

**BEAVER  
INCIDENT  
CA-BEU-002837  
INCIDENT ACTION PLAN**

<https://app.box.com/v/beu>



**OPERATIONAL PERIOD**

**6/17/2018 0700**

**to**

**6/20/2018 0700**



# INCIDENT OBJECTIVES (ICS 202)

<b>1. Incident Name:</b> <p style="text-align: center;"><b>BEAVER</b></p>	<b>2. Operational Period:</b>	Date From: 6/17/2018 Time From: 0700	Date To: 6/20/2018 Time To: 0700
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**3. Objective(s):**

- Management Objectives**
- Provide for emergency personnel and public safety at all times.
  - Protect property, improvements, and infrastructure.
  - Ensure coordinated, timely, and accurate release of public information.
  - Foster and maintain relationships with all cooperators and stakeholders.
  - Protect economic, natural, cultural, and heritage resources.
  - Maintain fiscal accountability and keep costs commensurate with values at risk.
- Control Objectives**
- Keep the fire North of Coalinga-Hernandez Road.
  - Keep the fire West of Sweetwater Recreation Area Road to Hernandez Repeater site.
  - Keep the fire South of Jeep Trail/San Benito River.
  - Keep the fire East of the Eastern Fire.

**General Situational Awareness:**

Steep and rugged terrain, critically dry and receptive fuel beds, no recorded fire history with drought-stressed brush.

Equipment rock strikes are starting spot fires. Post lookouts.

**5. Site Safety Plan Required?** Yes  No

**Approved Site Safety Plan(s) Located at:**

**6. Incident Action Plan**

<input checked="" type="checkbox"/> ICS 203	<input type="checkbox"/> ICS 215A	<input type="checkbox"/> Phone List	<input checked="" type="checkbox"/> Fire Suppression Repair Plan
<input checked="" type="checkbox"/> ICS 204	<input checked="" type="checkbox"/> ICS 220	<input type="checkbox"/> Training Message	<input checked="" type="checkbox"/> Archaeology Message
<input checked="" type="checkbox"/> ICS 205	<input checked="" type="checkbox"/> Incident Map	<input checked="" type="checkbox"/> Travel Map	<input checked="" type="checkbox"/> Example Shift Ticket
<input checked="" type="checkbox"/> ICS 206	<input checked="" type="checkbox"/> Weather Forecast	<input checked="" type="checkbox"/> Demob Plan	<input checked="" type="checkbox"/> Firing Operations Checklist
<input checked="" type="checkbox"/> ICS 208	<input checked="" type="checkbox"/> Fire Behavior	<input type="checkbox"/> Finance Message	<input checked="" type="checkbox"/> ICS 214

**7. Prepared By:** Jonathan Pangburn      Position/Title: PSC      Signature: Jonathan M. Pangburn

**8. Approved by Incident Commander:** Chris Jauregui      Signature: \_\_\_\_\_

**ICS 202**



**.DISCUSSION...**

A cooling trend will continue through the end of the weekend along with higher humidity values and occasionally gusty afternoon winds. As the marine layer deepens over the weekend, widespread light drizzle will be possible early Sunday morning. As the trough overhead moves inland, high pressure will build over the region early next week. This will kick off a warming and drying trend for the coming week.

**.SUNDAY...**

Sky/weather.....Mostly cloudy then becoming sunny.  
Max temperature.....66-71.  
Min humidity.....25-35 percent.  
Eye level winds.....South winds 3 to 7 mph.  
Wind (20 ft).....South winds 5 to 10 mph. Gusts up to 15 mph in  
the afternoon.  
CWR.....0 percent.  
LAL.....1.  
Mixing height.....1800 ft AGL increasing to over 4000 ft AGL  
in the afternoon.  
Transport winds.....Southwest 5 to 10 mph.  
Marine layer.....None.

**.SUNDAY NIGHT...**

Sky/weather.....Mostly clear.  
Min temperature.....41-46.  
Max humidity.....70-85 percent.  
Eye level winds.....South to southwest winds 3 to 6 mph. Gusts up to 10  
mph in the evening.  
Wind (20 ft).....South winds 5 to 10 mph. Gusts up to 15 mph in  
the evening.  
CWR.....0 percent.  
LAL.....1.  
Mixing height.....4000 ft AGL decreasing to below 700 ft AGL  
in the late evening and overnight.  
Transport winds.....Southwest around 5 mph.  
Marine layer.....None.

**.MONDAY...**

Sky/weather.....Partly cloudy then becoming sunny.  
Max temperature.....76-82.  
Min humidity.....20-30 percent.  
Eye level winds.....Southwest winds 3 to 7 mph becoming west  
in the afternoon.  
Wind (20 ft).....South winds 5 to 10 mph becoming west  
in the afternoon.  
CWR.....0 percent.  
LAL.....1.  
Mixing height.....2000 ft AGL increasing to over 5000 ft AGL  
in the afternoon.  
Transport winds.....Southwest 5 to 10 mph becoming west in the afternoon.  
Marine layer.....None.

**.MONDAY NIGHT...**

Sky/weather.....Clear.  
Min temperature.....51-56.  
Max humidity.....65-80 percent.  
Eye level winds.....Northwest winds 3 to 6 mph. Gusts up to 10 mph in  
the evening.  
Wind (20 ft).....Northwest winds 5 to 10 mph. Gusts up to 15 mph in  
the evening.  
CWR.....0 percent.  
LAL.....1.  
Mixing height.....5500 ft AGL decreasing to 2000 ft AGL  
in the late evening and overnight.  
Transport winds.....Northwest 5 to 10 mph.  
Marine layer.....None.

**.TUESDAY...**

Sky/weather.....Mostly sunny.  
Max temperature.....84-90.  
Min humidity.....15-25 percent.  
Eye level winds.....West to northwest winds 3 to 6 mph.  
Wind (20 ft).....West to northwest winds 5 to 10 mph.  
CWR.....0 percent.  
LAL.....1.  
Mixing height.....2500 ft AGL increasing to over 5500 ft AGL  
in the afternoon.  
Transport winds.....Northwest around 10 mph.  
Marine layer.....None.

**.TUESDAY NIGHT...**

Sky/weather.....Clear.  
Min temperature.....55-62.  
Max humidity.....60-80 percent.  
Eye level winds.....Northwest winds 3-6 mph. Gusts up to 10 mph evening  
Wind (20 ft).....Northwest winds 5-10 mph. Gusts to 15 mph evening  
CWR.....0 percent.  
LAL.....1.  
Mixing height.....5500 ft AGL decreasing to 2000 ft AGL  
in the late evening and overnight.  
Transport winds.....Northwest 5 to 10 mph.  
Marine layer.....None.

**.WEDNESDAY...**

Sky/weather.....Mostly sunny.  
Max temperature.....88-96.  
Min humidity.....10-20 percent.  
Eye level winds.....West to northwest winds 3 to 7 mph.  
Wind (20 ft).....West to northwest winds 5 to 10 mph.  
CWR.....0 percent.  
LAL.....1.  
Mixing height.....2300 ft AGL increasing to over 5000 ft AGL  
in the afternoon.  
Transport winds.....Northwest 5 to 10 mph.  
Marine layer.....None.

## FIRE BEHAVIOR FORECAST

<b>FORECAST NUMBER:</b> 5	<b>TYPE OF FIRE:</b> Wildfire
<b>FIRE NAME:</b> Beaver	<b>OPERATIONAL PERIOD:</b> 6/17/18 0700 – 6/20/18 0700
<b>DATE ISSUED:</b> 6/15/2018	<b>TIME ISSUED:</b> 2000
<b>UNIT:</b> CA-BEU-002837	<b>SIGNED:</b> <i>Jonathan M. Pangburn</i> <b>Typed/printed:</b> Jonathan Pangburn

### INPUTS

#### **WEATHER SUMMARY: COOLER, THEN WARMING & DRYING INTO NEXT WEEK**

**Sunday:** 66-71 max temp, 25-35% min RH, wind South 5-10, gusts to 15 in the afternoon.

**Sunday Night:** 41-46 min temp, 70-85% max RH, winds South 5-10 gusts to 15 evening.

**Monday:** 76-82 max temp, 20-30% min RH, wind South 5-10, becoming West in the afternoon.

**Monday Night:** 51-56 min temp, 65-80% max RH, winds Northwest 5-10, gusts to 15 evening.

**Tuesday:** 84-90 max temp, 15-25% min RH, wind West/Northwest 5-10.

**Tuesday Night:** 55-62 min temp, 60-80% max RH, winds Northwest 5-10, gusts to 15 evening.

**Wednesday:** 88-96 max temp, 10-20% min RH, wind West to Northwest 5-10.

### OUTPUTS

#### **FIRE BEHAVIOR**

##### **GENERAL:**

Fire activity has diminished on the fire. However, high probability of ignition still remains. The high-pressure building will lead to probability of ignition climbing back to 100%.

Drought has exacerbated fuels condition. Fire behavior may appear similar to late-July/August conditions. No recorded fires in the area; lack of fire history with decadent brush. Currently experiencing rock strikes starting spot fires.

##### **SPECIFIC:**

**Sunday-Monday:** flame length 2-10 ft (grass)/10-20 ft (brush), 1/4- to 1/2-mile/hr rate of spread (10-75 ch/hr), spotting 1/4- to 1/2-mile, 90% probability of ignition. Winds will want to push any fire activity or spots toward the DIV A/D break.

**Tuesday- Wednesday:** flame length 2-10 ft (grass)/10-20 ft (brush), 1/4- to 1/2-mile/hr rate of spread (15-100 ch/hr), spotting up to 1/2-mile, 100% probability of ignition. Winds will be cross slope, against the draws. This will cause an eddy effect, on top of the higher temperatures and lower RH. Be cautious of any rekindle potential, especially in any remaining dozer cast piles.

##### **AIR OPERATIONS:**

Visibility should be favorable for air operations. Mixing height up to 5,000 ft. No marine layer. Tuesday and Wednesday may experience eddy effects with cross-slope winds.

### SAFETY

Large fire growth remains possible with current fuels situation. Watch for any spot fire potential near the line.

## SAFETY MESSAGE/PLAN (ICS 208)

<b>1. Incident Name:</b> <b>BEAVER</b>	<b>2. Operational Period:</b>	Date From: <u>6/17/18</u> Time From: <u>0700</u>	Date To: <u>6/20/18</u> Time To: <u>0700</u>
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<b>S</b> <b>A</b> <b>F</b> <b>E</b> <b>T</b> <b>Y</b>  <b>S</b> <b>A</b> <b>F</b> <b>E</b> <b>T</b> <b>Y</b>  <b>S</b> <b>A</b> <b>F</b> <b>E</b> <b>T</b> <b>Y</b>  <b>S</b> <b>A</b> <b>F</b> <b>E</b> <b>T</b> <b>Y</b>	<p>Watch for rock strikes and spot fires.</p> <p>Steep winding roads are throughout the incident. Slow down when driving on loose gravel and blind curves. Drive defensively with headlights on and use hands free devices.</p> <p>Working on steep, uneven terrain. Be mindful of rolling materials and potential for slips, sprains, strains, and breaks.</p> <p>Ensure radios are properly programmed for today's IAP and that crews are trained in communications procedures for the incident.</p> <p>Maintain situational awareness. Look up, Look down, Look around</p> <p>Stay hydrated!!! Time to think = time to drink. Document rest and hydration on 214.</p> <p>Remain mindful of what is going on around you! LCES!</p> <p>Avoid complacency!!!! Experiencing extreme fire behavior due to low live and dead fuel moistures, persistent drought, and elevated fire danger rating values.</p> <p>In country not seen in daylight. Be cautious, especially with steep drop offs.</p> <p>Wear all PPE.</p>	<b>I</b> <b>T</b> <b>.</b> <b>S</b>  <b>U</b> <b>P</b>  <b>T</b> <b>O</b>  <b>Y</b> <b>O</b> <b>U</b> <b>!</b> <b>!</b> <b>!</b> <b>!</b> <b>!</b> <b>!</b> <b>!</b> <b>!</b> <b>!</b> <b>!</b>
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<b>5. Prepared By:</b> ICS 208	Position/Title: <u>SOFR</u> Date/Time: <u>6/16/2018 / 2030</u>	Signature: _____
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# ICS 205 - INCIDENT RADIO COMMUNICATIONS PLAN

<b>1. Incident Name:</b> BEAVER		<b>2. Date/Time Prepared</b> Date: 06/16/2018 Time: 1830		<b>3. Operational Period:</b> Date From: 06/17/18 Time From: 0700 Date To: 06/20/18 Time To: 0700				
<b>4. Communications</b>								
Ch#	Function	Name	Assigned To	Rx Freq	Rx Tone	Tx Freq	Tx Tone	Notes
1	COMMAND	CDF C1	COMMAND	151.3550	103.5 (T8)	159.3000	146.2 (T5)	Tone 5
2	COMMAND	CDF BEU East	COMMAND	151.2500	136.5 (T4)	159.4050	110.9 (T1)	Tone 1
3	TACTICAL	CDF T4	DIV A/D/R	151.1900	192.8 (T16)	151.1900	192.8 (T16)	DIV A/D/R
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14	MEDICAL	CALCORD	MEDICAL	156.0750	156.7 (T6)	156.0750	156.7 (T6)	
15	AIR TO GROUND	CDF A/G 3	AIR TO GROUND	159.3675	192.8 (T16)	159.3675	192.8 (T16)	
16	EMERGENCY	GUARD	EMERGENCY	168.6250		168.6250	110.9 (T1)	
17								
18								
19								
20								
<b>5. Special Instructions</b>								
<b>6. Prepared by (Communications Unit Leader): Name:</b>						Signature: _____		
<b>ICS 205 - CONTROLLED UNCLASSIFIED INFORMATION/BASIC</b>						Date/Time: 06/16/18 1830		

## MEDICAL PLAN (ICS 206)

<b>1. Incident Name:</b>  <p style="text-align: center;"><b>BEAVER</b></p>	<b>2. Operational Period:</b> Date From: <u>6/17/18</u> Date To: <u>6/20/18</u> Time From: <u>0700</u> Time To: <u>0700</u>
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<b>3. Medical Aid Stations:</b>			
Name	Location	Contact Number/Freq	Paramedics
Engines	Line	See ICS-205	<input type="checkbox"/> No
Fireline EMTs	Line	See ICS-205	<input type="checkbox"/> No

<b>4. Transportation (indicate air or ground):</b>			
Ambulance Service	Location	Contact Number	Level of Service
AMR	King City	911	ALS

<b>5. Hospitals:</b>							
Hospital Name	Address,	Contact Number(s)/ Frequency	Travel Time		Trauma Center	Burn Center	Helipad
	Lat & Long		Air	Ground			
Salinas Valley Medical Center	450 E. Romie Ln, Salinas	831-757-4333	30	70	EDAT	<input type="checkbox"/> No	<input type="checkbox"/> No
Natividad Medical Center	1441 Constitution Blvd, Salinas	831-647-7611	30	70	Level 2	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
Santa Clara Valley Medical Center	751 S. Bascom Ave, San Jose	408-885-5000	60	120	Level 2	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
Community Regional Medical Center	2823 Fresno St, Fresno	559-459-6000	75	150	Level 1	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes

**6. Special Medical Emergency Procedures**

**Line Emergency**  
 Crew Supervisor will contact Division Supervisor with patient complaint/condition and location.  
 - Division Group Supervisor Contacts:  
 1. Closest EMS resource  
 2. Communications Unit  
 - Communications Unit Contacts:  
 1. Ground or Air ambulance as requested.  
 2. Operations  
 3. Safety  
 4. Medical Unit  
 - Division Supervisor or designee will serve as point of contact and run medical emergency on assigned channel.  
 1. A pre-assigned tactical frequency (i.e. CALCORD) should be used for IWI and only for duration of the emergency.  
 - Communications Unit will clear the Command channel for emergency traffic as needed for duration of the need.

**Camp Emergency**  
 Contact Medical Unit with patient complaint/condition and location. Medical staff will respond to stabilize the patient.  
 - Medical Unit contacts  
 1. Communications  
 2. Safety  
 3. Logistics  
 4. Operations  
 5. Crew Supervisor  
 6. Comp/Claims

**Injury Reporting Procedures**

Nature of Injury: \_\_\_\_\_  
 Location of Patient: \_\_\_\_\_  
 Point of Contact: \_\_\_\_\_  
 Transportation Requested by: Air \_\_\_ Ground \_\_\_  
 Point of Pick-Up: \_\_\_\_\_  
 Lat: \_\_\_\_\_ Long: \_\_\_\_\_  
 Patient Unit ID: \_\_\_\_\_  
 Is an EMT with Patient: Yes \_\_\_ No \_\_\_  
 Age: \_\_\_\_\_ Sex: Male \_\_\_ Female \_\_\_

**All Emergencies - Secure the area and identified witnesses for later investigation. Keep accurate log of events.**

Check box if aviation assets are utilized for rescue. If assets are used, coordinate with Air Operations.

**7. Prepared by (Medical Unit Leader):** \_\_\_\_\_  
**Signature:** \_\_\_\_\_

**8. Approved by (Safety Officer):** \_\_\_\_\_  
**Signature:** \_\_\_\_\_

<b>ICS 206</b>	Date/Time: _____
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# FIRING OPERATION CHECKLIST

Location: \_\_\_\_\_

Date: \_\_\_\_\_ Time: \_\_\_\_\_

Firing Supervisor \_\_\_\_\_

## 1. Personnel Briefing

- Objectives
- Conditions (fire environment)
- Resource assignments identified
  - Firing personnel
  - Holding forces
  - Lookouts
- Ignition plan/sequence
- Communication Plan
- Contingency Plan
- Safety issues

## 2. Go / No-Go

- All personnel briefed
- Weather forecast reviewed
- Resources in place
- Lookouts posted as needed
- Anchor and termination firing points identified
- Communications systems in place
- Fire behavior forecast reviewed
- Escape routes and safety zones established and made known
- Adjoining forces/Air Attack notified

## 3. Approval Prior To Firing

- Division Supervisor
- Branch Director
- Operations

## 4. Other Notifications

- Other: \_\_\_\_\_
- Other: \_\_\_\_\_

Attach Firing Operations Checklist to ICS-214

Rev: Ops Group February 8, 2011



## **Narrative**

Suppression Repair is conducted under the authority of sections 4675 and 4676 of the Public Resources Code. Suppression Rehabilitation is the necessary and reasonable repairs made and actions taken to minimize the effects of fire suppression activities on state and private property, soil, watercourses, cultural resources, wildlife and fish habitat. The following specifications shall be used in the repair of suppression activity associated with the Beaver Incident:

### **Control Lines:**

1. Where excessive berms were formed, back blade or pull berms onto control line surface.
2. Back blade or pull organic debris onto and scatter evenly over control line surface at designated sensitive areas.
3. Construct waterbars on slopes greater than 20% slope.
  - a. Waterbars shall be constructed at 35° - 45° angle to the control line.
  - b. Waterbars shall be constructed to a depth of 6 inches below grade and 6 inches above grade.
  - c. Discharge shall be free of obstruction and where possible, shall discharge into rock, vegetation or other material that will disperse the water and reduce its energy.
  - d. Space waterbars every 75-100 feet on slopes 25 percent or less, 50 feet on slopes 26-50 percent and 30 feet on slopes greater than 50 percent.
4. On out sloped roads, remove lower berm, formed during suppression activity, to allow water to flow off the surface evenly.
5. At access points to dozer lines, scatter brush and other organic material available from suppression activity to hide the entrance and discourage use of the line.

### **Watercourse Crossings and Waterways:**

1. Remove dirt and other debris deposited in the watercourse to allow free flow of water and reduce the movement of material downstream.
2. Re-slope watercourse to original channel shape and location.
3. Notify fire suppression repair specialist of any damage to water diversion devices, such as culverts.

### **Access Roads:**

1. Re-slope all constructed access roads to as natural as shape as existed before their use on the incident.
2. Breach berms according to the spacing standards for waterbars on dozer line.

### **Areas of Special Concern:**

1. Archaeological Site:
  - a. Archaeological sites shall be evaluated for impact and need for State Archaeologist involvement. Sites shall be treated per Archaeological Certified staff or State Archaeologist.

### **General Cleanup:**

1. Collect any and all forms of trash such as plastic water bottles, cardboard, plastic flagging, foodstuffs, wrappers, blown hose and plastic bags **and PACK IT OUT or ARRANGE FOR MATERIAL TO BE FLOWN OUT.**

## **Archaeological and Historical Sites Fireline Guidance for the Beaver Incident**

**Do not compromise safety for the protection and preservation of archaeological and historical sites. When feasible and prudent:**

1. Be on the lookout for prehistoric and historic sites. Prehistoric archaeological sites include temporary camps containing scatters of obsidian and/or chert flakes that often look like broken glass. More permanent village sites containing circular depressions (house pits), artifact scatters, and dark brown-black soils (midden). These typically occur on flats near sources of water, along ridgetops and saddles, and other such places suitable for camping. Historic sites include old wooden buildings, structures and corrals, rock foundations, wells, and debris scatters. These kinds of resources can be found in the same kinds of environmental settings as prehistoric camp sites.
2. No archaeological or historical sites have yet been flagged. If you observe artifacts, features, or sites, attempt to avoid dozing or driving through and/or parking on these sites, if feasible, especially with heavy equipment.
3. If you can't avoid sites, minimize disturbance as much as feasible, only clearing the surface to as minimal a depth and width as necessary.
4. Leave all artifacts in place. Some artifacts may have been intentionally placed for religious or ceremonial reasons.
5. When a site is discovered, flag it for visibility and report its location to the Division Supervisor. If feasible, note locations of discovered resources on a map. Better yet, take a GPS reading. Leave information with the Plans Section so that the sites can be relocated and protected during both the suppression and fire suppression repair phases of the Incident.
6. If you encounter a burial or other human remains, cease work in that area immediately and contact the CAL FIRE Archaeologist. State law requires that CAL FIRE then contact the County Coroner, who will then determine if the remains are part of a crime scene. If the Coroner determines that the remains are Native American, State law requires the Coroner to contact the Native American Heritage Commission in Sacramento.



# BEAVER INCIDENT

## CA-BEU-002837

ARRON YOUNG – INCIDENT COMMANDER



### DEMOBILIZATION PLAN - SUMMARY

#### BEAVER CA-BEU-002837 GENERAL INFORMATION

The Demobilization Plan is developed to facilitate the orderly removal and checkout of resources on the incident. By definition, surplus personnel are available for release if they have rested for a minimum of 8 hours, are cleaned up, outfitted and have a vehicle ready to depart to their next destination.

#### GENERAL GUIDELINES

- **NO RESOURCES WILL LEAVE THE INCIDENT UNTIL AUTHORIZED TO DO SO BY THE DEMOB UNIT.**
- Efforts will be made to ensure that all released personnel arrive at their destination prior to 2200 hours.
- All Resources will arrive at the Demobilizations Unit at their scheduled time Only.
- All government and hired vehicles leaving the incident will have a safety inspection. If a vehicle is within 1,000 miles of a "B" service, it is the responsibility of the resource to contact Ground Support and have an oil change prior to their scheduled demobilization time.
- **All Rental Vehicles will receive a safety inspection prior to leaving the incident.**
- All trainees are to keep their time up to date and report to the Training Specialist with their task books and evaluations prior to completion of the demobilization process.

#### RESPONSIBILITIES

**Unit Leaders** will declare resources excess to their **Section Chief**. **Section Chiefs** will declare excess resources to the Planning Section Chief through the **Resource Unit Leader**. This should be done 36 hours in advance of anticipated release. **Use the Declaration of Excess Resources sheet or General Message Form (ICS-213) to list all excess resources.** Include the resource name, request number, name of person, date and time of declared excess, and time in which the resource will be eligible to leave. Send to the **RESOURCE UNIT** where the resource will be determined to be surplus to the incident. Surplus resources will then be able to report to the **DEMOB UNIT** for final release or reassignment. Resources are **not to contact South Ops** or the expanded dispatch center unless instructed to do so by the Demobilization Unit.

#### RELEASE PRIORITIES

1. Organized fire departments
2. OES engines
3. Hired personnel and equipment
4. Other agencies (USFS, BLM, etc.)
5. Out of region CAL FIRE forces
6. Within Region CAL FIRE Forces
7. Unit CAL FIRE Forces

#### TRAVEL INFORMATION

All resources will meet agency specific requirements on hours of travel per day. For CAL FIRE hand crews, a full 24 hour reset period shall be adhered to before departing from the incident. After a crew's last operational period they shall begin the demobilization release procedure during their 24 hour off shift. In addition, they must use the following complete 24 hour period as reset time before they depart from the incident.



# Untitled Map

Write a description for your map.

KING CITY ST. #30  
401 CANAL ST.  
KING CITY CA  
93930



Reich St

743 Reich St

SUPPLY

D M O B

ENTER

EXIT

Check in/  
Time

Canal St

S Mildred Ave

Division St

Google Earth

©2018 Google

200 ft

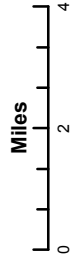




# Beaver Incident

## TRAVEL MAP

6/13/2018  
24 Hour Shift



Elliot Malorana  
6/12/2018  
11:44:25 PM

