

## TOOL 20: BURN INSPECTION REPORT



South African  
NATIONAL PARKS

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### **Table Mountain National Park Burning Plan: Cape Point: Main Gate Entrance to the Klaasjagersberg Entrance Gate: Block Close to the Main Entrance Gate to Cape Point**

The practice of conducting prescribed burning within the Table Mountain National Park (TMNP) has a twofold objective; to conserve the ecosystem and biodiversity and the reduction of potential fire hazards. Correctly executed prescribed block burns are necessary measures to ensure a mosaic burn pattern across the park in the interest of biodiversity and the timely removal of potential hazards.

This burning plan aims to highlight planned actions for the burning of one such block in the Cape Point area namely the area from the Main Entrance Gate to the Klaasjagersberg Office (both to receive a cut off line as per attached map) for burning during March/ April 2014. This is Block is the Block closest to the Main Entrance Gate to Cape Point.

#### **Site Description:**

The site is situated close to the Main Entrance Gate to Cape Point where most of the area has a tarred surface road as the boundary. Tarred roads of suitable widths will be used with minimal trimming of road verges. The area consists of over 25 year old fynbos. Some spars areas between the koppies will be used as cut off lines but will also mean the area will have to be walked extensively on the day in order to light evenly. Resources will be dedicated to the start point which is the cut off line between Block 01 and Block 02. Ample access to the perimeter of the site but almost no vehicular access to the inner parts. Block 01 will be burnt first with Block 02 following as soon as possible afterwards.

#### **Boundary description:** (Please see attached map)

Northern Boundary: Both Plateau Rd (see map)

Southern Boundary: Internal roads

Western Boundary: Burnt Area/ Cut firebreak (spars vegetation will be used as a natural break and Block burnt prior will act as a break). Internal road verge trimmed.

Eastern Boundary: Road brush cut 5m

#### **Site Preparation:**

Standard site preparation will occur:

- ALL access roads to be trimmed and vegetation carried into the area
- Along the fence line a 15m firebreak to be constructed
- Along roads: verges trimmed varying 5-15m as per site description

All material cut will be spread within the area to be burnt approximately 15m away from the perimeter.

#### **Resources:**

Although the time allocation for this burn is mid March to end April and will still be considered fire season on the peninsula; the resources to be utilised will consist of the same resources used in the suppression of wildfires for TMNP.

- Aerial and Vehicular Resources
- All burning done before the end of April will be done with the assistance of aerial resources. Available will be the Table Mountain National Park vehicle fleet: 3 Mercedes Benz Unimogs, 1x 11 500L Bulk Tanker, 2 x 5000L 4x4 Tankers, 3 x 5000L 2x4 Tankers and a 1x 2000L Tanker. An array of people transport vehicles, LDV's and a Command vehicle is available.
- Labour resources: Contractor teams, 2 x Working on Fires teams and the Volunteer Wildfire Services.
- Tools: an array of hand tools is standard being fire beaters and the multi rake-hoe tool. Additional equipment: drip torches, Knox scanners and all motorized equipment associated with TMNP fire suppression operations.
- Communications: all relevant staff will be issued with a trunking radio for across the board communications. Inter ground crew communications will be via monitored Zartak radio.
- Weather measuring equipment: the Volunteer Wildfire Services have a mobile weather station but handheld Kestrel machines will also be utilised during the burn for constant weather monitoring and recording
- Staff transport: transport is standard as per any other fire fighting operation.
- PPE: Personnel Protective Equipment is issued to all staff undertaking any fire fighting operation
- Rations: these will be supplied to any staff as per Fire Management Plan
- Hydrant allocation:
  - Along main entrance road to Cape Point (newly upgraded)
  - Plateau Rd
  - Simonstown
  - Scarborough

#### Contact List:

Interested and affected parties to be informed before the commencement of burning is listed.

The agencies listed are as follows:

| Agency                   | Telephone Number             | Name                         |
|--------------------------|------------------------------|------------------------------|
| TMNP Newlands Fire Base  | 021 689 7438                 | Philip Prins                 |
| CoCT Fire Control        | 021 590 1900                 | Shift Supervisor/ Controller |
| CoCT Bellville TOC       | 021 957 4700/ 0861106417     | Shift Supervisor             |
| CoCT Air Quality Control | 021 590 1419                 | M Cornelius/ P Hoza          |
| TMNP Head office         | 021 712 2337                 | Reception                    |
| TMNP Media Manager       | 021 712 2337<br>084 356 0519 | Merle Collins                |

TMNP Operational staff contact details:

| Agency                    | Telephone Number | Name             |
|---------------------------|------------------|------------------|
| TMNP                      | 082 401 8538     | Clinton Dilgee   |
| Cape Peninsula Enviro Ser | 083 231 6822     | Louis Trautman   |
| CPFPA                     | 082 940 2457     | Pierre Gallagher |
| VWS                       | 084 446 0218     | Peter Wynne      |

#### Potential Hazards:

Optimally on the day a light SE will assist with slow and controlled ignition of the area. Wet and rocky areas throughout the site will require several crew to light and the extended time it will take for ignition of the area will lend itself to wind shifts. This must be catered for on the day.

The control lines envisioned to be most at risk will be the Plateau Road boundary. Controlled igniting with reduce potential risk and the placement of resources to assist with any possible spot fires. Agreements are in place with the Working on Fire programme for mobilisation of additional labour crews from the immediate area if required. Additional aerial resources are also at the disposal of the Park as so the resources dedicated to the City.

Besides the prepared firebreaks before conducting the burning operation; ongoing weather readings will be taken and recorded using mobile weather measuring equipment.

Two possible sites for a holding/staging area has been identified: these would be the Klaasjagersberg Offices or along the access internal road called the Red Road (gravel track following the main water supply line to Cape Point).

**Incident Command Structure:**

Trained and experienced staff will fulfil all required positions within the Incident Command Structure namely; Incident Commander: Clinton Dilgee assisted by two Sector Bosses and at least 3 Fire Bosses with a number of Crew Bosses will be on scene on the day.

For mopping up: a down scale in resources and incident status the structure will change to having a Fire Boss and Crew Leaders with crew maintaining a presence for a minimum of three days.

**Operational Plan:**

A light SE wind (averaging >20km/h) is required on the day. Burning should ideally take place 2-3 days after rain or as soon after it as possible. This is as much a consideration for safety as it is for biodiversity requirements due to seed germination and bulb flower being synchronised with the first spring rains.

Temperatures should never be more that 25 °C and if rain is forecasted a short while after the proposed burn this would be advantageous. Forecasted rain will shorten the mopping up time and also bring some relieve for crews who monitor the area.

**Ignition procedure:**

The ignition sequence is depicted by the use of numbers on the map. This indicates the sequence in which the igniting will occur:

- 1= Start of the block will be where the internal break and Plateau Road meets;
- 2= Continued along the flanks (Plateau Road and the internal break);
- 3= Flank ignitions continuing until reaching the base at;
- 4= the Base of the block to close the area.

Resource placement for this Block: A Unimog all terrain vehicle will be placed inside the fence along Plateau Road. Another vehicle will supply water and manage any spot fires along the road (this vehicle will be placed on the outside of the fence: Plateau Rd).

Crews utilised are the contractor firefighters, Working on Fire firefighters and the Volunteers Wildfire Services. Expected number of firefighters for this operation will be 60 for the actual burn and 20 to 32 for 3 days following for mop-up.

Mop-up after the initial burn will continue until the entire perimeter has been extinguished using wet lines. Smouldering stumps and areas harbouring hot spots that cannot be extinguished will be dedicated hand crews to monitor until extinguished.

Areas will be monitored by crews for a minimum of three (03) days after which the IC will decide when the area is dead out.

**Written Evaluation:**

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# BURN INSPECTION REPORT – G15 MAP

