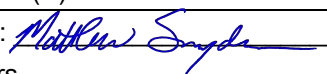


ORGANIZATION ASSIGNMENT LIST (ICS 203)

1. Incident Name: SMITH RIVER COMPLEX SOUTH		Operational Period: Date From: 11/7/2023 Time From: 0700		Date To: 11/10/2023 Time To: 1900	
3. Incident Commander(s) and Command Staff:			7. Operation Section:		
IC/UCs	Eric Johnson - 11/13 Brent Lafazio - 11/16	Operations	Al Goughner - 11/13		
Safety Officer	Al Goughnour 11/13	Planning Ops			
Information Officer		Night Ops			
Liaison Officer		Staging Area			
Human Resources		Branch			
4. Agency/Organization Representatives:		Division/Group	Hazard Tree / Repair		
Agency/Organization	Name	Division/Group			
SRF Forest Supervisor	Ted McArthur	Division/Group			
SRF Agency Admin.	K. Allen	Division/Group			
Bureau of Indian Affairs	Nathan Gogna	Branch			
Tolowa Dee-ni' Nation	Rachel McCain	Division/Group			
Resource Advisor	Donna Peppin - 11/10	Division/Group			
Resource Advisor	Kristen Coons - 11/10	Division/Group			
5. Planning Section:		Division/Group			
Chief	Matt Snyder (T) - 11/14	Division/Group			
Resource Unit		Division/Group			
Situation Unit	Joseph Bain (T) - 11/9	Division/Group			
Documentation Unit	Sheila Larsen (V) - 11/14	Branch			
Demobilization Unit	Jay Lord (V) - 11/12	Division/Group			
GISS	Dan LaBarre (V) - 11/10	Division/Group			
IMET		Division/Group			
TNSP		Division/Group			
SCKN		Division/Group			
ITSS		Division/Group			
6. Logistics Section:		Division/Group			
Chief	Nikki Green - 11/14	Air Operations Branch		Director:	
Supply Unit		Air Tactical Group Supervisor			
Base Camp Manager		Helibase Manager			
Ground Support Unit		Helibase Manager			
EQPM		8. Finance/Administration Section:			
Radio Operator		Chief	Shelly Dennis - 11/12		
COMT		Time Unit	Jaisy Scott (T) - 11/14 Krisandra Kappus (V) - 11/14		
Medical Unit		Incident Business Advisor	Susan Zahn (V) - 11/11		
SECM		Personnel			
Day Security		Comp/Claims Unit			
Night Security		Cost Unit	Sarah Rietz (V) - 11/14		
Prepared By: Name: Matt Snyder		Position/Title: PSC3		Signature: 	
ICS 203		Date/Time: 11/6/2023 1200 hours		NIMS IAP	

Smith River Complex

Weather Forecast 11/7-11/12

Spot Weather Forecast Location Bear Basin Butte

DISCUSSION

Showery weather will gradually decrease through the day on Tuesday with much clearer and drier pattern midweek. Minimum RH will drop as low as 40 percent midweek with gentle northeast winds and highs into the upper 50s. Rain will return around Thursday and Friday with some gusty south winds. Rain will be relatively light with accumulation most likely less than 0.5 inches. Drier weather will then briefly return for the weekend.

TUESDAY

Sky/weather	Mostly cloudy. Chance of rain showers in the morning.
CWR	20 percent.
LAL	1
Max temperature	42 to 46.
Min humidity	78 to 82 percent.
Wind (20 ft)	Northwest winds 4 to 8 mph.

TUESDAY NIGHT

Sky/weather	Mostly clear. Areas of frost.
CWR	0 percent.
LAL	1
Min temperature	32 to 36.
Max humidity	90 to 95 percent.
Wind (20 ft)	Northeast winds 6 to 12 mph in exposed areas.

WEDNESDAY

Sky/weather	Sunny.
CWR	1 percent.
LAL	1
Max temperature	50 to 55.
Min humidity	45 to 50 percent.
Wind (20 ft)	Northeast 3 to 6 mph.

FORECAST DAYS 3 THROUGH 7

THURSDAY

Rain. Lows near upper 30s. Highs lower 50s. South winds gusting 15 mph. Minimum RH 40 percent.

FRIDAY

Rain. Lows near upper 30s. Highs lower 50s. North winds generally less than 6 mph. Minimum RH 70 percent.

VETERANS DAY

Slight chance of rain. Lows near upper 30s. Highs mid-50s. Winds less than 5 mph. Minimum RH 60 percent.

SUNDAY

Chance of rain. Lows around 40. Highs mid-50s. South winds less than 5 mph. Minimum RH 60 percent.

Smith River – Safety Message

INCIDENT #CA-SRF-000968

DATE:11/07 – 11/10 TIME: 0700-1900

Complacency

- **Stay mentally engaged on the task at hand!**
- **Give clear briefings. Address complacency in your daily AAR.**
- **Clearly identify the day's mission and purpose.**
- **Use the “Buddy System” and watch out for each other. If you see something, say something.**
- **Ask yourself: “Are you doing the job safely, the way you were trained?”**
- **Look for a “new” or “fresh” approach to repetitive assignments.**

PREPARE FOR A MEDICAL EMERGENCY

- **Practice reporting the Medical Incident Report with all crew members.**
- **An emergency shouldn't be the first time that the process is reviewed.**
- **Know where the closest medical staff is located.**
- **Pre plan travel routes and utilize drop points as rendezvous locations if needed. Have a plan in case aircraft are unavailable.**
- **Know who else is medically trained within assigned resources.**

OPERATIONAL TEMPO

- **Maintaining operational tempo is not solely about speeding up to match or exceed the pace of the environment.**
- **It's also about knowing when operations should slow down and why.**
- **We are most vulnerable to accidents and errors when operational tempo changes, especially when it changes quickly.**
- **Maintaining good situation awareness despite change in operational tempo represents a considerable challenge.**
- **The key to managing operational tempo successfully is monitoring the changing environment and capabilities of the team, and then applying good judgment to determine whether to push forward or pull back while making necessary adjustments.**

Points to Ponder


- **Vehicle accidents are a common cause of firefighter injuries – Drive Smart**
- **Trees are a major cause of wildland firefighter injuries and fatalities – Look Up**
 - **FF's can be the cause of, or recipient of rolling debris – Look Around**
- **Heat and Cold, long hours, and repetition can lead to complacency and injuries – Pace yourself!**
 - **Multiple Resources of multiple typing doing multiple jobs = Multiple potential for injury – Stay Focused**
- **Communicate clearly and get confirmation that your message is understood – Communicate Clearly**

Safety Ron Booker

Safety Rob Pelton 231-629-7242

INCIDENT RISK ANALYSIS

ICS (215A) DAY SHIFT

BR/DV	HAZARDOUS ACTIONS – CONDITIONS	MITIGATIONS – WARNINGS – REMEDIES
ALL	WEATHER / THUNDERSTORM SAFETY	<ul style="list-style-type: none"> • Take weather throughout the shift to get timely and accurate information. • Is what we predicted what you are observing? • Request spot weather forecasts if you notice a notable change in the weather. • Communicate any changes in weather with your crew and adjacent resources. • Take shelter in a vehicle or building if possible. • If outdoors, find a low spot away from tall trees. If in the woods, move to an area with shorter trees. • If in open country, crouch low with feet together and minimize contact with the ground. • Don't stay on ridge tops or in wide open areas. • Get to hard packed roads during rain events. • Follow Thunderstorm Safety in your IRPG (pg. 17).
ALL	TRAFFIC HAZARDS AND DRIVING	<ul style="list-style-type: none"> • Take extra precautions when entering or exiting the roadways. • Maintain high visibility when in the operational area and use warning lights when working on roads or traveling in smoke. • Many roads are narrow and mid-slope, with soft shoulders. Allow heavy vehicles to pass on the uphill side. Use spotters when backing or turning around. • Keep your speed down in all areas. Drive at or below posted speed limits. • Use warning lights when working on roads or traveling in smoke. • Use chock blocks and turn wheels into hills.
ALL	COLD STRESS	<ul style="list-style-type: none"> • Keep extra clothing handy if you get wet and need to change. • Drink warm, sweetened fluids. • Avoid touching cold metal or wet surfaces with bare skin. • Use proper engineering controls, safe work practices, and protective equipment.
ALL	DEBRIS FLOW / MUDSLIDES	<ul style="list-style-type: none"> • Never underestimate a debris flow or mudslide. • Never attempt to cross a debris flow. • Pay attention to weather forecasts for the burn area. • Know the warning signs (listen and watch for rushing water, mud, unusual sounds. • Have an evacuation/escape route planned that is least likely to be impacted by flash flooding.
ALL	STEEP TERRAIN & ROLLING DEBRIS	<ul style="list-style-type: none"> • Maintain 8'-10' spacing when working & walking. • Do not work above any personnel. • Evaluate the necessity to send personnel into areas with limited access.
ALL	HAZARD / DANGER TREES	<ul style="list-style-type: none"> • Follow Hazard Tree Safety Guidelines (IRPG p.22.) • Limit the number of personnel around snags and their exposure time. • Fallers must be qualified for the trees being felled. • Be alert around hazard trees during wind events, even green trees. • The hazard zone extends a minimum of 2½ tree lengths. • Avoid parking vehicles or taking breaks under or near hazard trees.
ALL	FATIGUE AND COMPLACENCY	<ul style="list-style-type: none"> • Be alert, and monitor all resources for signs of fatigue, and take breaks as necessary. • Maintain a 2:1 Work to rest ratio. • Repeated assignments in the same area can lead to complacency, making personnel more vulnerable to accidents. • Take steps to maintain situational awareness for the duration of the incident. • Take tactical pauses as practical and feasible.
ALL	HEAVY EQUIPMENT OPERATIONS	<ul style="list-style-type: none"> • Ensure communications are established with operators. • Use hand signals if other communications are unavailable. • Maintain a 50'-100' exclusion area around equipment. • Use road guards as needed to control traffic.
ALL	MENTAL WELL-BEING	<ul style="list-style-type: none"> • Prioritize sleep and eat a healthy diet. • Include your family and friends. Call home and initiate social connections. • Monitor resources and engage in healthy activities. • Focus on positivity and engage in self-care.
ALL	MOP-UP	<ul style="list-style-type: none"> • Balance the risk of exposure to hazards against the mop-up objective. • Evaluate areas for hazard trees and locate stump holes for avoidance. • Monitor fatigue; shorten shifts to increase rest where appropriate. • Review and follow "Look Up, Look Down, Look Around" procedures. • Evaluate mop-up distances against what is safe and necessary.
<p>INCIDENT NAME:</p> <p>SMITH RIVER COMPLEX SOUTH</p>		<p>OPERATIONAL PERIOD: 0700 – 1900</p> <p>Nov 7 – Nov 10, 2023</p> <p>Date/Time Prepared: 10/26/2023 – 1000</p> 

INCIDENT RADIO COMMUNICATIONS PLAN		Incident Name Smith River Complex		Date/Time Prepared 11/6/23	Operational Period Date/Time 11/7/23-11/10/23 0700-1900						
Ch #	Function	Channel Name/Trunked Radio System Talkgroup	Assignment	RX Freq	N or W	RX Tone/NAC	TX Freq	N or W	TX Tone/NAC	Mode A, D or M	Remarks
1	Command	FOR RPT	All Groups	172.3750		000.0	164.1750		151.4	A	FOREST REPEATER Tone 1,4,12
2		ADM RPT		170.4750		000.0	165.7500		151.4	A	ADMIN REPEATER Tone 1,4,12
3		SERV RPT		169.9500		000.0	164.7875		131.8	A	FIRE CAMP SERVICE NET
4		R5 PROJ		168.6625		000.0	168.6625		136.5	A	R5 PROJECT
5	Tactical	TAC 2	All Groups	168.2000		000.0	168.2000		146.2	A	NIFC TAC 2 / 5R CREW NET
6		TAC 5		167.1125		000.0	167.1125		156.7	A	R5 TAC 5
7		A/G PRI		167.6000		000.0	167.6000		167.9	A	FS AIR TO GROUND AG-43
8		HUU RPT		151.2500		000.0	159.4050		103.5	A	CAL FIRE TONE 14
9		VTAC14>6		159.4725		000.0	159.4725		100	A	VTAC 14 TONE 6
10		SISQ DIR		171.3875		000.0	171.3875		107.2	A	SIKIYOU NF - WILD RIVER RD
11		GASO>16		154.4150		000.0	154.0100		114.8	A	GASQUET VFD RPTR TONE 16
12		FIRE>3		154.2500		000.0	158.8650		103.5	A	DEL NORTE FIRE RPTR TONE 3
13		CDF TAC3		151.1750		000.0	151.1750		141.3	A	CDF TAC 3 TONE 16
14		NASAR		155.1600		000.0	155.1600		151.4	A	NATIONAL SAR
15		CLEMARS		154.9200		000.0	154.9200		162.2	A	CLEMARS
16		CALCORD		156.0750		000.0	156.0750		192.8	A	CALIFORNIA COORDIN. (6)
Prepared by (Communications Unit)											
Incident Location Gasquet				County Del Norte	State CA	Latitude	N	Longitude	W		

The convention calls for frequency lists to show four digits after the decimal place, followed by either an "N" or a "W", depending on whether the frequency is narrow or wide band. Mode refers to either "A" or "D" indicating analog or digital (e.g. Project 25) or "M" indicating mixed mode. All channels are shown as if programmed in a control station, mobile or portable radio. Repeater and base stations must be programmed with the Rx and Tx reversed.

Smith River Complex Incident: Resource Advisor Message

IMPORTANT: Yellow/White Striped flagging 'Equipment Exclusion' indicates resource AVOIDANCE areas.

Lil' Gasquet fact! With its diverse soils, the Smith River basin supports at least 27 species of rare or endangered plants. These rare plants are protected within specially designated tracts like the Myrtle Creek Botanical Area, North Fork Botanical Area, Bear Basin Butte Botanical Area, and Broken Rib Botanical Area. *Darlingtonia californica* (right picture)



CULTURAL AND HERITAGE RESOURCES:

The area you are working in is rich in cultural and heritage resources which may be encountered while fighting fire or during suppression repair. Avoid disturbing cultural or heritage resource if encountered.

- GPS its location and take a photo, do not remove or collect anything. Work with your division to notify a READ for recommendations on how to proceed.
- Some cultural resources present hazardous conditions, such as mining shafts. Be attentive to these potential hazards when working around known mining areas or in rocky areas.
- Known resources may be flagged ahead in work areas.
- Finding of cultural resources should not be reported over the radio.

PORT ORFORD CEDAR ROOT DISEASE:

Some local drainages are infected with a root disease that spreads via mud and water and kills Port Orford cedar trees. To prevent spreading this disease to uninfected areas, all water tenders and engines will apply bleach to their tanks (1:1000 ratio). Use **Designated Draft Site Location in your Division (setup with Bleach and fish screen)**



WEED WASH:



The area in and around the Smith River Complex, are home to many sensitive species. Infestations of highly invasive plant species are one of the largest threats to sensitive species populations here. Spread via vehicles and foot traffic as well as re-activation via fire is of high concern. To help protect these sensitive places, do not park in and try to avoid areas flagged areas. **Make sure to visit the WEED WASH just north of Gasquet Ranger District Office on the south side pullout State Highway 199.**

HAZARD TREE ABATEMENT GUIDELINES

17N05 and 17N08 Road Systems

Treatment Extent Includes Items 1-3

- 1) Cutting trees within 1.5 tree lengths above the road and 0.5 dominant tree height (roughly 80') below the road.
- 2) Only cutting **completely** dead trees. Trees with a single green needle shall stay unless impeding operations (ie. completely dead trees beyond trees with few green needles).
- 3) Felling of all trees less than 18" dbh, trees over 18" dbh may be cut if within striking distance of areas of moderate use. This includes areas of moderate and high personnel residence time such as landings, campgrounds, and bathrooms. Coordinate with Timber Resource Advisors on moderate use determination.

Key Operational Side Bars

- Ground equipment will be limited to slopes of 35% or less.
- Coordinate with Resource Advisors for equipment exclusion zone and site-specific treatments.
- No equipment is allowed within Riparian Reserves (Equipment Exclusion Zones) - 320 feet slope distance of perennial and 160 feet intermittent stream channels. Retain trees in Riparian Reserves, unless excessive fuels loading.
- Within Equipment Exclusion Zones, with coordination with resource advisors, material may be removed from these areas if full suspension can be achieved in order to prevent excess fuels loading.
- Whole tree yard and skid to greatest extent practicable.
- Minimize Landing Sizes
- ≤ 1 ft. stump height

Rules and Guidelines:

- **Always buck for the longest preferred length. Preferred Lengths are 16'6", 33' and 41.**
- Logs not capable of being bucked to a preferred length shall be bucked to the next longest length in two-foot (2') multiples.
- Minimum scaling diameter is 6" DIB. Minimum log length is 10'. Maximum log length is 41' for tree less than 36" dbh.
- All trees 36" dbh or higher felled and retained onsite, unless excessive fuels loading.

Unless otherwise specified during operations, each piece less than or equal to 20 feet will have a trim allowance of 6 inches. All logs 22-40 feet will have a 12-inch trim allowance.

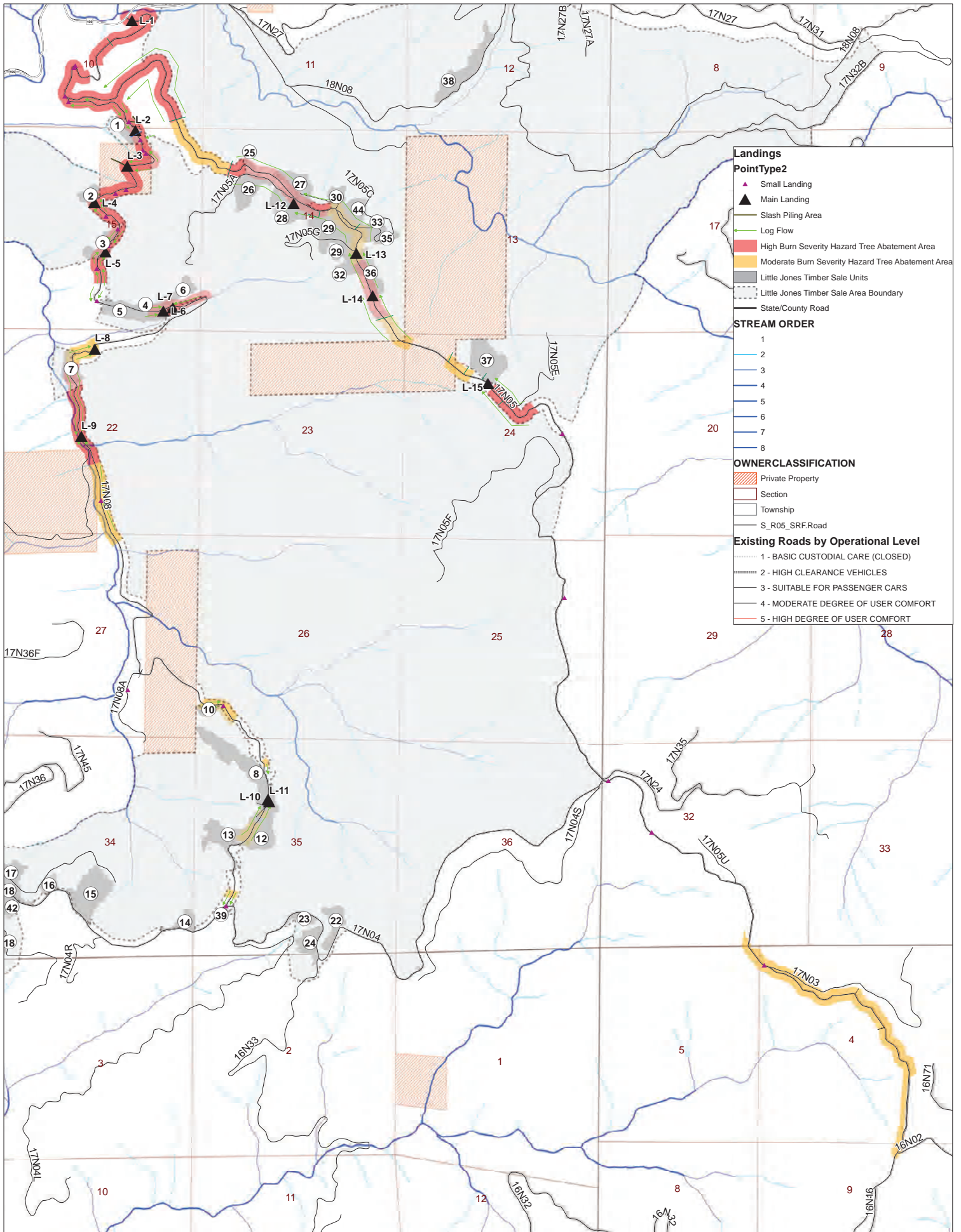
Slash

- (1) **Chipping** is the preferred method – chip depth should not exceed 6 inches.
- (2) **Machine piles** – this is second preferred method of slash disposal. **No soil in piles.** Follow site specific of pile size and placement. Cover piles with **black 6ml plastic** over **a minimum of 75% of the pile.**
- (3) **Stack hardwood boles separately.** Keep stacks < 10 ft. in height.
- (4) Slash must be spread to a depth of not more than six (6) inches.

Flagging Colors

- **Red:** Private Property boundary
- **Yellow:** Boundary of Little Jones Timber Sale
- **Orange:** Landing
- **White and yellow striped "EQUIPMENT EXCLUSION":** Avoidance area (Exceptions: work with Resource Advisors for special circumstances)
- Minimize walking equipment across chip sealed or asphalt surface. Rubber mats or tires are required when crossing.
- Keep road surface and ditches free and clear of debris.
- Protect all structural improvements.

REFER TO HAZARD TREE ABATEMENT PLAN FOR FULL DETAILS



Landings

PointType2

- ▲ Small Landing
- ▲ Main Landing
- ▭ Slash Piling Area
- Log Flow
- High Burn Severity Hazard Tree Abatement Area
- Moderate Burn Severity Hazard Tree Abatement Area
- Little Jones Timber Sale Units
- ▭ Little Jones Timber Sale Area Boundary
- State/County Road

STREAM ORDER

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8

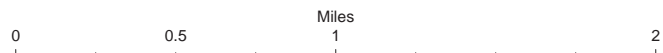
OWNERCLASSIFICATION

- ▨ Private Property
- ▭ Section
- ▭ Township
- S_R05_SRF.Road

Existing Roads by Operational Level

- 1 - BASIC CUSTODIAL CARE (CLOSED)
- 2 - HIGH CLEARANCE VEHICLES
- 3 - SUITABLE FOR PASSENGER CARS
- 4 - MODERATE DEGREE OF USER COMFORT
- 5 - HIGH DEGREE OF USER COMFORT

Smith River Complex
 17N05 and 17N08 Logging Plan Map
 Hazard Tree Abatement Areas
 Gasquet Ranger District
 Six Rivers National Forest
 Date Saved: 10/12/2023 1:40:20 PM
 By: Kristin Coons



New Traffic Schedule for U.S. 199 in Del Norte County



Route 199 (19.1/33.5) – Emergency work east of Gasquet from the Grassy Flat Bridge to the Collier Tunnel Rest Area continues. One-way traffic control is in effect from **8 a.m. to 5 p.m. weekdays** and motorists should anticipate up to one-hour delays. LC#T199CA

The work on U.S. 199 involves the removal of hazardous trees, repairing and replacing damaged guardrails and slope stabilization.

This plan is subject to change if there is a safety risk to the traveling public and/or personnel.

U.S. 199 Traffic Schedule in Del Norte County

Weekdays: 8:00 a.m. to 5:00 p.m. Open to one-way controlled traffic.

5:00 p.m. to 8 a.m. Open to two-way uncontrolled traffic.

Weekends: Open to two-way uncontrolled traffic.

Follow Caltrans District 1 social media for more updates, and check quickmap.dot.ca.gov or the QuickMap app for the latest road conditions.

FINANCE MESSAGE

Fire Name: Smith River Complex
Fire Number: CA-SRF-000968
Accounting Code: P5 QJ6L (0510)
Email: 2023.smithrivercomplex.finance@firenet.gov

**Finance will be located at the Gasquet Ranger Station
Please email if you have any questions.**

Finance Documents Needed upon "Check In" (If Not Already Submitted):

Please email these documents or scan the QR Code below, attach & submit.			
FED Equipment/ Crews: <ul style="list-style-type: none">• Manifest - showing employment type (GS or WG) or AD rates if applicable	Overhead: <ul style="list-style-type: none">• AD/Casual Hire Form• If regular Agency please ensure "GS" or "WG" is written on your first CTR	Contract Equipment/ Contract Crews: <ul style="list-style-type: none">• Agreement• Manifest• Resource Order• Inspections	Cooperator: <ul style="list-style-type: none">• Cooperative Agreement• Resource Order

CLAIMS- If you have a claim please email it in as soon as possible.

Prior to your demob date, please contact Finance *via email* to expedite the demob process.

Upon submittal of your final CTR/Shift Tickets, Finance will email you copies of your pay documents for review and signature.



Local Government Resources on CFAA

If you are demobing from the incident and there is not an OES AREP on site:

Email your 213 to shelly_dennis@firenet.gov

Utilize your MARS account for your F-42

Once your draft is complete call:

Chief Wakefield 916-704-3445

Or

Chief Courson 916-281-4484

If claiming any expenses, you MUST have Finance sign your form 213 and demob 221

Call the above numbers if you have any questions

Smith River Complex
(South)

CHECK-IN

1. Scan the QR code and select INITIAL CHECK IN. If returning from R&R use the same QR code but fill out the RETURN FROM R&R link.

Submit all required documents to Finance by emailing them to
2023.SmithRiverComplex.Finance@firenet.gov

2. Go find your incident supervisor or attend morning briefing.
E-Mail: 2023.SmithRiverComplex.Checkin@firenet.gov

DEMOB

1. Come to the District Office at 10600 US-199 in Gasquet and pick up a 221

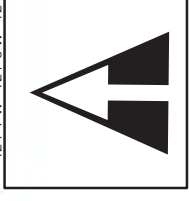
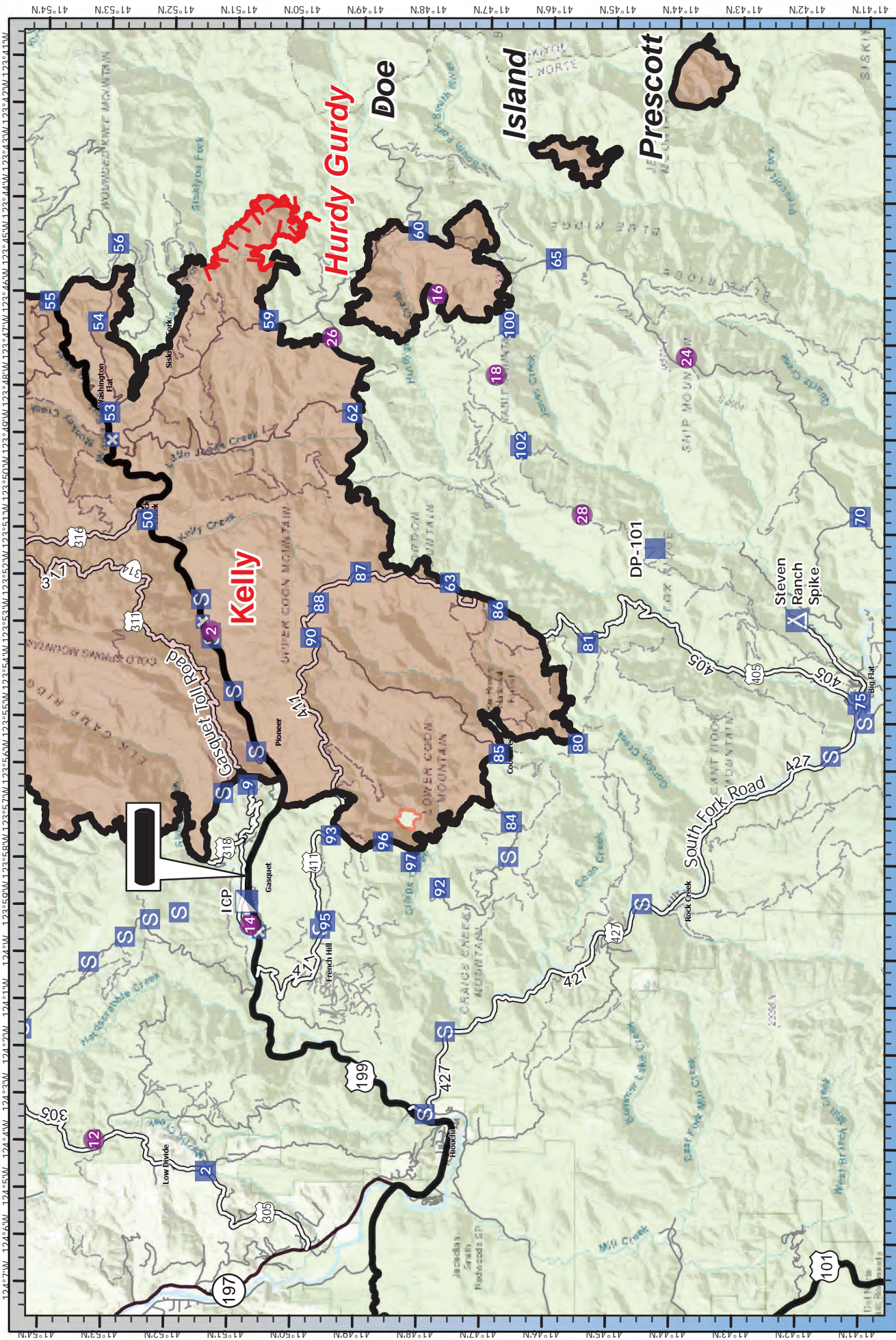
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












2. Scan the QR code on the front of your IAP and select the **Demob** questionnaire
3. Make sure you are current with your CTR's or Shift Tickets.
4. Nikki Green will be at the District Office to handle **Supplies** and **Communications**.
5. Finalize time with **Finance**.
6. Submit the completed paper 221 to DEMOB or submit the electronic questionnaire
Safe Travels!




If you need a flight home contact DEMOB 72 hours (3 days) before your demob date. Stop by to fill out an Air Travel Request form.

DEMOB questions ? 541 801-3761

Email: 2023.SmithRiverComplex.demob@firenet.gov



-  Helispot
-  Incident Command Post
-  Drop Point
-  Closure
-  Camp
-  Staging Area
-  Contained
-  Local Road
-  Uncontained
-  Interstate
-  4WD
-  Highway
-  County Road
-  Local Road

0 0.75 1.5 3 Miles

NAD83 UTM 10N 1:144,000

Smith River Complex
TRANS
 CA-SRF-000968

41°41'N 124°7'W 124°6'W 124°5'W 124°4'W 124°3'W 124°2'W 124°1'W 124°0'W 123°59'W 123°58'W 123°57'W 123°56'W 123°55'W 123°54'W 123°53'W 123°52'W 123°51'W 123°50'W 123°49'W 123°48'W 123°47'W 123°46'W 123°45'W 123°44'W 123°43'W 123°42'W 123°41'W

41°54'N 41°53'N 41°52'N 41°51'N 41°50'N 41°49'N 41°48'N 41°47'N 41°46'N 41°45'N 41°44'N 41°43'N 41°42'N 41°41'N

Smith River Complex - ICP Map



100 ft

CHECK-IN/DEMOB

FINANCE

IC / OPS

PARKING

PLANS/LOGS

BRIEFING

Gasquet Ranger District

Smith River N



1. Incident Name				2. Operational Period					
Smith River Complex – South				Date/Time: 11/07/2023 – 11/10/2023 (0700 - 1900)					
3. Incident Medical Aid									
Name		Location		Medical Emergency Contact		ALS Yes No			
911		Crescent City		911		X			
4. Air Rescue / Air Ambulance Services									
Name		Location / Contact		Type of Aircraft & Capability					
Cal Fire 902		Kneeland/North Coast Dispatch		Helicopter Type 2 ALS / Day Hoist Only					
CHP H14/H15		Redding/North Coast Dispatch		Helicopter Type 3 ALS / Day Hoist Only					
Reach 19		Brookings/North Coast Dispatch		Helicopter Type 3 ALS / Medevac only / 24hrs					
U.S. Coast Guard		Arcata/ North Coast Dispatch		Helicopter Type 2 ALS/ Hoist/ NVG					
5. Hospitals (all times estimated from incident location)									
Name & Trauma Level		GPS Datum – WGS 84 Degrees Decimal Minutes		Travel Time (From ICP)		Phone	Helipad		Address
				Air	Ground		Yes	No	
Sutter Coast Hospital Level 4		Lat: N 41° 46.423'	N/A	30 mins	707-464-8849		X	800 E. Washington Blvd Crescent City, CA 95531	
		Long: W -124° 11.643'							
Asante 3 Rivers Medical Center Level 3		Lat: N 42° 25.291'	15 MINS	1.5 hours	541-789-7069	X		500 SW Ramsey Ave. Grants Pass, OR 97527	
		Long: W -123° 20.577'							
Asante Rogue Regional Level 2		Lat: N 42° 19.050'	30 MINS	2 HRS	541-789-7000	X		2825 E. Barnett Rd. Medford, OR 97504	
		Long: W -122° 49.839'							
Mercy Medical Center Level 2		Lat: N 40° 34.300'	65 MINS	4.5 HRS	530-225-7200	X		2175 Rosaline Ave. Redding, CA 96001	
		Long: W -122° 23.754'							
UC Davis Medical Center Level 1 – Burn Center		Lat: N 38° 33.282'	1.5 HRS	5 HRS	ER Physician Referral ONLY	X		4301 X Street Sacramento, CA 95817	
		Long: W -121° 27.279'							
6. Division / Crew Emergency Pre-Plan				<i>Update and discuss with assigned resources daily.</i>					
Fireline Medical Emergency Plan		Contact North Coast Dispatch for all IWI's Division Supervisor or POC to utilize Medical Incident Report North Coast Dispatch: 707-441-3644							
Helispot: Lat: / Long: / Elevation:		H-17 N 41° 55.623' x W -123° 44.629' Elevation: 1536'							
Ambulance Rendezvous		To Medford or Grant's Pass: Illinois Valley Fire Station #3/DP 25 10 Lone Mountain Rd, O Brien, OR 97534 To Crescent City: Hiouchi Visitor Center. Hwy 199 & 197							
7. Prepared By (Medical Unit Leader)			8. Date/Time		9. Reviewed By (Safety Officer)		10. Date/Time		
Jaime Quintanilla MEDL			11/01/2023 0800		Kenneth Pelton SOF2		10/29/2023 1800		

Medical Incident Report

FOR A **NON-EMERGENCY INCIDENT**: WORK THROUGH CHAIN OF COMMAND TO REPORT AND TRANSPORT INJURED PERSONNEL AS NECESSARY.

FOR A **MEDICAL EMERGENCY**: IDENTIFY ON SCENE INCIDENT COMMANDER BY NAME AND POSITION AND ANNOUNCE **"MEDICAL EMERGENCY"** TO INITIATE RESPONSE FROM COMMUNICATIONS

Use the following items to communicate situation to communications/dispatch.

- CONTACT COMMUNICATIONS / DISPATCH (**Verify correct frequency prior to starting report**)
Ex: "Communications, Div. Alpha. Stand-by for Emergency Traffic."
- INCIDENT STATUS: *Provide incident summary (including number of patients) and command structure.*
Ex: "Communications, I have a Red priority patient, unconscious, struck by a falling tree. Requesting air ambulance to Forest Road 1 at (Lat./Long.)"
"This will be the Trout Meadow Medical Incident, IC is TFLD Jones. EMT Smith is providing medical care."

Severity of Emergency AND Transport Priority (priority 1, 2, 3)	<input type="checkbox"/> RED / PRIORITY 1 Life or limb threatening injury or illness. Evacuation need is IMMEDIATE <i>Ex: Unconscious, difficulty breathing, bleeding severely, 2° – 3° burns more than 4 palm sizes, heat stroke, disoriented.</i>	
	<input type="checkbox"/> YELLOW / PRIORITY 2 Serious Injury or illness. Evacuation may be DELAYED if necessary. <i>Ex: Significant trauma, unable to walk, 2° – 3° burns not more than 1-3 palm sizes.</i>	
	<input type="checkbox"/> GREEN / PRIORITY 3 Minor Injury or illness. Non-Emergency transport <i>Ex: Sprains, strains, minor heat-related illness.</i>	
Nature of Injury or Illness & Mechanism of Injury		<i>Brief Summary of Injury or Illness (Ex: Unconscious, Struck by Falling Tree)</i>
Transport Request		<i>Air Ambulance / Short Haul/Hoist Ground Ambulance / Other</i>
Patient Location		<i>Descriptive Location & Lat. / Long. (WGS84)</i>
Incident Name		<i>Geographic Name + "Medical" (Ex: Trout Meadow Medical)</i>
On-Scene Incident Commander		<i>Name of on-scene IC of Incident within an Incident (Ex: TFLD Jones)</i>
Crew Patient Care		<i>Name of Care Provider (Ex: EMT Smith)</i>

3. INITIAL PATIENT ASSESSMENT: *Complete this section for each patient as applicable (start with the most severe patient)*

Patient Assessment: (IRPG PAGE 106)	Age:	Weight:	Chief Complaint:
Skin Signs: (color/moisture/temp)	Level of Consciousness:	BP:	HR: Respirations:
Treatment:			

4. TRANSPORT PLAN:

Evacuation Location (*drop point, intersection, helispot, Lat. / Long, hazards*) Patient's ETA to Location:

5. ADDITIONAL RESOURCES / EQUIPMENT NEEDS:

Paramedic / EMT - Crews - Immobilization Devices - AED - Oxygen - Trauma Bag - IV/Fluid(s) - Splints - Rope rescue - Wheeled litter - HAZMAT - Extrication

6. COMMUNICATIONS: Identify State Air/Ground EMS Frequencies and Hospital Contacts as applicable

Function	Channel Name/Number	Receive (RX)	Tone/NAC *	Transmit (TX)	Tone/NAC *
COMMAND					
AIR-TO-GRND					
TACTICAL					

7. CONTINGENCY: **Considerations:** *If primary options fail, what actions can be implemented in conjunction with primary evacuation method? Be thinking ahead.*

8. ADDITIONAL INFORMATION: *Updates/Changes, etc.*

**REMEMBER: Confirm ETA's of resources ordered. Act according to your level of training
 Be Alert - Keep Calm - Think Clearly - Act Decisively**

*** Follow up with MEDL upon return to ICP ***