-7074	Category 2	Arnold Grosnick Memorial Park	August 11, 2018 12:00 noon to 6:00 pm PST
Carole Perrault Quatsino First Nation 250-949-6245	Campfire	Quatsino Subdivision IR 18	August 5 to 6, 2018
Spuzzum First Nation office: 604-863-2395 Chad Edwards	Cat 2 Fish BBQ	Alexandra Bridge Provincial Park	August 11, 2018
s.22 'Namgis First Nation Alert Bay Verna Ambers 1-250-974-5556	Campfires	Cormorant Island Alert Bay 1A I.R.	August 04 to 07, 2018

APPENDIX C FOG ZONE MAP





APPENDIX D DEFINITION OF FOG ZONE

In the Coastal Fire Centre the attached map depicts the fog zone based upon the following description.

The West Coast Fog Zone includes all land running inland 2 kilometres inland from a line commencing at:

- Owen Point near Port Renfrew and continuing north past Cape Beale to Hissin Point, then;
- across Alberni Inlet to Chup Point to exclude the headwaters of Alberni Inlet, then;
- following the shoreline around Toquart Bay to Ucluelet and Tofino, then;
- north to Opitsat IR, Robert Point and Kraan Head to exclude the inner waters of Clayoquot Sound, then;
- along Catface Mountain to Clifford Point then across Millar Channel to McNeill Peninsula to exclude the inner waters of Herbert Inlet, then along the west coast of Flores Island to the northern boundary of Flores Island Provincial Park, then;
- across Sydney Inlet to the northern end of Hot Springs Cove to exclude the inner waters of Shelter and Sydney Inlets, then along the shoreline through Boat Basin Harbour and Estevan Point to Burdwood Point, then;
- across the entrance to Nootka Sound to Friendly Cove to exclude the inner waters of Nootka Sound including Tahsis and Gold River then north along the shoreline of Nootka Island to Garden Point, then;
- across Esperanza Inlet to Leading Hill to exclude the inner waters of Zeballos, Espinosa and Port Eliza Inlets, then north to Rugged Point, then;
- across Kyuquot Channel to Union Island then north to the narrows of Crowther Channel and across to Surprise Island and to Guillod Point to exclude the inner waters of Kyuquot Sound, then;
- west through McKay Cove to Malksope and Ououkinsh Inlet to Brooks Peninsula Provincial Park, then;
- around Brooks Peninsula Provincial Park to Klaskish Inlet and along the shoreline north to Cliffe Point, then;
- north across Quatsino Sound to Nordstrom Cove to exclude Holberg and Neroutsos Inlets, then west to Winter Harbour and San Josef Bay to Cape Scott Provincial Park, then;
- around Cape Scott Provincial Park and the northern end of Vancouver Island to Shushartie Bay then east along Goletas Channel ending at the boundary of the District of Port Hardy.



Order: CoFC2018-022
File: FOR-14340-01/2018

BC WILDFIRE SERVICE EQUIPMENT & ACTIVITIES PROHIBITION ORDER

Under section 12(1) of the *Wildfire Act*, and pursuant to the authority delegated to me by the Minister of Forests, Lands Natural Resource Operations and Rural Development, I, Ken Taekema, Fire Centre Manager, hereby **PROHIBIT** within the area described below, the following activities, and the use of the following equipment, materials and substances, because I consider that they are likely to cause or contribute to the spread of a fire:

- Fireworks, including firecrackers
- Sky Lanterns
- Binary Exploding Targets
- Burn Barrels or Burn Cages of any size or description
- Chimineas, tiki torches, stoves and other portable campfire apparatuses not CSA/ULC approved

This Order takes effect at 12:00 noon Pacific Daylight Time (PDT) Wednesday, Aug 08, 2018 and remains in force until the earlier of 12:00 noon Pacific Daylight Time (PDT) Friday, October 19, 2018 or until the Order is rescinded.

This Order applies to the following Forest Districts established in the Administrative Boundaries Regulation, and the geographic boundaries described below and as illustrated on the attached map (Appendix A). This Order is specific to all public and private land unless specified otherwise in an enactment.

- | | |
|--------------------------------------------------|--------------------------------------|
| - the South Island Forest District | - the Sunshine Coast Forest District |
| - the Campbell River Forest District | - the Sea to Sky Forest District |
| - the North Island Central Coast Forest District | - the Chilliwack Forest District |
| - EC Manning Provincial Park. | - the Haida Gwaii Forest District |

This Order applies to all of the Coastal Fire Centre jurisdictional area but excludes the area known as the Fog Zone as depicted on the attached map (Appendix C) and described within (Appendix D).

This Order does not apply to the person(s) on the attached (Appendix B) for the activity or equipment as specified on the Appendix, on the dates and at the locations set out and as per the conditions provided under separate cover to each party by BC Wildfire Service.

Aug 8, 2018

Date Signed

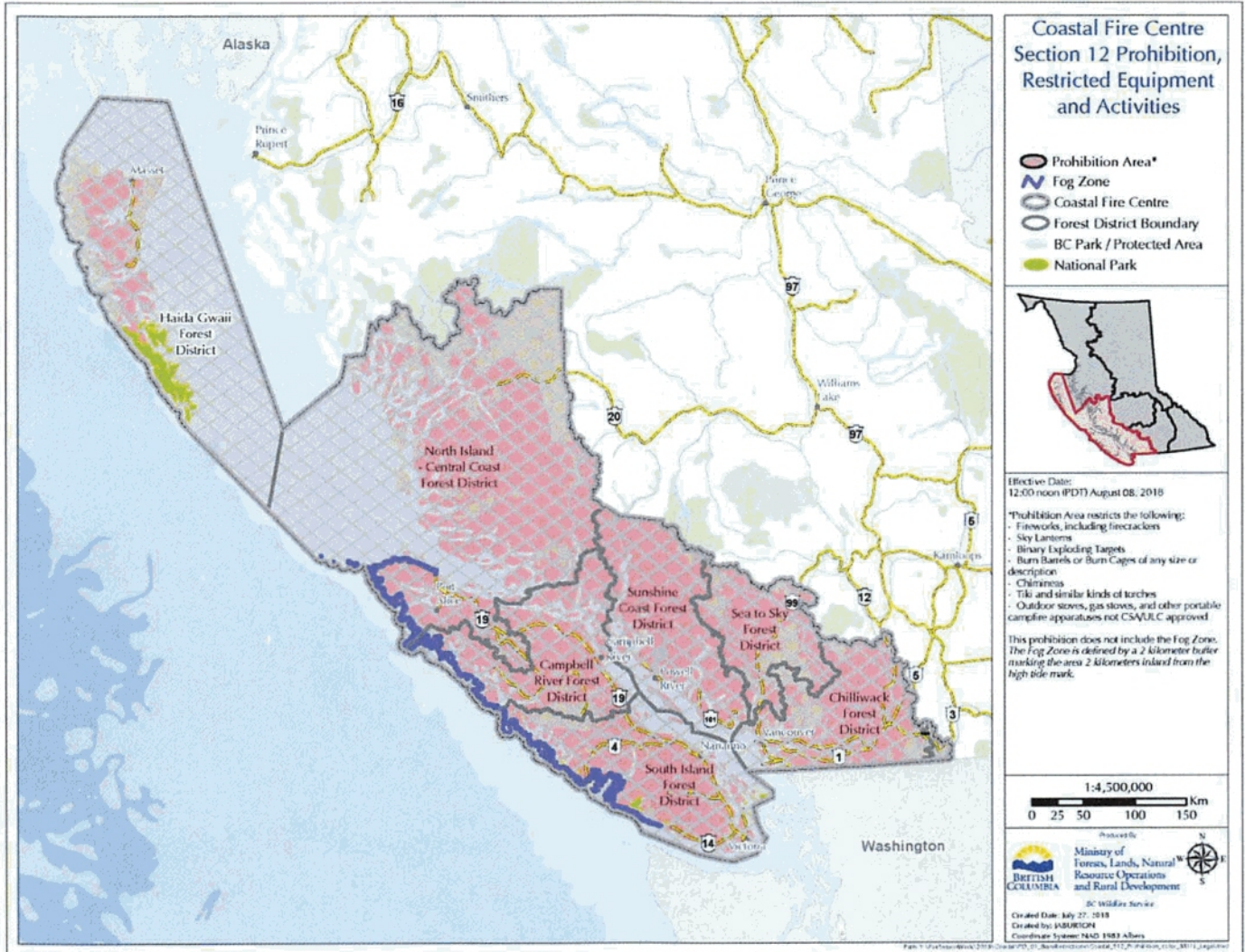
Attachment: Appendix A-D



Ken Taekema
Fire Centre Manager
Coastal Fire Centre
Ministry of Forests, Lands and Natural Resource
Operations and Rural Development

Appendix A to Order: CoFC2018-022

APPENDIX A MAP



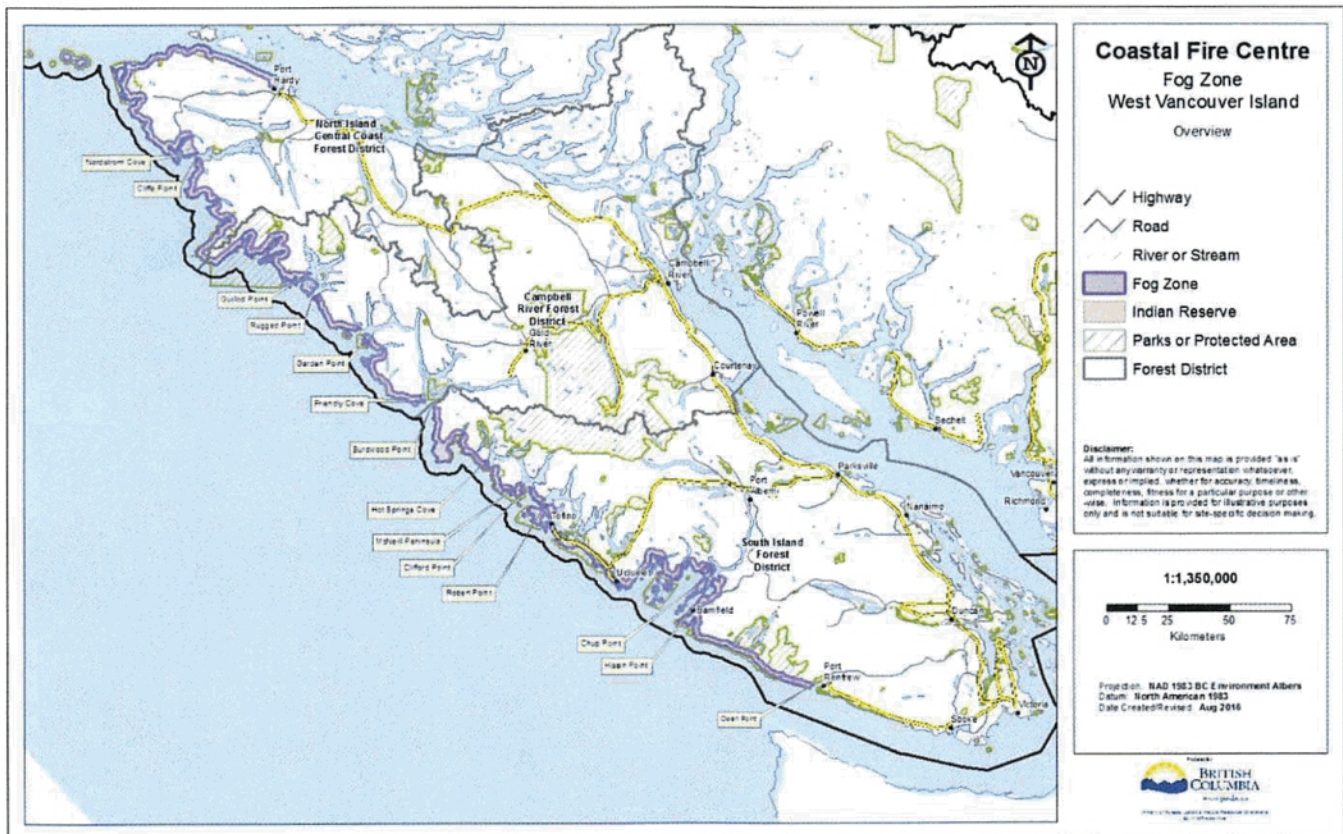


APPENDIX B EXEMPTIONS

Person(s) or Organization	Type of Exemption	Approximate Location	Date or Duration of Event
Great Central Lake RV & Marina Danielle Marley, Manager s.22 resort: 250-723-2657	Fireworks Display	Off barge more than 100m from shore in Great Central Lake 49 19.341 N X 124 59.636 W	May 20, 2018 2230-2330 hours
Dave Driediger Cultus Lake Park 604-847-2043	Fireworks Display	Cultus Lake Park Main Beach Wharf	June 23, 2018 2200 hours
Village of Harrison Hot Springs Chelsea Woolhouse 604-796-2171ext 224	Fireworks Display	Harrison Lake lagoon, north side, in town on beach	July 01/2018, 2130-2330 hours
Nanose Pentecostal Camp Pam Stockton, Director Ph: 867-446-2247 s.22	Fireworks Display	Below High tide mark 2531 Nanose Beach Road	July 01, 2018 2230-2330 hours
	Fireworks Display	Off barge 100m offshore at 587 Shawanabe Road, Gambier Island	July 01, 2018 2130-2330 hours
Don McCauley, AFA Fireworks s.22 250-951-5571 Email: fireworx@telus.net	Fireworks Display	Off barge 1500 ft. offshore from Tarn Place, Victoria	July 01, 2018 2130-2200 hours
Halfmoon Bay, Sunshine Coast s.22	Fireworks Display for Celebration of Life event	Off a raft 100 m. off shore from Redroofs Road, Honeymoon Bay	July 21, 2018 2150-2400 hours
Conchita Harding Sunshine Coast Sea Cavalcade Ph: 604-886-9648 s.22	Fireworks Display	Off barge 100 meters offshore in Gibsons Harbour	July 28/2018, 2200-2400 hours

Appendix C to Order: CoFC2018-022

APPENDIX C MAP OF FOG ZONE





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of Canada

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du Canada

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Hourly Data Report for August 14, 2018

All times are specified in Local Standard Time (LST). Add 1 hour to adjust for Daylight Saving Time where and when it is observed.

PORT HARDY A
BRITISH COLUMBIA
Current Station Operator: NAVCAN

Latitude: 50°40'50.000" N

Longitude: 127°22'00.000" W







Elevation: 21.60 m

Climate ID: 1026271

WMO ID: 71109

TC ID: YZT

	<u>Temp</u> °C 	<u>Dew Point</u> Temp °C 	<u>Rel</u> <u>Hum</u> % 	<u>Wind</u> <u>Dir</u> 10's deg	<u>Wind</u> <u>Spd</u> km/h 	<u>Visibility</u> km 	<u>Stn</u> <u>Press</u> kPa 	<u>Hmdx</u>	<u>Wind</u> <u>Chill</u>	<u>Weather</u>
TIME										
00:00	10.3	9.9	97	23	5	11.3	101.67			NA
01:00	10.1	9.7	97	26	5	11.3	101.64			Mostly Cloudy
02:00	12.2	11.8	97	36	2	11.3	101.62			NA
03:00	11.7	11.1	96	24	4	11.3	101.58			NA
04:00	12.1	11.6	96	24	4	11.3	101.55			Cloudy
05:00	12.4	11.9	96	36	3	11.3	101.51			NA
06:00	13.2	12.5	95	4	3	8.1	101.50			Drizzle,Fog
07:00	13.5	12.6	94	36	1	4.8	101.54			Fog
08:00	13.7	12.3	91	36	1	8.1	101.49			Fog

	<u>Temp</u> °C 	<u>Dew Point</u> <u>Temp</u> °C 	<u>Rel</u> <u>Hum</u> % 	<u>Wind</u> <u>Dir</u> 10's deg	<u>Wind</u> <u>Spd</u> km/h 	<u>Visibility</u> km 	<u>Stn</u> <u>Press</u> kPa 	<u>Hmdx</u>	<u>Wind</u> <u>Chill</u>	<u>Weather</u>
09:00	14.0	12.7	92	3	5	8.1	101.53			Fog
10:00	14.3	12.4	89	2	9	4.8	101.53			Fog
11:00	14.9	12.6	86	4	9	24.1	101.52			<u>NA</u>
12:00	15.3	12.6	83	7	10	12.9	101.49			<u>NA</u>
13:00	15.9	12.6	81	4	12	12.9	101.49			Mostly Cloudy
14:00	17.4	13.0	75	36	26	32.2	101.46			<u>NA</u>
15:00	18.8	12.8	68	1	12	32.2	101.40			<u>NA</u>
16:00	17.6	12.1	70	33	13	19.3	101.36			Mainly Clear
17:00	18.2	11.2	64	32	21	19.3	101.33			<u>NA</u>
18:00	17.0	11.3	69	31	18	24.1	101.32			<u>NA</u>
19:00	17.3	11.2	67	29	7	24.1	101.28			Mainly Clear
20:00	15.4	11.2	76	31	8	24.1	101.29			<u>NA</u>
21:00	13.4	11.7	89	36	1	24.1	101.28			<u>NA</u>
22:00	12.6	11.5	93	18	4	24.1	101.26			Mainly Clear
23:00	10.7	9.9	94	17	8	24.1	101.25			<u>NA</u>

Legend

- E = Estimated
- M = Missing
- NA = Not Available

Date modified:

2018-07-20