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PA 3004-10
[Signature]

FOR RELEASE

October 26, 1990 # 233

CAUSE OF S.S. TUTSHI FIRE REMAINS UNDETERMINED

WHITEHORSE - The Yukon Fire Marshal's Office and the RCMP today issued a joint statement to report that they have been unable to determine the cause of the fire that destroyed the S.S. Tutshi and visitor reception centre in Carcross on July 25.

The RCMP investigation is continuing and both agencies said they will continue to follow up on any new leads that come to their attention.

Sgt. Gary Williams of the RCMP "M" Division in Whitehorse said there is no evidence to indicate whether the fire was an accident or was deliberately set.

"Unfortunately, the materials used for the construction of the Tutshi were highly inflammable and negated efforts to save the structure. During the blaze the vessel shifted to the port side and this obliterated any evidence that may have been present at the outside left rear where the fire originated," Williams said.

Fire Prevention Officer Folkie Johnson said the preliminary investigation conducted by the Fire Marshal's Office eliminated some possible sources of combustion. The RCMP were asked to become involved in the investigation when it could not be determined if the fire was started by accident or on purpose.

The fire marshal's investigation included documentation of conditions at the site, interviews with witnesses and collecting physical evidence which might help establish the origin and cause of the fire.

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"Because the fire was so severe, we were unable to uncover any physical evidence indicating the cause. The interviews with people at the scene produced conflicting information, so no firm conclusions as to the cause of the fire could be made from their statements," Johnson said.

The RCMP also investigated a report that a "Molotov Cocktail" had been found on the Tutshi several weeks before the fire. The RCMP investigation concluded that the one litre plastic oil container of mixed gasoline was used simply to store the liquid and did not have the characteristics of an incendiary device.

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the same source.

Citation: Yukon Archives, Department of
Community Affairs, Accession 2007/19,
Box 2000-2353, File 3004-10, Volume 2,
55/15/2a, Fire Inspections - Carcross,
Media Release – October 26, 1990.

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Community and Transportation
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FORWARD TWO COPIES TO
FIRE PREVENTION BRANCH

FIRE REPORT

FOR OFFICE USE ONLY

FIRE NUMBER	313	SUFFIX		TYPE	
90-310					

COMPLETE THIS FORM USING THE FIRE REPORT MANUAL

0 1	DAY	MONTH	YEAR	DAY OF WEEK	TIME	MUNICIPALITY WHERE INCIDENT OCCURRED	INCIDENT	AREA OR ZONE (IF APPLICABLE)	1ST	FINAL	CHANGE
0 2	LOCATION OF FIRE INCIDENT - STREET NO. OR SEC. - TWP - RANGE - MERIDIAN							REPORT AGENT	TELEPHONE		
0 3	SURNAME OF OCCUPANT		GIVEN NAME(S)		INSURED YES NO	ADDRESS (OCCUPANT)		TELEPHONE			
0 4	SURNAME OF OWNER		GIVEN NAME(S)		INSURED YES NO	ADDRESS (OWNER)		TELEPHONE			
0 5	IF APPLICABLE TO VEHICLES, APPLIANCES OR OTHER EQUIPMENT LIST				MAKE	YEAR	MODEL	SERIAL NO.	LICENSE NO.		

ENTER AMOUNTS BELOW TO NEAREST DOLLAR

0 6	BUILDING (VEHICLE) VALUE	BUILDING (VEHICLE) LOSS ESTIMATE	UNINSURED LOSS (BLDG. VEH)	BUILDING (VEHICLE) CLAIM PAID
0 7	CONTENTS VALUE	CONTENTS LOSS ESTIMATE	UNINSURED LOSS (CONTENTS)	CONTENTS CLAIM PAID
0 8	TOTAL VALUE	TOTAL LOSS ESTIMATE	TOTAL UNINSURED LOSS	TOTAL CLAIM PAID

IF INJURIES OR DEATHS OCCURRED COMPLETE A FIRE CASUALTY REPORT FORM

INJURIES (CHILD UNDER 16)										DEATHS (CHILD UNDER 16)										FOR OFFICE USE ONLY									
0 9	F.F.	MEN	WOMEN	CHILDREN	TOTAL	F.F.	MEN	WOMEN	CHILDREN	TOTAL	MUNICIPALITY	ADJUSTER	INVESTIGATION NO.	CENSUS DIV.															

WAS THE FIRE REPORTED TO THE MUNICIPAL FIRE DEPARTMENT?

YES ☒ NO ☐

NUMBERS BELOW REFER TO PAGES IN THE FIRE REPORT MANUAL.

1 0	PROPERTY CLASS	MAJOR OCCUPANCY	AREA AND LEVEL OF ORIGIN	HEIGHT AND GROUND FLOOR AREA
1 1	INITIAL DETECTION	EXTENT OF FIRE / EXTENT OF DAMAGE	ACT OR OMISSION	SOURCE OF IGNITION
1 2	FUEL OR ENERGY ASSOCIATED WITH SOURCE OF IGNITION	MATERIAL FIRST IGNITED	FORM OF HEAT	OUTSIDE FIRE PROTECTION
1 3	FLAME SPREAD INTERIOR / FLAME SPREAD VERTICAL	FLAME SPREAD HORIZONTAL SMOKE SPREAD AVENUE	GENERAL CONSTRUCTION	YEAR OF CONSTRUCTION
1 4	NO. OF OCCUPANTS	VALUE OF RISK	MANUAL FIRE PROTECTION	SPRINKLER PROTECTION
1 5	AUTOMATIC FIRE DETECTION SYSTEM	FIXED SYSTEM OTHER THAN SPRINKLERS	PERFORMANCE OF AUTOMATIC EXTINGUISHING EQUIPMENT	FIRE SERVICE
1 6	TRANS OF ALARM	RESPONSE TIME	ACTION TAKEN	METHOD FIRE CONTROL
1 7	MUTUAL AID	FIRE DISTRICT NO.	STATION NO.	PLATOON NO.
1 8	TIME ALARM	ARRIVE TIME	BACK IN SERVICE	NO. FIRE PERSONNEL USED AT SCENE
1 9	WIND DIRECTION	WIND VELOCITY	TEMPERATURE	FD INCIDENT NO.

CLAIMS ADJUSTER	BRIEF DESCRIPTION OF FIRE: IF ADDITIONAL SPACE IS NECESSARY PLEASE USE AN ATTACHMENT
NAME	
CLAIMS FIRM	
CLAIM NO.	
INSURANCE COMPANY	
POLICY NO.	
REPORTING DATE	TELEPHONE NO. (DURING NORMAL BUSINESS HOURS) OF PERSON MAKING REPORT
SIGNATURE	PRINT NAME OF PERSON MAKING REPORT

ATTACHMENT

I ARRIVED ON SCENE AT 0:45 AND ASSUMED COMMAND. I ORDERED DRAFTING ATTEMPTS FROM RIVER TO CEASE AND THE TRUCK BE RELOCATED IN TUTSHI PARKING LOT. HI VOL LINE FROM BRIDGE HYDRANT WAS CONNECTED TO TRUCK, ANOTHER $1\frac{1}{2}$ " LINE BROUGHT INTO PLAY. PRESSURE INCREASED WITH THIS ARRANGEMENT.

~~THE~~ CIVILIAN HELP WAS PLENTIFUL BUT BEING UNTRAINED, OF LIMITED ~~HELP~~ USEFULNESS.

R.C.M.P. 'PAT EGAN WAS ON SCENE CONTROLLING ONLOOKERS AND TAKING STATEMENTS FROM WITNESS'. THE FIRE WAS MUCH TOO ADVANCED TO ATTEMPT MUCH OTHER THAN EXPOSURE CONTROL. SPREADING GRASS FIRES WERE EXTINGUISHED BY SMALLER LINES, + WATER TRUCK WHILE BOTH $1\frac{1}{2}$ " LINES + $2\frac{1}{2}$ " LINES PLAYED ON THE BOAT. FIREFIGHTER DOROTHY GIBBON MANNED THE PUMPHOUSE.

WE FOUGHT THE BLAZE UNTIL 7:30 NEXT MORNING BEFORE LOSS WAS STOPPED. ONLY THE BOW SECTION + SOME OF THE PADDLEWHEEL REMAINED. A SECOND STRING OF FIREFIGHTERS WERE CALLED IN TO RELIEVE US. BARRY SCOTT (IN COMMAND) JAMES BOOTH AND CALVIN LINDSTROM WORKED ON SPOT FIRES + CROWD CONTROL UNTIL ABOUT 15:00. R.C.M.P. PAT EGAN

REMAINED ON SCENE MOST OF THIS TIME
PERFORMING SEVERAL HELPFUL DUTIES.
OTHER CIVILIANS HELPED OUT LIKEWISE.

I RETURNED TO THE SCENE ABOUT 12:00
AND ASSISTED RCMP + YTG INSPECTORS
IN THEIR INITIAL INVESTIGATION

THIS INVESTIGATION IS CONTINUING
ALTHOUGH CONCRETE EVIDENCE OF THE
CAUSE OF THE FIRE HAS YET TO BE
DETERMINED.

FIREFIGHTERS INVOLVED IN THIS
INCIDENT, BOTH AT THE INITIAL ATTACK
+ THE RESPONSES THAT CONTINUED FOR
SEVERAL DAYS BEFORE TOTAL EXTINGUISHMENT
OCCURRED ARE AS FOLLOWS

DAN KEMBLE	16 Hrs
GEOFF RUSHANT	20 Hrs
ED LISHMAN	18 Hrs
DOROTHY GIBBON	16 Hrs
DA FRANK SMITH	18 Hrs
MILT WILLIAMS	16 Hrs
BARRY SCOTT	8 Hrs
JAMES BOOTH	8 Hrs
CAL LINDSTROM	6 Hrs
TIM BORISEVILLO	16 Hrs

FROM INFORMATION I HAVE GATHERED, THE AUTOMATIC DETECTION SYSTEM ON THE S.S. TUTSHI TRIGGERED THE FIRE ALARM AT 0:20, JULY 25 1990. FIRST PERSONS WITNESSING THE BLAZE REPORTED A RAPIDLY GROWING BLAZE AT THE PORT TRANSOM IMMEDIATELY FOLLOWING THE ALARM.

FIREFIGHTER'S FRANK SMITH, MILT WILLIAM + ED KISHMAN RESPONDED WITH THE FIRE TRUCK AND WERE ON SITE WITHIN 4-5 MINUTES OF THE FIRST SOUNDING OF ALARM.

DEPUTY CHIEF GEOFF RUSHANT ARRIVED SHORTLY AFTER AND ASSUMED COMMAND.

WATER TRUCK DRIVER WALTER HELM ARRIVED AT THE SAME TIME. THESE MEN PARKED BEHIND THE BACK GATE, FORCED THE GATE + IMMEDIATELY ENGAGED THE FIRE USING $1\frac{1}{2}$ " HAND LINE. WATER SUPPLY WAS SOON EXHAUSTED WITHOUT NOTICEABLE IMPACT ON FIRE. GEOFF ORDERED TRUCK TO BOAT RAMP TO BEGIN DRAFTING PROCEDURES WHILE CIVILIANS WERE ASKED TO BEGIN LAYING OUT 4" HI VOL HOSE FROM HYDRANT ON BRIDGE. FIRE SPREAD EXTREMELY FAST, RACING FROM STERN TO BOW WITHIN 20 MINUTES AND RAPIDLY ENGULFING INFORMATION CENTRE

ANOTHER $2\frac{1}{2}$ " LINE WAS BROUGHT INTO PLAY AS WAS HOSE REEL.

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Citation: Yukon Archives, Department of
Community Affairs, Accession 2007/19,
Box 2000-2354, File 3006-2-2-1, Volume
1, 55/15/2b, Fire Department – Carcross -
Fire Reports, Fire Report – July 25th, 1990.