GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF THE INSPECTOR GENERAL

REPORT OF RE-INSPECTION

CONDITIONS IN FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT FIRE STATIONS

November 2012

CHARLES J. WILLOUGHBY
INSPECTOR GENERAL

OIG No. 13-I-0052FB **NOVEMBER 2012**

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Office of the Inspector General

Inspector General

November 29, 2012

Via Hand Delivery

Kenneth Ellerbe
Chief
Fire and Emergency Medical Services Department
1923 Vermont Avenue, N.W.
Washington, D.C. 20001

Dear Chief Ellerbe:

Enclosed is our final *Report of Re-inspection of Conditions in Fire and Emergency Medical Services Department Fire Stations* (OIG No. 13-I-0052FB). Written comments from your agency on the re-inspection team's six recommendations are included verbatim in the report. This report will be available publicly at http://oig.dc.gov; I encourage you to share it with your employees.

We reviewed your responses to our draft report and noted in this final report that we consider one of our recommendations to be "closed" based on the actions you reported. For the five recommendations that remain, we have enclosed *Compliance Forms* on which your staff should record and report to this Office the actions taken on each recommendation. These forms will assist both you and the OIG in tracking compliance with recommendations in the report. Where the form asks for "Agency Action Taken," please report actual completion, in whole or in part, of a recommendation rather than "planned" action. Please ensure that the *Compliance Forms* are returned to the OIG by the response dates noted on the forms.

We appreciate the cooperation shown by you and your employees during the re-inspection and look forward to your continued cooperation during the upcoming follow-up period. If you have questions or comments concerning this report or other matters related to the re-inspection, please contact me or Alvin Wright Jr., Assistant Inspector General for Inspections and Evaluations, at (202)727-2540.

Sincerely,

Charles J. Willoughby
Inspector General

CJW/ef

Enclosure

cc: See **Distribution List**

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Mission Statement

The Inspections and Evaluations (I&E) Division of the Office of the Inspector General is dedicated to providing District of Columbia (D.C.) government decision makers with objective, thorough, and timely evaluations and recommendations that will assist them in achieving efficiency, effectiveness and economy in operations and programs. I&E's goals are to help ensure compliance with applicable laws, regulations, and policies, identify accountability, recognize excellence, and promote continuous improvement in the delivery of services to D.C. residents and others who have a vested interest in the success of the city.

TABLE OF CONTENTS

ACRONYMS
AND ABBREVIATIONS

ALS	Advanced Life Support
BLS	Basic Life Support
DC Water	D.C. Water and Sewer Authority
DGS	Department of General Services
EMT	Emergency Medical Technician
FAST	Facilities Assistance Service Team
FEMS	Fire and Emergency Medical Services Department
FMO	Facilities Management Office
FTE	Full-Time Equivalent
FY	Fiscal Year
HVAC	Heating, Ventilation, and Air Conditioning
I&E	Inspections and Evaluations Division
MAR	Management Alert Report
MPD	Metropolitan Police Department
OCP	Office of Contracting and Procurement
OIG	Office of the Inspector General
OPM	Office of Personnel Management
PSGP	Port Security Grant Program
PMD	Property Management Division

FEMS Vehicle Definitions

Ambulance – This vehicle responds to and provides Basic Life Support (BLS) for calls requiring a BLS level. An ambulance is staffed with two Emergency Medical Technicians (EMT).

Medic Unit – This vehicle responds to and provides Advanced Life Support (ALS) for calls requiring an ALS level of medical response. A medic unit is staffed by both a paramedic and an EMT.

Heavy Rescue Squad – A specialized vehicle used for all fire suppression services. This vehicle can provide advanced services including technical rescues, high-angle rescues, cave-in rescues, water rescues, and other special operations.

Engine Company – A fire suppression vehicle equipped with staffing to provide both BLS and fire suppression services.

Paramedic Engine Company – A fire suppression vehicle staffed with a paramedic that provides both fire suppression and ALS services.

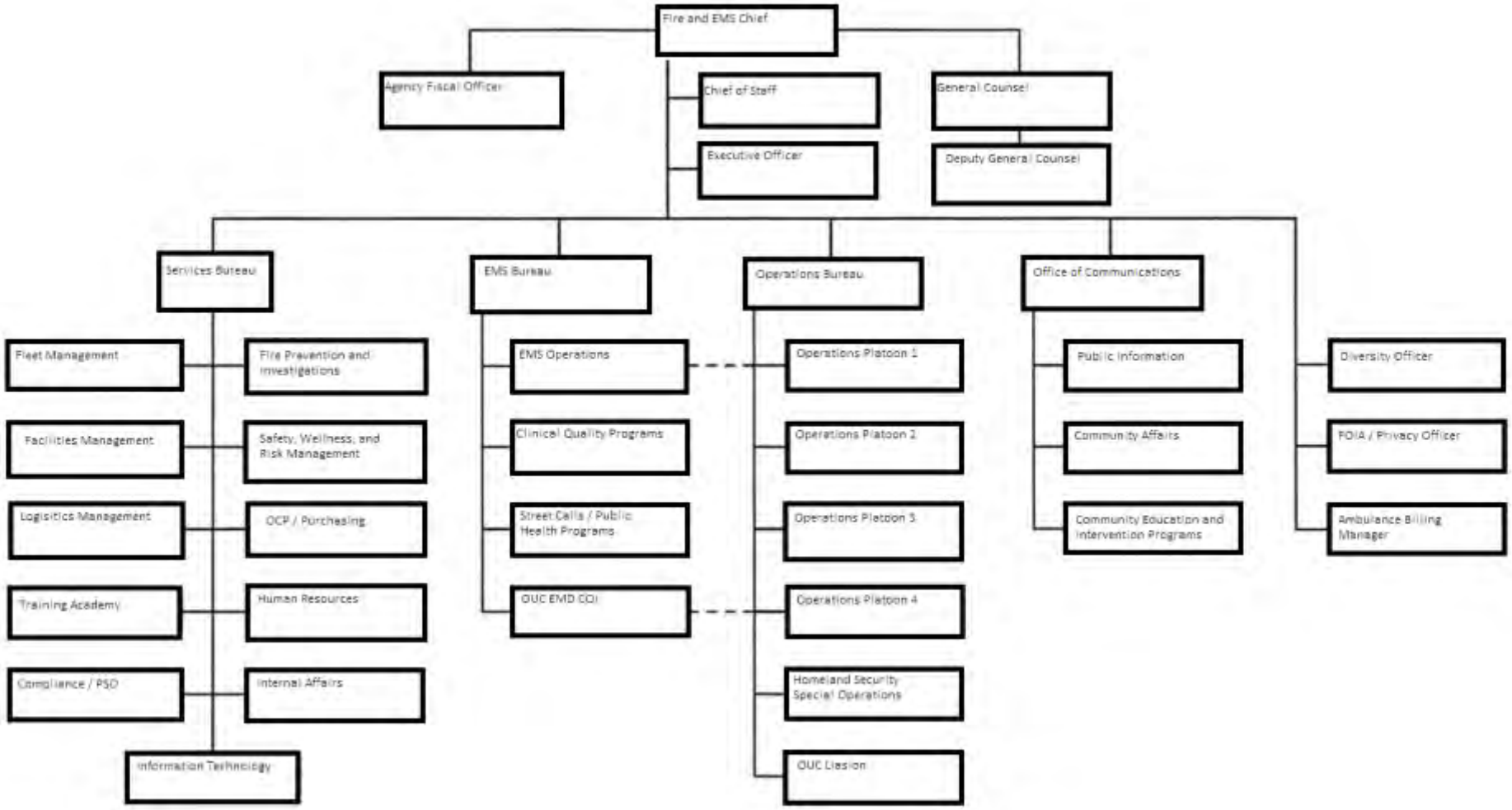
Ladder Truck – A vehicle equipped with a ladder, and used primarily for fire suppression calls.

Hazardous Material Unit – A vehicle specially equipped to handle hazardous-material incidents including poison response, radiation incidents, and terrorist incidents.

Fire Boat – FEMS maintains three fire boats for water-based firefighting operations:

- fireboat #1 – a 70 foot long icebreaking vessel;
- fireboat #2 – a 32 foot long aluminum vessel; and
- fireboat #3 – a "Boston Whaler" style vessel.

ORGANIZATION CHART



Based on information provided from FEMS as of March 27, 2012

EXECUTIVE SUMMARY

Overview

The Inspections and Evaluations (I&E) Division of the Office of the Inspector General (OIG) conducted a re-inspection of the D.C. Fire and Emergency Medical Services Department (FEMS) from October 2011 through May 2012. FEMS's mission is to "promote safety and health through excellent pre hospital medical care, fire suppression, hazardous materials response, technical rescue, homeland security preparedness, fire prevention and education in the District of Columbia."[1]

Objectives

The re-inspection objectives were to evaluate previously inspected areas to determine whether FEMS has implemented recommendations and corrected deficiencies cited in the 2007 report of special evaluation; and report on areas of significant progress or new concern and present recommendations for improvement, if needed. The team primarily focused on the conditions of each fire station and the Fire Boat facility, particularly their major systems (e.g., heating, ventilation, air conditioning, toilets, showers, kitchens, and communication equipment). OIG team members are not licensed or trained in engineering or building inspection; therefore, the team's purpose was to identify any obvious, empirical conditions that threaten or could threaten FEMS employee safety, comfort, or effectiveness. The information presented in this Report of Re-Inspection should not be construed as a full accounting of all deficiencies in FEMS fire stations.

OIG inspections and evaluations comply with standards established by the Council of the Inspectors General on Integrity and Efficiency and pay particular attention to the quality of internal control.[2] The team conducted 48 interviews with FEMS personnel and observed 32[3] FEMS fire stations and the Fire Boat facility. Additionally, the team interviewed a representative from the D.C. Department of General Services (DGS), and observed key work processes at FEMS.

Summary of Recommendations

During re-inspection fieldwork, the team identified both station-level concerns and FEMS-wide concerns. Station-level concerns include broken windows, rodent infestations, bedbugs, leaking roofs, incomplete contracting repairs, mold, standing water in basements, and lack of adequate storage facilities. In addition, the OIG determined that neither FEMS nor DGS

[1] Http://fems.dc.gov/DC/FEMS/Fire+and+EMS+Department (last visited Mar. 15, 2012).

[2] "Internal control" is synonymous with "management control" and is defined by the Government Accountability Office as comprising "the plans, methods, and procedures used to meet missions, goals, and objectives and, in doing so, supports performance-based management. Internal control also serves as the first line of defense in safeguarding assets and preventing and detecting errors and fraud." STANDARDS FOR INTERNAL CONTROL IN THE FEDERAL GOVERNMENT, Introduction at 4 (November 1999).

[3] There are 33 FEMS fire stations, but during the team's fieldwork, one station (Station 28) was under renovation. The team did not assess conditions at this station. Also, this report does not include an assessment of building conditions at FEMS Headquarters, the Fire and EMS Training Academy, the Apparatus Division, the Fire Prevention Division, or the Property Management Division.

has policies or procedures regarding FEMS reporting, documenting, and follow-up of repair requests, and FEMS does not have a formal quality assurance program to ensure the completion of provided repairs. Reportedly, due to budgetary constraints, FEMS cannot institute preventative maintenance schedules – programs that would identify and repair smaller concerns before they progress into larger, more costly repairs.

This report presents 6 primary recommendations to FEMS to improve the deficiencies noted and increase operational efficiency. These recommendations include instituting policies and procedures regarding processing an initial repair request, proper documentation of the repair request, and efficient follow-up for completed repairs. The OIG recommends that FEMS adopt the Facilities Assistance Service Team (FAST) system, and collaborate with the Office of Contracting and Procurement (OCP) to explore the feasibility of streamlining procurement processes for FEMS. The team also issued numerous individual station recommendations concerning key deficiencies identified at each station.

The team issued 10 Compliance Forms for Priority Matter regarding concerns identified during fieldwork. A table summarizing the issues on these forms is included in the section entitled "Summary Section for Compliance Forms on Priority Matter." The team also issued a Management Alert Report (MAR) to document concerns regarding FEMS's primary fireboat, the John H. Glenn, Jr. A detailed summary is included in the "Summary of Management Alert Report" section of this report.

During the special evaluation, FEMS management and employees were cooperative and responsive.

FEMS reviewed the draft of this report prior to publication, and its comments in their entirety follow each of the OIG's primary recommendations. The OIG did not ask FEMS to respond to the station-specific repair recommendations. **Note:** The OIG does not correct an agency's grammatical or spelling errors, but does format an agency's responses in order to maintain readability of OIG reports. Such formatting is limited to font size, type, and color, with the following exception: if an agency bolds or underlines text within its response, the OIG preserves these elements of format.

Compliance and Follow-Up

The OIG re-inspection process includes follow-up with FEMS on findings and recommendations. Compliance forms will be sent to FEMS along with this Report of Re-Inspection. The I&E Division will coordinate with FEMS on verifying compliance with recommendations agreed to in this report over an established period. In some instances, follow-up activities and additional reports may be required.

During their review of the draft report, inspected agencies are given the opportunity to submit any documentation or other evidence to OIG showing that a problem or issue pointed out in a finding and recommendation has been resolved or addressed. When such evidence is accepted, the OIG considers that finding and recommendation closed with no further action planned.

INTRODUCTION

Background and Perspective

The re-inspection of the District of Columbia (District) Fire and Emergency Medical Services Department (FEMS) was a follow-up to the special evaluation issued by the Office of the Inspector General (OIG) in October 2007 (No. 07-I-027 FEMS). The OIG re-inspection process includes follow-up with inspected agencies to determine their compliance with agreed-upon recommendations. This report is part of the compliance process that the OIG has implemented to assist District agencies in improving the delivery of services to residents and other stakeholders.

The mission of FEMS is to "promote safety and health through excellent pre hospital medical care, fire suppression, hazardous materials response, technical rescue, homeland security preparedness, and fire prevention and education in the District of Columbia."[4] In addition, FEMS conducts home fire safety inspections to identify potential fire hazards, such as nonworking smoke detectors, overloaded outlets, or obstructed exit routes.

According to the FEMS website, resources are deployed from 33 fire stations and include 39 EMS transport units, 33 engine companies, 16 ladder trucks, 3 heavy-rescue squads, 1 hazardous materials unit, and 1 fire boat facility. Fourteen of the transport units and 20 of the engine companies are staffed by paramedics providing advanced life support (ALS) care. FEMS responds to over 120,000 "911" calls per year, and transports more than 80,000 patients to local hospitals.[5]

Methodology

As part of the re-inspection, the OIG team conducted observations of FEMS fire stations and the Fire Boat facility. The goals of the observations were to:

1. Evaluate previously inspected areas to determine whether FEMS has implemented recommendations and corrected deficiencies cited in the 2007 report of special evaluation; and

2. Report on areas of significant progress or new concern and present recommendations for improvement if needed.

In October 2011, at the team's request, FEMS provided the OIG with information on all 33 of FEMS' fire stations and the Fire Boat facility that included each station's name, address, square footage, and date of construction.

The team's observations of FEMS facilities revealed both individual-station and FEMS-wide deficiencies. The team recommended actions to FEMS to improve the condition of fire stations, the reporting of deficiencies, and the documentation and quality control of repairs.

[4] Http://fems.dc.gov/DC/FEMS/Fire+and+EMS+Department (last visited Mar. 15, 2012).
[5] *See* http://track.dc.gov/Agency/FB0 (last visited Mar. 21, 2012).

The team developed an analytical instrument for its observations based on site visits at FEMS facilities. The team piloted[6] the instrument and made necessary changes. From October 20, 2011, to January 5, 2012, team members conducted unannounced site visits at 32 fire stations and the Fire Boat facility. Because Engine 28 was under renovation, this station was excluded from our review. On each visit, team members made observations, recorded notes on a checklist form, photographed deficient conditions, and interviewed FEMS employees.

Repair Process Overview

In Fiscal Year 2012 (FY12), responsibilities for repairs to FEMS facilities were transferred to the Department of General Services (DGS)[7]. Prior to this change, an FEMS employee would identify a repair needed, and report it to FEMS's Facilities Management Office (FMO) by email or telephone. Officials at FMO would verify the request, and fund it with daily operational funds,[8] Capital Project funds,[9] or FEMS-issued credit cards.[10] The repair request was documented on an electronic spreadsheet, and FEMS officials from FMO would follow up with the requesting station's originating officer. The team reviewed the repair spreadsheet FEMS developed as part of activities for the re-inspection. The spreadsheet reflected the date of the repair request, the date of the repair's completion, the contractor assigned to make the repair, and the total cost of the repair.

With the creation of DGS, all of FEMS's funding for repairs was removed and transferred to DGS. FEMS officials assigned to the FMO now function as liaisons between FEMS fire station employees submitting repair requests and DGS. FMO officials document the repair request, verify the nature of the repair, and forward the request to DGS. With the transition to DGS, FEMS repair requests are now transmitted via telephone, email, or a formal facility repair form. DGS has an informal agreement with FEMS to submit non-emergency repair requests via email (for accountability and tracking purposes), and emergency repair requests via telephone. According to DGS officials, 98 percent of FEMS repair requests are handled via email.

FEMS cannot independently fund repairs to its facilities. An official expressed concerns about the removal of an FEMS-issued credit card, which previously allowed FMO officials to fund small repairs to FEMS facilities quickly.

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[6] Piloting the instrument refers to pre-testing it to identify whether the proposed methods or instruments are inappropriate or too complicated. *See* http://sru.soc.surrey.ac.uk/sru35.html (last visited Apr. 4, 2012).

[7] DGS "provide[s] the most cost-effective management and ensure[s] the best value of the District's property acquisition, construction and maintenance resources." "In October of 2011, DGS assumed the functions and responsibilities of the Department of Real Estate Services (DRES), Office of Public Education Facilities Modernization (OPEFM), Municipal Facilities: Non-Capital agency, and the capital construction and real property management functions of several other District agencies." Http://dgs.dc.gov/DC/DGS/About+DGS/Who+We+Are (last visited Apr. 4, 2012).

[8] FEMS used daily operational funding to make routine repairs to FEMS facilities. In FY11, FEMS was allocated $500,000 for daily operational repairs.

[9] Repairs utilizing Capital Funding must be permanent and affixed to the building, and must have a life expectancy of 15 years.

[10] The FMO was issued three credit cards with about $125,000 loaded amongst all three cards annually. These cards were used to pay for small repairs to facilities, such as to purchase paint or wood products.

FEMS and DGS officials stated that there are currently no FEMS, DGS, or D.C. government policies and procedures established for reporting and handling repairs of FEMS facilities. Also, FEMS and DGS have not entered into a Memorandum of Understanding (MOU) regarding the handling of repair requests at FEMS facilities. The OIG team is concerned that this lack of policies and procedures specific to the needs of FEMS may delay inordinately repairs to FEMS facilities and negatively affect critical service delivery. In addition, FEMS does not have its own formal quality assurance program, instead relying on DGS to ensure completeness of provided repairs.

In March 2012, a DGS official stated that repairs for FEMS will be integrated into the Facilities Assistance Service Team (FAST) system[11] in October 2012. He/she added that the Metropolitan Police Department (MPD) currently uses the FAST system, and has one officer assigned as the FAST reporting officer. This works well as having one officer reporting concerns decreases duplicate repair requests and ensures accuracy of incoming requests. The FAST system utilizes different response times for different types of calls. Higher priority calls, such as gas leaks, are elevated for faster responses.

A DGS official stated that the most frequent repair requests from FEMS are for heating, ventilation, and air conditioning (HVAC) systems and apparatus bay doors at fire stations. A preventative maintenance schedule would allow DGS to identify smaller issues before they develop into serious concerns. As of April 2012, FEMS has in place a monthly maintenance schedule that provides rodent prevention treatments to all 33 FEMS fire stations.[12] The official recommended that FEMS institute preventative maintenance schedules in the areas of:

1. Deep cleaning – a deep cleaning of FEMS facilities would help alleviate mites, ants, and bedbugs, and would cost roughly $100,000 per year;

2. Water tests for windows and roofs – including regular inspection schedules, allowing DGS to identify and correct leaks and other deficiencies before concerns progress to emergency issues; and

3. Apparatus bay doors – a preventative maintenance schedule would provide routine repairs to bay doors, and help to identify concerns before the door is rendered inoperable. Many small problems to bay doors could be prevented.

A DGS official stated that along with additional funding, requests for repairs in public safety agencies such as MPD and FEMS should be expedited. Currently, repair work for public safety agencies cannot be completed without a purchase order. The official opined that a

[11] According to a DGS official, FAST is an online system for submitting service requests in District government facilities. This notification system also allows employees to track their request from start to finish. The system captures real-time activity; including routing, response, resolution, and the associated costs for each request.
[12] In March 2012, the OIG issued a Compliance Form for Priority Matter in response to rodent concerns identified in multiple FEMS stations. In its response, FEMS provided the OIG a rodent prevention schedule for all 33 FEMS fire stations and the Fire Boat facility. (See Appendix 10 for the complete text of the Compliance Form.)

designated public safety cluster at the Office of Contracting and Procurement (OCP)[13] would help expedite repairs at public safety agencies.

According to a DGS official, currently there are over a dozen procurement requests for FEMS facilities in the procurement process. Often, obtaining approval for these requests can take several weeks to several months. Because of this delay, needed repairs to FEMS facilities are not completed in a timely manner. For example, DGS had been notified and verified that a machine was malfunctioning at FEMS and was a safety issue for its members. A DGS official immediately submitted a purchase order through the DGS and OCP procurement chain, but did not receive approval for the repair for over 3 weeks.

In addition to learning about the repair process at FEMS, the team assessed whether FEMS personnel assigned to the FMO have current position descriptions. The team interviewed senior FEMS officials at the FMO, and determined that position descriptions exist, however, the full-time equivalents (FTEs) currently assigned to the FMO are being phased out in FY13 due to the creation of DGS, except for a liaison between FEMS and DGS. FEMS officials forwarded to, and the team reviewed, positions descriptions for the FEMS Maintenance Mechanic, Maintenance Mechanic Leader, and Maintenance Mechanic Supervisor.

Recommendations:

(1) That the Chief of FEMS coordinate with DGS to establish formal policies, timelines, documentation requirements, and quality assurance activities regarding repairs to FEMS facilities. If necessary, that FEMS and DGS formalize an agreement in an MOU.

Agree **X** Disagree _____

FEMS's October 2012 response, as received:

DGS has committed resources to FEMS in order to allow all reported repairs from FEMS receive prompt attention. Through daily written communications between FEMS and DGS, these reported repairs are addressed and scheduled. This transition to DGS has traversed through several phases. Additional repair opportunities not previously available to FEMS have now been provided through this partnership with DGS for all FEMS facility repairs.

OIG Response: **FEMS's response does not appear to meet the intent of this recommendation. The OIG stands by its recommendation as stated. FEMS should update the Inspector General when it has developed and issued a policy on reporting and overseeing repairs at FEMS facilities.**

[13] The mission of OCP is "to partner with vendors and District agencies to purchase quality goods and services in a timely manner and at a reasonable cost while ensuring that all purchasing actions are conducted fairly and impartially." Http://ocp.dc.gov/DC/OCP/About+OCP/Who+We+Are/Mission+and+Goals (last visited Apr. 4, 2012).

(2) That the Chief of FEMS and DGS collaborate with the OCP to identify ways to expedite procurement and completion of repairs required at FEMS facilities.

Agree **X** Disagree _____

FEMS's October 2012 response, as received:

The Fire Chief recognized these new challenges during this transition. Chief Ellerbe and the Director of OCP coordinated a team building exercise, held at the FEMS Training Academy. FEMS budget, FEMS procurement employees and all OCP employees attended this event. This exercise opened the door of communication for both Agencies in order to facilitate a better understanding of the FEMS procurement challenges. This open forum, and hands on approach afforded OCP employees with an opportunity to see the FEMS daily operational and administrative items required to accomplish the Mission of FEMS as an Agency. This mutual understanding of each Agencies goals and policies has provided a new step of respect and commitment from OCP in order to support FEMS and their procurement needs.

OIG Comment: **While communication and mutual understanding are important, the OIG urges FEMS and DGS to collaborate on and implement specific changes to procurement and repair procedures.**

(3) That the Chief of FEMS collaborate with DGS to develop and implement preventative maintenance schedules for FEMS in the areas of cleaning, water damage testing for windows and roofs, and for apparatus bay doors.

Agree **X** Disagree _____

FEMS's October 2012 response, as received:

Both DGS and FEMS recognize the value and importance of preventative maintenance. Several areas of maintenance have now been formulated into a type of preventative maintenance. Resources from DGS have been allocated and strategically located within groups to preform daily visits to all FEMS Facilities. Information gathered is compiled to formulate priories for repairs and to inspect and evaluate previous or ongoing repairs within these facilities. At the time of this response FEMS roofs and apparatus bay doors have been undergoing a preventative maintenance schedule to close out FY 12. FEMS will continue to work and provide institutional knowledge to DGS in order to formulate this new information and prioritize additional repairs.

OIG Comment: **FEMS's response appears to meet the intent of this recommendation. Based on FEMS's response, the OIG considers the status of this recommendation to be closed.**

(4) That the Chief of FEMS develop formal procedures for usage of and ensure that FEMS members are properly trained on the FAST system prior to its implementation.

Agree **X** Disagree _____

FEMS's October 2012 response, as received:

Presently there is one designated liaison tasked with communicated repair requests with DGS. Through this liaison and DGS, all repair requests have been communicated through written emails and then transferred into the FAST system by DGS. Future plans for training to FEMS employees that would allow FAST entry has been discussed. There are presently 2200 plus FEMS employees, not all will have access. The Facility Management Officer has the budget spending authority designated by the FEMS Agency. Additional training and granting authority has been discussed to allow additional levels of authority within FEMS to enter repair requests. Members and Officers have a responsibility to notify their superiors in order to make proper notifications of repair requests through the Facilities Management Office. Repair requests are evaluated, grouped and prioritized to expedite proper scheduling of any repair request.

OIG Comment: **FEMS's response appears to meet the intent of this recommendation with regard to providing training on the FAST system. The OIG stands by its recommendation that FEMS also develop formal procedures for using the FAST system.**

SUMMARY OF MANAGEMENT ALERT REPORT (MAR 12-I-001):

D.C.'s Primary Fireboat Is 50 Years Old and in Need of Thorough Assessment; FEMS Apparently Has No Strategy for Replacing This Critical, Outdated Apparatus

March 13, 2012

On March 13, 2012, the OIG issued MAR 12-I-001 to FEMS management regarding the condition of FEMS's fireboat #1, The John H. Glenn, Jr. (the Glenn), and the lack of a comprehensive strategy for its eventual replacement. The Glenn is 50 years-old and lacks the speed; fire suppression; and chemical, biological, radiological, nuclear, explosive (CBRNE) event response capabilities of fireboats used in other jurisdictions. FEMS does not have a current, informed understanding of the condition and structural integrity of the hull, and apparently has no plan for regularly inspecting, maintaining, and eventually replacing the Glenn. More than 8 years have passed since the Glenn's hull was thoroughly inspected using ultrasonic testing at a U.S. Coast Guard repair yard. Since then, the Glenn has been involved in at least two incidents during which the hull sustained significant damage.

Prior to the MAR, FEMS had never submitted an application for Department of Homeland Security Port Security Grant Program (PSGP) funds to replace the Glenn, even during fiscal years when there were no 25% fund matching requirements. Unlike fire departments in other prominent urban jurisdictions that have requested and received PSGP funds to replace their aging fireboats, FEMS had never submitted an application for funds to procure a fireboat with the modern capabilities and equipment needed to promptly and adequately respond to an accident or terrorist attack on the Potomac or Anacostia rivers or the shoreline. FEMS's lack of a strategy for funding and procuring a replacement for the Glenn is of particular concern, given that the process of designing, building, taking delivery of, and training crew members on a new fireboat would likely span a period of several years. Due to the age, condition, criticality of the fireboat, and the District's often-cited status as a possible target of terrorism, the OIG strongly urged FEMS to prioritize options for refurbishing and/or replacing the Glenn and to devise a strategy that includes milestone dates, projected costs, and funding sources.

In its March 27, 2012 response, FEMS stated that it would apply for FY12 PSGP funds. FEMS added that it was "misleading" to compare the District's port with larger ports, such as those in San Francisco and Boston, and elaborated on the difference in port types relative to the PSGP. Furthermore, in response to the OIG's recommendations that the Glenn be thoroughly inspected and analyzed, FEMS stated that an initial inspection of the Glenn would be completed by April 30, 2012, which would be followed by a more extensive "out of water inspection," the date of which was not established. The complete MAR and its recommendations, as well as FEMS's response, may be accessed at the OIG's website.[14]

Recommendation:

> That the Chief of FEMS provide the Inspector General with a status update on the results of its initial inspection of the Glenn as well as any other actions taken to analyze the remaining service life of the Glenn.

OIG Comment: **FEMS provided the OIG with a memorandum, dated August 6, 2012, that outlined FEMS's actions to address concerns cited in the MAR, and documentation of a contractor's May 2012 survey of the Glenn. FEMS also stated that it submitted a 2012 PSGP application, which was not approved "despite widespread support in the [United**

[14] See http://oig.dc.gov, and click on Inspection and Evaluation reports to find the March 13, 2012, MAR.

States Coast Guard] and a high rating given to the application." To review excerpts of this documentation, see Appendix 11.

SUMMARY SECTION FOR COMPLIANCE FORMS FOR PRIORITY MATTER

SUMMARY SECTION FOR COMPLIANCE FORMS FOR PRIORITY MATTER

The OIG team issued 10 Compliance Forms for Priority Matter[15] (Form) to FEMS related to concerns identified during fieldwork. Table 1 details the date of each Form's issuance, the FEMS engine company(s) involved, a description of the issue, and the locations of each complete Form and FEMS response in the Appendix section of this report.

Table 1. OIG Compliance Forms for Priority Matter Issued to FEMS During Re-inspection

	Date of OIG Issuance of Compliance Form for Priority Matter	FEMS Engine Company(s)	Description of Issue	Appendix Number in this Report
1.	November 17, 2011	Engine 18	Boiler malfunctioning and sparking	1
2.	November 28, 2011	Multiple FEMS Engine Companies	Missing/Inoperable smoke detectors	2
3.	November 30, 2011	Engine 18	Exhaust system in apparatus bay inoperative	3
4.	January 9, 2012	Engine 27	Inoperative heating system and clogged water drain in apparatus bay	4
5.	January 9, 2012	Engine 33	Exhaust system in apparatus bay inoperative and damaged pipe in boiler room	5
6.	January 13, 2012	Engine 15	Rear retaining wall damaged and leaning at pronounced angle	6
7.	February 8, 2012	Engine 21	Roof leaking and damaged	7
8.	February 10, 2012	Engine 22	Insufficiency with beds/basement door not locking	8
9.	March 14, 2012	Multiple FEMS Engine Companies	Rodent infestations	9
10.	May 18, 2012	Multiple FEMS Engine Companies	Concerns with reliability and functionality of emergency visual dispatching boards	10

[15] The OIG issues Compliance Forms for Priority Matter when possible health and safety implications are identified during fieldwork. The Forms normally focus on single issue concerns, and are brought to the attention of senior inspected agency officials so that immediate corrective action(s) can be taken.

SUMMARY OF FINDINGS FROM STATION OBSERVATIONS

Building conditions at numerous fire stations threaten the health, safety, comfort, and effectiveness of FEMS employees and negatively impact the work environment and employee morale.

Title 7 DCMR § 2009.1 states that "[e]mployees have a right, to the maximum extent possible, to a safe and healthful working environment." During the re-inspection, the OIG team visited 32 FEMS fire stations and the Fire Boat facility to observe conditions and speak with employees.

- **Smoke Detectors** – The team observed several stations with missing and/or inoperative smoke detectors (see Appendix 2). Although the majority of employees are trained in and have expertise in suppressing fires, missing or inoperative smoke detectors can possibly delay notice of a fire and present a safety concern to employees working in affected stations, particularly during overnight hours or other periods of the day when employees are resting or sleeping.

- **Emergency alert systems that did not operate properly** – During its observations and interviews at the stations, the team noted concerns about the reliability and functionality of emergency visual dispatching boards throughout multiple stations (see Appendix 10). Employees rely on these to respond quickly and accurately to emergencies.

- **Broken windows** – The team documented numerous broken windows, which, judging by the condition of temporary repairs, seemed to have been broken for quite some time. In general, broken windows not only lead to injuries, but also limit the effectiveness of a building's heating and cooling systems and provide an entry point for insects and rodents. Broken ground-floor windows pose an additional safety problem because they compromise building security.

- **Holes and cracks in interior walls and ceilings and exterior façades** – The team observed and photographed numerous flaws in interior and exterior building surfaces. Unsightly holes in interior walls and ceilings also exposed plumbing pipes, electrical wiring, and insulating materials. Significant flaws in building façades could compromise the structural integrity of a building, and endanger employees and passersby should part of a façade break free.

- **Improperly functioning heating and cooling systems** – The team noted and station employees commented upon ineffective heating, ventilation, and air conditioning (HVAC) systems. In addition to the impact on employee comfort, malfunctioning systems are inefficient and, therefore, more expensive to operate compared to properly maintained and functioning systems.

- **Rodents** – The team observed evidence of rodents and their presence was described by FEMS members in multiple stations. Employees stated that rodents have been seen in various rooms of the stations, found in food storage areas, and have damaged

privately-owned vehicles (see Appendix 9). Rodents can spread disease and present a health concern for employees working in affected stations.

- **Asbestos Abatement** – During the 2007 Special Evaluation of FEMS, the team reviewed reports that reflected unabated asbestos hazards in Stations 5, 18, and 26. During the 2011 re-inspection, the team contacted FEMS for an update on abatement efforts at those stations. An FEMS official stated that four stations are in the process of abatement and that FEMS identified and abated eight other stations over the past 5 years. This official directed the team to contact DGS, which is coordinating abatement efforts at FEMS fire stations. In December 2011, a DGS official stated that contractors had been selected to complete abatements at Stations 1, 5, 8, and 18, and DGS was waiting for a purchase order to begin work in December 2011. The DGS official also confirmed that asbestos containing material had been removed from Engine 26.

Recommendation:

That the Chief of FEMS provide the Inspector General with a status update on asbestos abatement at Stations 1, 5, 8, and 18.

Agree **X** Disagree _____

FEMS's October 2012 Response, as Received:

Diversified Corporation was selected by DGS to perform the asbestos abatement to Stations 5, 8, and 18. Engine 1 was removed from the scope of work due to the planned total rebuild of that station. Planned demolition and total rebuild of Station 1 has been projected for FY 13. The Engine 8, 18, and 5 abatement has begun with Engine 18 being the first station selected for this process. Contract # GM-09-NC-1112A-FM was issued on P.O. number 0398925. The actual starting date of the abatement was August 20th and plans to continue from Engine 18, to Engine 8, then; lastly Engine 5 is scheduled to be completed in January of 2013.

I. Building Security and General Infrastructure

The team used the first section of the re-inspection checklist to record whether exterior doors and windows worked properly and whether there were any noticeable interior or exterior structural flaws.

Some of the major issues the team identified include the following:

- 4 stations had apparatus bay doors that did not allow for equipment egress;
- 18 stations exhibited damaged interior walls and ceilings;
- 6 stations had windows that were broken or did not latch and lock properly; and
- 6 stations exhibited noticeable damage to exterior walls and foundation.

Table 2 below summarizes observations related to structural conditions at FEMS stations.

Table 2. Summary of Observations of Structural Conditions at 32 FEMS Stations and the Fire Boat Facility

Inspection Item	Yes		No	
	Number of Stations	Percent of Total	Number of Stations	Percent of Total
Do all exterior doors (excluding doors for equipment egress) latch and lock properly?	31	93.9%	2	6.1%
Do all exterior doors for equipment egress function properly?	29	87.9%	4	12.1%
Is there visible damage to interior ceilings and walls?	18	54.5%	15	45.5%
Is there any visible damage to interior floors?	3	9.1%	30	90.9%
Is there any visible damage to interior staircases or handrails?[16]	1	3.6%	27	96.4%
Do all exterior windows latch and lock properly?[17]	27	81.8%	6	18.2%
Are there any visible exterior structural damages (e.g. large cracks or bricks missing in walls/foundation, etc.)?	6	18.2%	27	81.8%

[16] Five FEMS stations were single-story and not included in the totals recorded.
[17] The team counted instances of broken windows as a "no" answer to this inspection item.

II. Heating, Air Conditioning, and Safety Equipment at FEMS Fire Stations

The team used the second section of the re-inspection checklist to record whether each station contained functional[18] heating and cooling systems, and evidence of inspection by a certified HVAC professional. In addition, the team observed whether smoke detectors were present and functioning, and fire extinguishers were present in living and working areas.

Based on both visual inspections and conversations with station employees, the team found that:

- 7 stations did not have a functional heating system;
- 4 stations did not have a functional cooling system;
- 5 stations did not have operative smoke detectors in the living quarters;
- 4 stations did not have operative smoke detectors in the working areas; and
- 27 stations did not have charged and working fire extinguishers.

Table 3 below summarizes the team's observations.

Table 3. Summary of Observations of Heating, Air Conditioning, and Safety Conditions at 32 FEMS Stations and the Fire Boat Facility

Inspection Item	Yes		No	
	Number of Stations	Percent of Total	Number of Stations	Percent of Total
Do all living/working areas have a working heating system?	26	78.8%	7	21.2%
Do all living/working areas have a functioning cooling system?	29	87.9%	4	12.1%
Are the smoke detectors in the living quarters working?[19]	28	84.8%	5	15.2%
Are the smoke detectors in the working areas operable?[20]	29	87.9%	4	12.1%
Are there charged and functional fire extinguishers in the Engine Company?[21]	6	18.2%	27	81.8%

[18] As part of its determination of whether a system was "functional," the team took into consideration comments from station employees regarding a system's reliability. Where repeated complaints were received from employees that the system was irregular or unreliable, the team did not consider the system to be "functional."
[19] There were no smoke detectors present in the living quarters at Station 14, which was included in the "No" response.
[20] There were no smoke detectors present in the working quarters of Station 14, which was included in the "No" response.
[21] Twenty-seven stations did not have fire extinguishers.

III. Boilers

The team used this section of the re-inspection checklist to record whether each FEMS fire station contained evidence of inspection by a certified HVAC professional. D.C. Code § 2-107 (2006) requires annual inspections of all boilers by the D.C. Department of Consumer and Regulatory Affairs and that the inspection certification be placed in close proximity to the boiler. In some instances, the OIG team found that the date of the last inspection was either over a year from the date of the team's observation or was not consistently recorded.

Based on both visual inspections and conversations with station employees, the team found the following:

- 10 stations displayed no evidence that the boilers had been inspected within the past year of the team's observation.

Table 4 below summarizes the team's observations related to boilers.

Table 4. Summary of Observations of Boilers at 32 Fire Stations and the Fire Boat Facility

Inspection Item	Yes		No	
	Number of Stations	Percent of Total	Number of Stations	Percent of Total
Is there a boiler present in the fire station?	24	72.7%	9	27.3%
Has the boiler been inspected by a certified professional in the past year (within 12 months of date of team's observation)?[22]	14	58.3%	10	41.7%

[22] The data exclude the nine stations without boilers.

IV. Restrooms, Bathing Facilities, and Employee Comfort

A standard shift for fire station employees is 24 hours. Given the extended periods of time that employees are stationed in these buildings, properly functioning toilets, showers, and other facilities are integral to employee cleanliness and comfort. The team used the fourth section of the re-inspection checklist to record the conditions in each station's restrooms, bathing facilities, locker areas, and laundry facilities.

The team found that:

- 3 stations had at least 1 inoperative toilet;
- 10 stations lacked a functional clothes washer; and
- 11 stations lacked a functional clothes dryer.[23]

Table 5 below summarizes observations of station facilities related to employee comfort.

Table 5. Summary of Employee Facilities at 32 Fire Stations and the Fire Boat Facility

Inspection Item	Yes		No	
	Number of Stations	Percent of Total	Number of Stations	Percent of Total
Are there separate bathrooms for male and female employees?	32	97.0%	1	3.0%
Are all toilets in the building functional?	30	90.9%	3	9.1%
Do all the toilets (not urinals) provide adequate privacy (e.g. surrounded by a door that shuts/locks)?	32	97.0%	1	3.0%
Do all restroom/locker room sinks have functional hot and cold water?	32	97.0%	1	3.0%
Do all restroom/locker room sinks drain properly?	29	87.9%	4	12.1%
Are all of the showers in the building functional and usable?	31	93.9%	2	6.1%
Does every employee have his/her own locker for the storage of personal belongings?	33	100%	0	0%

[23] Employees typically use standard washers and dryers to clean bedding, and kitchen and bath towels.

Table 5. Summary of Employee Facilities at 32 Fire Stations and the Fire Boat Facility - continued

Inspection Item	Yes		No	
	Number of Stations	Percent of Total	Number of Stations	Percent of Total
Is there a locked room for storage of members' Personal Protective Equipment (e.g. boots, pants, coat, helmet)?	33	100%	0	0%
Do FEMS employees assigned to this station purchase cleaning supplies with their own money?	0	0%	33	100%
Is there a functional and usable clothes washer for use by FEMS employees?	23	69.7%	10	30.3%
Is there a functional and usable clothes dryer for use by FEMS employees?	22	66.7%	11	33.3%

V. Food Storage and Preparation

The team observed conditions in the kitchen area of each station and found that all stations contained a functional, full-size refrigerator/freezer, a stove/oven for cooking, and a kitchen sink with hot and cold water. Table 6 below summarizes observations related to food storage and preparation facilities.

Table 6. Summary of Food Storage and Preparation at 32 Fire Stations and the Fire Boat Facility

Inspection Item	Yes		No	
	Number of Stations	Percent of Total	Number of Stations	Percent of Total
Is there a functional full-sized refrigerator/freezer?	33	100%	0	0%
Is there a functional stove for use by FEMS members?	33	100%	0	0%
Is there both hot and cold water in the kitchen sink?	33	100%	0	0%

VI. Sleeping Arrangements at FEMS Stations

The team used this section of the re-inspection checklist to ascertain whether sleeping arrangements for FEMS employees were adequate. The team found that some stations had concerns with bedbugs, while others did not have enough beds for assigned FEMS employees.

Based on interviews with FEMS employees, the team found that:

- four stations did not have an adequate number of sleeping arrangements for FEMS employees.

Table 7 below summarizes sleeping arrangements at FEMS stations.

Table 7. Summary of Sleeping Arrangements at 32 Fire Stations and the Fire Boat Facility

Inspection Item	Yes		No	
	Number of Stations	Percent of Total	Number of Stations	Percent of Total
Are there an adequate number of sleeping arrangements for FEMS members?	29	87.9%	4	12.1%
Are the sleeping arrangements for FEMS members in an area that limits noise to allow for sleep?	33	100%	0	0%
Are male and female sleeping arrangements for FEMS members separate?[24]	6	18.2%	27	81.8%

[24] According to an FEMS senior official, FEMS members, excluding officers, sleep in a dormitory-style setting. Officers have individual sleeping quarters.

VII. Technology and Communication Tools

The team used this section of the re-inspection checklist to record its observations of each station's vital technologies and communication tools. All 32 stations and the Fire Boat facility had personal dispatch radios and functional chargers, as well as computers to allow for email and internet access.

The team found that:

- 12 stations did not have a functional facsimile machine;
- 13 stations lacked a functional photocopier;
- 4 stations were experiencing problems with the emergency alert loudspeakers; and
- 22 stations reported that the emergency visual dispatching board either was not working on the day of the team's visit or was deemed unreliable by FEMS employees.

Table 8 below summarizes our observations.

Table 8. Summary of Technology/Communication Concerns at 32 Fire Stations and the Fire Boat Facility

Inspection Item	Yes		No	
	Number of Stations	Percent of Total	Number of Stations	Percent of Total
Do the dispatch and emergency alert loudspeakers appear to be functioning properly?	29	87.9%	4	12.1%
Does the dispatch message board (visual display of emergency call information) appear to be functioning properly?[25]	10	31.3%	22	68.8%
Are there personal dispatch radios available for members to use?	33	100%	0	0%
Do these radios have functional chargers?	33	100%	0	0%
Is there a functional, hard-wired phone(s) in the fire station?	31	93.9%	2	6.1%
Is there a working fax machine in the fire station?	21	63.6%	12	36.4%

[25] The Fire Boat facility does not have an emergency visual dispatching board and is not included in these totals.

Table 8. Summary of Technology/Communication Concerns at 32 Fire Stations and the Fire Boat Facility - continued

Inspection Item	Yes		No	
	Number of Stations	Percent of Total	Number of Stations	Percent of Total
Does the station have a working photocopier?	20	60.6%	13	39.4%
Is there a functional computer(s) in the fire station that allows email and Internet access?	33	100%	0	0%

VIII. Other Conditions Observed at FEMS Stations

The OIG team used this section of the re-inspection checklist to document concerns related to rodents, bedbugs, traffic control lights, and wheelchair accessibility within the stations.

The team found that:

- 19 stations had concerns with rodents;
- 5 stations had evidence of rodents on the day of the team's visit; and
- 1 station had concerns with bedbugs.

Table 9 below summarizes other conditions observed by the team.

Table 9. Summary of Other Conditions Observed at 32 Fire Stations and the Fire Boat Facility

Inspection Item	Yes		No	
	Number of Stations	Percent of Total	Number of Stations	Percent of Total
Are there reports of problems with rodents at the fire station?	19	57.6%	14	42.4%
Is there evidence of a rodent infestation at the fire house (e.g. droppings, shavings, etc.)?	5	15.2%	28	84.8%
Is there evidence/history of bedbugs at the fire house?	1	3%	32	97%
Is there a traffic control light in front of the fire station?[26]	4	12.1%	29	87.9%
Does FEMS have the ability to control the traffic light during an emergency?[27]	2	50.0%	2	50.0%
Are there any accessible ramps, wheelchair ramps, or wheelchair lifts for access by individuals with disabilities?	0	0%	33	100%

[26] This observation is follow-up to a finding in the OIG's September 2009 "Fire and Emergency Medical Services Report of Re-Inspection and Update on FEMS Response to the Assault on David Rosenbaum" (OIG No. 09-I-0028FB).
[27] These data apply to the four stations with traffic lights in front of the fire station.

INDIVIDUAL STATION SUMMARIES

Engine 1
Address: **2225 M Street, N.W.**
Washington, D.C. 20007
Number of assigned FTEs: 70[28]
Year constructed: 1960[29]

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 1 (May 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- broken ground-floor and second-floor windows;
- elements of emergency alert system did not operate properly;
- slide pole[30] was out of service; and
- improperly functioning HVAC system.

During the 2011 re-inspection all conditions noted in 2007 had been repaired except the emergency alert system (see Appendix 10).

New conditions noted during 2011 site visit:

- rodents (see Appendix 9);
- toilet in men's locker room did not drain or flush properly;
- only one of four telephones in station was functional;
- concerns with asbestos in tiles of apparatus floor;[31]
- apparatus bay door hinges not permanently repaired;
- missing fire extinguishers; and
- emergency visual dispatching board works intermittently (see Appendix 10).

Apparatus doors: Employees reported that the apparatus bay doors located on the front left side of the fire station had a broken hinge and malfunctions repeatedly. Employees stated this problem had existed for over a year.

[28] The team used the *District of Columbia Fire and EMS Department Roster,* dated January 30, 2012, to obtain the number of FTEs assigned to each FEMS fire station. At some stations, FEMS has specialized units and battalion chiefs stationed therein; these personnel are factored into the station totals.
[29] Information regarding the construction year of each fire station was obtained from an FEMS senior official in October 2011.
[30] A slide pole is a traditional fixture in fire stations and allows personnel to descend rapidly from an upper floor to a lower floor. It should be noted that in some jurisdictions, its use has been discontinued out of concern for injuries.
[31] In December 2011, a DGS official stated that contractors had been selected to complete asbestos abatement in Engine 1 and DGS expected work to commence in December 2011. In its October 2012 response to the draft of this report, FEMS said that Engine 1 had been removed from the scope of planned asbestos abatement work due to the anticipated "total rebuild" of the station, which FEMS projected would occur in FY 2013.

Emergency visual dispatching board: In May 2012, FEMS responded to the OIG's Compliance Form for Priority Matter about concerns with emergency visual dispatch boards throughout various engine companies. FEMS indicated that it is upgrading the system and the rollout for a new alert system is September 2012 with many stations already having begun the installation phase.

Broken hinge on apparatus bay door

Rodent holes, droppings, and food particles

Rodent trail adjacent to station

Recommendations:

(1) That the Chief of FEMS ensure that the hinges on the apparatus bay door are repaired.

(2) That the Chief of FEMS ensure the toilet in the men's locker room is repaired.

(3) That the Chief of FEMS ensure the telephones in Engine 1 are repaired.

(4) That the Chief of FEMS update the Inspector General when the new emergency visual dispatch board has been installed in all FEMS stations.

Engine 2
Address: **500 F Street, N.W.**
Washington, D.C. 20001
Number of assigned FTEs: 79
Year constructed: 1979

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 2 (June 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- electrical wires hanging from ceiling;
- missing ceiling tiles; and
- malfunctioning HVAC system.

During the 2011 re-inspection of Engine 2, the team did not observe the deficiencies identified in 2007.

New conditions noted during 2011 site visit:

- rear apparatus doors inoperative;
- minor damage to interior walls in men's locker room;
- missing fire extinguishers; and
- exhaust hood on kitchen stove inoperative.

Rear apparatus doors: Employees stated that both rear apparatus doors have been inoperative for 2 years and, as a result, are not used for apparatus egress.


Inoperable rear apparatus doors


Broken hinges on apparatus doors

Recommendation:

That the Chief of FEMS ensure the repair of the rear apparatus bay doors at Engine 2.

Engine 3
Address: **439 New Jersey Avenue, N.W.**
Washington, D.C. 20001
Number of assigned FTEs: 32
Year constructed: 1916 (Renovated in 2001)

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 3 (June 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- peeling paint and exposed electrical wires in a bedroom/locker room; and
- live, pigeon-sized bird in the building's top floor.

The team did not observe the deficiencies identified in 2007.

New conditions noted during 2011 site visit:

- emergency visual dispatch board displaying inaccurate information (see Appendix 10); and
- small cracks in stairwell.

Engine 4
Address: **2531 Sherman Avenue, N.W.**
Washington, D.C. 20001
Number of assigned FTEs: 48
Year constructed: 1976
(Second floor renovated in 2001)

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 4 (June 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- leaking ceiling in bunkroom;
- exposed electrical wiring;
- elements of emergency alert system did not operate properly (see Appendix 10); and
- mice and mosquitoes (see Appendix 9).

During the 2011 re-inspection of Engine 4, employees stated to the team that the visual dispatching board did not correctly display addresses. Employees expressed concerns with rodents at Engine 4. The team did not observe the other conditions noted in the 2007 Special Evaluation.

New conditions noted during 2011 site visit:

- missing fire extinguishers; and
- toilet in men's locker room does not flush properly.

Inoperative toilet: Members reported that a toilet in the men's locker room has not flushed properly for several years.

Recommendation

That the Chief of FEMS ensure that the toilet in the men's locker room is repaired.

Engine 5
Address: **3412 Dent Place, N.W.**
Washington, D.C. 20007
Number of assigned FTEs: 36
Year constructed: 1900

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 5 (Feb. 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- unabated asbestos hazard;
- broken windows;
- damaged walls and ceilings; and
- elements of emergency alert system did not operate properly (see Appendix 10).

During the 2011 re-inspection of Engine 5, the team observed damaged walls and a visual dispatching board that did not display proper addresses or other information. Employees stated that the dispatch board had not been functioning properly for several months. The board would not display the address or details of the run being dispatched. In December 2011, a DGS official stated that contractors had been selected to complete asbestos abatement in Engine 5 and DGS expected work to commence in December 2011. The team did not observe the broken windows noted in 2007.

New conditions noted during 2011 site visit:

- inadequate or no screens on exterior windows;
- rodents (see Appendix 9);
- leak in sink in men's bathroom;
- missing fire extinguishers;
- damaged interior staircase; and
- cracks in apparatus bay and on interior walls.

Cracks in wall of apparatus bay: Employees reported (and the team observed) large cracks in the wall of the apparatus bay as well as in the upper sections of the left and right walls. An employee stated that this condition has existed for 3 years.

Inadequate window screens: The team observed multiple windows with no screens or screens in poor condition. Some windows had screens attached with staples. Consequently, these windows provide inadequate protection against pests. An employee stated these conditions have existed for several years.

Damaged interior staircase: The team observed slanted steps on both the lower and upper level steps as well as worn rubber on the treads. An employee stated that the condition has existed for 3 years.

Leak in bathroom sink: Employees reported the presence of a serious leak in the leftmost sink in the men's locker room. The sink leaks water onto the bathroom floor, which seeps through the floor and onto the apparatus in the bay downstairs. An employee said this leak had existed for 3 weeks.

Improper screening

Cracks and damage to walls in apparatus bay

Broken sink in men's bathroom

Recommendations:

(1) That the Chief of FEMS ensure that the leaking sink at Engine 5 is repaired, and evaluate the other sinks and drains for proper operation.

(2) That the Chief of FEMS direct an assessment of the windows at Engine 5 and ensure that each window is in good working condition, and that proper screens are installed on each window.

(3) That the Chief of FEMS direct an assessment of the walls and apparatus bay at Engine 5 and ensure that cracks are repaired.

Engine 6
Address: **1300 New Jersey Avenue, N.W.**
Washington, D.C. 20001
Number of assigned FTEs: 60
Year constructed: 1974

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 6 (June 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- two apparatus doors cannot be opened for departing emergency vehicles;
- leaking roof;
- crack in interior wall;
- elements of the emergency alert system did not operate properly (see Appendix 10); and
- insufficient lighting of the apparatus floor.

During the 2011 re-inspection, the team observed that the visual dispatching board did not display accurate addresses and had been malfunctioning for several months according to assigned members. Employees reported that the roof continues to leak. The team did not observe the other deficiencies noted in 2007.

New Conditions noted during 2011 site visit:

- water runoff backing up from drains, and flooding into fire house;
- missing fire extinguishers; and
- water damage evident on ceiling tiles.

Water runoff: Employees stated that during periods of heavy rain, water backs up in the exterior drains and flows through the apparatus floor of the fire station and out onto New Jersey Avenue before flowing into a separate drain in the street.

Water damage: The team observed ceiling tiles in the walkways, hallways, and living areas with water damage.

Water damage in hallway

Water damage to ceiling of living areas

Recommendations:

(1) That the Chief of FEMS direct an assessment of the clogged external drain at Engine 6 for repair, and evaluate the other external and internal drains for proper operation.

(2) That the Chief of FEMS ensure that the roof and the water-damaged ceiling tiles at Engine 6 are repaired.

Engine 7
Address: **1101 Half Street, S.W.**
Washington, D.C. 20024
Number of assigned FTEs: 37
Year constructed: 1961
(Renovated in 1990)

MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 7 (June 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- crack in exterior wall;
- elements of emergency alert system did not operate properly (see Appendix 10);
- improperly functioning HVAC system; and
- water damaged ceiling tiles.

During the 2011 re-inspection, the team observed several cracks in the exterior wall and water damaged ceiling tiles as reported in 2007. Several rooms were without working air conditioning, and employees reported that the central unit is too small for the facility. Employees also stated that the visual dispatching board had not displayed accurate information for several months. The team did not observe the other conditions identified in 2007.

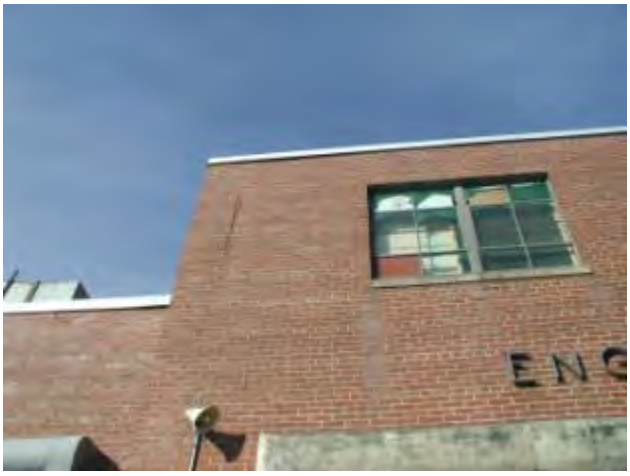
New conditions noted during 2011 re-inspection:

- significant leak from roof;
- malfunctioning boiler;
- cracks in apparatus floor;
- inoperative smoke detectors in living quarters and working areas (see Appendix 2);
- missing fire extinguishers;
- rodents (see Appendix 9);
- no clothes washer or dryer;
- exhaust hood on kitchen stove inoperative;
- no facsimile or photocopier;
- sinks in men's locker room do not drain properly; and
- sinks and showers in men's locker room regularly lack hot water.

Leaking roof and water damage: An employee reported that water was leaking into the employee bunkroom through the roof. The leakage causes insulation to become soiled and moldy. Water damage was evident on the ceilings of living and working quarters. The team observed a trash can being used to collect leaking water.

Locker room and bathroom concerns: Members reported that sinks in the men's locker room do not drain properly, and that the men's bathroom regularly lacks hot water.

Heating concerns: An employee stated that several of the rooms were without heat as the boiler has malfunctioned since October 2011 and is in need of replacement.



Large crack on exterior wall

Trash can used to collect leaked water

Water damage on ceiling

Water damage on ceiling in hallway

Recommendations:

(1) That the Chief of FEMS direct an assessment of the extent of the leaks at Engine 7, and ensure a permanent fix in order to prevent further leaks and damage.

(2) That the Chief of FEMS direct an assessment of the current boiler and air conditioning systems to ensure they produce adequate heat and air conditioning for the facility.

(3) That the Chief of FEMS ensure that the leaking sinks at Engine 7 are repaired and assess the other sinks and drains for proper operation.

(4) That the Chief of FEMS direct an assessment of the bathrooms at Engine 7 to ensure they have hot water.

Engine 8
Address: **1520 C Street, S.E.**
Washington, D.C. 20003
Number of assigned FTEs: 60
Year constructed: 1964

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 8 (Feb. 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- cracks in exterior walls;
- elements of the emergency alert system did not operate properly (see Appendix 10);
- improperly functioning HVAC system; and
- rodents (see Appendix 9) and mosquitoes.

During the 2011 re-inspection, employees stated that both the loudspeakers and the visual dispatching board of the emergency alert system were malfunctioning. They added that the loudspeakers on the east side of Engine 8 had not been working for over 1 year. In addition, employees stated that there had been no heat in the men's bathroom for over 1 year. The team did not observe the other deficiencies identified in 2007.

New Conditions noted during 2011 site visit:

- unused cistern that breeds mosquitoes;
- unabated asbestos hazard;
- missing fire extinguishers; and
- no clothes washer or dryer.

Cistern: Employees stated that there is an unused cistern in the rear exterior of Engine 8. During rainy periods the cistern fills, and breeds mosquitoes during the hotter summer months. The team observed the cistern and found it to be full of water.

Unabated asbestos: In December 2011, a DGS official stated that contractors had been selected to complete asbestos abatement in Engine 8 and DGS expected work to commence in December 2011.

Unused, filled cistern in rear of station

Recommendations:

(1) That the Chief of FEMS collaborate with D.C. Water to direct an assessment of the cistern to ensure that it drains and is permanently sealed.

(2) That the Chief of FEMS direct an assessment of the heating system for the men's bathroom to ensure that it functions properly.

Engine 9
Address: **1617 U Street, N.W.**
Washington, D.C. 20009
Number of assigned FTEs: 64
Year constructed: 1967 (Renovated in 2007)

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 9 (March 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- Station was under renovation in 2007 and was not inspected.

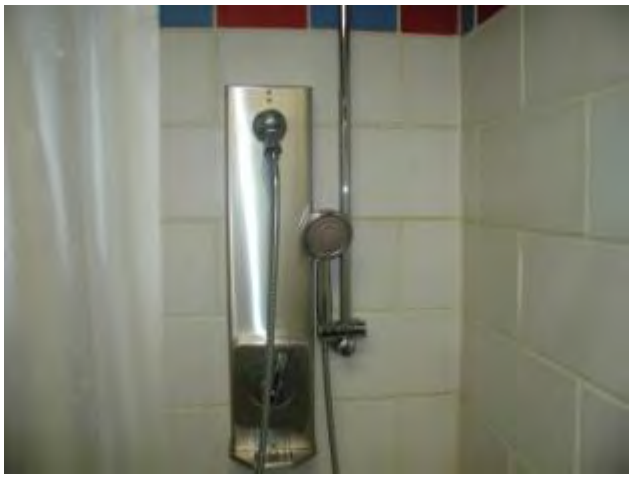
New conditions noted during 2011 site visit:

- large hole on apparatus floor;
- missing fire extinguishers;
- rodents (see Appendix 9);
- drain in locker room clogs and floods men's locker room;
- sewage backing up due to malfunctioning toilet drain in female bathroom;
- malfunctioning shower heads in locker room; and
- visual dispatching board malfunctioning (see Appendix 10).

Hole in apparatus floor: Employees reported a large hole in the apparatus floor that has existed for several years. The team observed the hole, which presents a tripping hazard.

Drainage issues in locker room: Employees reported that, due to a design flaw, the locker room floor does not drain properly and floods the men's locker room. In addition, employees stated that the women's bathroom toilet does not drain properly and sewage backs up into the locker room and emits a foul odor. The team smelled the odor. Employees added that the shower heads in the locker room do not function properly, collect sediment, and provide low water pressure.

Large hole in apparatus floor



Broken shower head in female locker room

Recommendations:

(1) That the Chief of FEMS ensure that the hole on the apparatus floor of Engine 9 is sealed and patched.

(2) That the Chief of FEMS ensure the drains located in the male and female locker rooms at Engine 9 are repaired, and ensure that the shower heads are working properly.

Engine 10
Address: **1342 Florida Avenue, N.E.**
Washington, D.C. 20002
Number of assigned FTEs: 64
Year constructed: 1925 (Renovated in 2010)

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 10 (June 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- damage to interior walls and ceilings;
- elements of the emergency alert system did not operate properly (see Appendix 10); and
- rodents.

During the 2011 re-inspection of Engine 10, the team learned of concerns with the emergency alert system. The team did not observe the deficiencies identified in 2007.

New conditions noted during 2011 site visit:

- cracks in apparatus bay wall due to apparatus accident;
- missing fire extinguishers; and
- no facsimile or photocopier.

Cracks in wall: The team observed several cracks in the apparatus bay walls. Employees reported this was due to an October 2011 accident in which a fire truck backed into the wall.

Recommendation:

That the Chief of FEMS direct an assessment of the cracked and damaged wall in the apparatus bay of Engine 10 to ensure it is repaired.

Engine 11
Address: **3420 14th Street, N.W.**
Washington, D.C. 20010
Number of assigned FTEs: 76
Year constructed: 1984

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 11 (June 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- water damage to the walls; and
- elements of the emergency alert system did not operate properly (see Appendix 10).

During the re-inspection of Engine 11, the team observed water-damaged walls and ceilings. In addition, employees reported that the visual dispatch board works intermittently. The team did not observe the deficiencies identified in 2007.

New conditions noted during 2011 site visit:

- lack of available storage for FEMS equipment and gear;
- missing fire extinguishers;
- rodents (see Appendix 9) and roaches;
- clogged drains on the apparatus floor; and
- improperly repaired showers.

Lack of storage: the team observed a lack of available storage. An employee reported that members store equipment in the stairwells and in electrical rooms. He/she added that they requested a portable storage shed, but FEMS denied the request due to budgetary concerns.

Clogged drains: Employees reported that the drains located on the apparatus floor frequently overflow during periods of heavy rain, and sewage and debris leak onto the apparatus floor. Employees stated these conditions have existed for several months.

Improperly repaired showers: Employees stated that contractors did not properly repair the showers and piping, and have not returned to correct and complete repairs.

Clutter due to lack of available storage

Inadequately repaired shower

Recommendations:

(1) That the Chief of FEMS ensure a portable storage unit is acquired for Engine 11 and determine whether a permanent storage shed can be built.

(2) That the Chief of FEMS ensure the showers at Engine 11 are repaired.

(3) That the Chief of FEMS collaborate with DGS to ensure that the drains on the apparatus floor at Engine 11 drain properly and are in good working condition.

Engine 12
Address: **2225 5th Street, N.E.**
Washington, D.C. 20002
Number of assigned FTEs: 64
Year constructed: 1987

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 12 (July 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- water-damaged bunkroom ceiling;
- water leak in the kitchen; and
- improperly functioning HVAC system.

The team did not observe the deficiencies noted in 2007.

New conditions noted during 2011 site visit:

- missing fire extinguishers;
- inadequate number of beds for assigned staff; and
- rodents (see Appendix 9).

Recommendation:

That the Chief of FEMS direct an assessment of the sufficiency of beds at Engine 12.

Engine 13
Address: **450 6th Street, S.W.**
Washington, D.C. 20024
Number of assigned FTEs: 73
Year constructed: 1960

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 13 (March 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- water damaged office ceiling; and
- elements of emergency alert system did not operate properly (see Appendix 10).

During the 2011 re-inspection, the team observed water-damaged tiles in the ceiling of living and working quarters. Employees also reported that the visual dispatching board had not been functioning properly but had recently been repaired.

New conditions noted during 2011 site visit:

- multiple broken windows;
- inoperative shower in men's locker room;
- cracks and holes to interior walls in men's locker room;
- damaged tiles on apparatus bay floor;
- malfunctioning HVAC system;
- several doors did not shut properly;
- poor condition of insulation of boiler as well as pipes in exercise room and boiler room;
- no clothes washer or dryer;
- exhaust hood on kitchen stove inoperative;
- no facsimile or photocopier;
- missing fire extinguishers;
- rodents (see Appendix 9); and
- inoperative smoke detectors in living quarters and working areas (see Appendix 2).

Damaged windows: The team observed four broken windows patched with tape and cardboard. Employees stated this condition has existed since 2006.

HVAC system: Employees stated that the air conditioning system has been working irregularly since 2002.

Cracked insulation: Cracked insulation in piping was observed in the exercise room and boiler room. The insulation surrounding the boiler was coming loose and flaking.

Men's locker room: The team observed cracks in the interior walls of the men's locker room, which employees stated have existed for years. The team observed that one shower was closed off with a sign indicating it was not working.

Windows cracked and patched with tape

Water damage to ceiling

Water damage to ceiling

Exposed wiring

Recommendations:

(1) That the Chief of FEMS ensure that all windows and doors at Engine 13 are repaired or replaced as necessary.

(2) That the Chief of FEMS ensure that the cause of the water-damaged ceiling at Engine 13 is found, and that permanent repairs are made.

(3) That the Chief of FEMS ensure the insulation of the boiler and pipes are repaired as needed.

Engine 14
Address: **4801 North Capitol Street, N.E.**
Washington, D.C. 20011
Number of assigned FTEs: 39
Year constructed: 1945
(Tentative date of renovation: October 22, 2013)

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 14 (May 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- water-damaged office ceiling; and
- elements of emergency alert system did not operate properly (Appendix 10); and
- rodents (See appendix 9).

Employees reported that the visual dispatching board was not displaying accurate addresses or details about dispatched runs. Employees continued to report issues with rodents. The team did not observe any ceiling damage noted in 2007.

New conditions noted during 2011 site visit:

- running water and significant leaking in basement;
- multiple broken windows;
- broken apparatus door;
- cracks in ceiling on apparatus bay;
- cracks and holes in exterior driveway;
- significant standing water due to poor drainage in exterior;
- inconsistent heating throughout building;
- missing fire extinguishers;
- no washer or dryer;
- no facsimile or photocopier;
- no smoke detectors present in living quarters or working areas (see Appendix 2);
- malfunctioning boiler; and
- large holes in wall of men's bathroom, under sink.

Boiler concerns: Employees stated that the boiler was not working properly despite multiple attempts to fix it.

Basement flooding concerns: The team observed significant standing water in the basement apparently due to poor drainage. The sump pump appeared to be clogged.

Broken windows: Inspectors observed seven broken windows.

Standing water in basement

Large hole/cracks in wall of bathroom

Clogged exterior drain

Broken interior door

Recommendations:

(1) That the Chief of FEMS ensure the repair and replacement of broken and damaged windows and the apparatus bay door at Engine 14.

(2) That the Chief of FEMS ensure the hole under the sink in the men's restroom is repaired, and have the other restrooms at Engine 14 inspected for needed repairs.

(3) That the Chief of FEMS ensure that the water damaged basement and all clogged drains at Engine 14 are repaired.

(4) That the Chief of FEMS direct an assessment of the functionality of the boiler and replace it if needed.

Engine 15
Address: **2101 14th Street, S.E.**
Washington, D.C. 20020
Number of assigned FTEs: 76
Year constructed: 1969

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 15 (July 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- damaged apparatus floor;
- unstable retaining wall (Appendix 6);
- improperly functioning HVAC system; and
- elements of the emergency alert system did not operate properly.

During the 2011 re-inspection, the team observed that the retaining wall remained unstable. The team did not observe any of the other discrepancies identified in 2007.

Retaining wall: In January 2012, FEMS responded to the OIG's Compliance Form for Priority Matter for Station 15. FEMS indicated that it expected to begin solicitation for construction of the retaining wall at an approximate cost of $98,000 in February 2012 with the construction expected to take 3 – 6 months. The team has not received an update whether this repair has been made.

New conditions noted during 2011 site visit:

- cracks in interior wall of upstairs break room; and
- cracks in parking lot.

The team observed several cracks in the interior wall located in the upstairs break room. An FEMS employee stated that this condition had existed for over 6 months.

Recommendations:

(1) That the Chief of FEMS provide the Inspector General with a status update on the repair of the retaining wall at Engine 15.

(2) That the Chief of FEMS direct an assessment of the cracks in the interior wall of the break room at Engine 15, and ensure it is repaired.

Engine 16
Address: **1018 13th Street, N.W.**
Washington, D.C. 20005
Number of assigned FTEs: 76
Year constructed: 1932

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 16 (Jan. 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- water-damaged ceiling;
- exposed electrical wires; and
- improperly functioning HVAC system.

During the 2011 re-inspection of Engine 16, the team observed cracked and damaged ceilings. The team did not observe any other deficiencies identified in 2007.

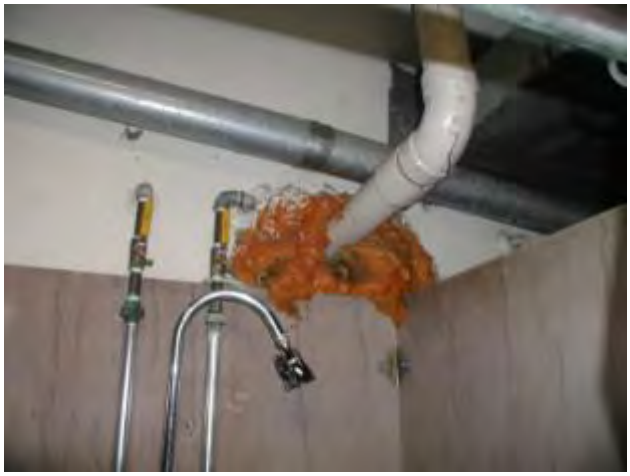
New conditions noted during 2011 site visit:

- improperly sealed piping; and
- cracked and peeling paint on walls.

Peeling paint: The team observed flaking and peeling paint on the ceiling of the stairwell.

Pipe insulation concerns: Additionally, the team observed excess insulation around the piping leading into the men's bathroom. FEMS employees stated that this condition has existed for a year.

Damaged ceiling



Damage to pipes and walls

Damaged ceiling

Recommendations:

(1) That the Chief of FEMS direct an assessment of the status of the damage on the ceilings at Engine 16, and ensure repairs are made to the wall as necessary.

(2) That the Chief of FEMS ensure that the piping at Engine 16 is properly sealed.

Engine 17
Address: **1227 Monroe Street, N.E.**
Washington, D.C. 20017
Number of assigned FTEs: 41
Year constructed: 1902 (Renovated in 2007)

Source: OIG (2007)

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- improperly functioning HVAC system;
- interior flooding due to clogged external drains; and
- elements of the emergency alert system did not operate properly (see Appendix 10).

During the 2011 re-inspection, employees stated that there has never been an adequate cooling system. The team did not observe any of the deficiencies identified in 2007.

New conditions noted during 2011 site visit:

- water damaged ceilings;
- no functional, hard-wired telephone;
- missing fire extinguishers;
- insufficient parking for assigned members;
- exhaust hood on kitchen stove inoperative; and
- rodents (see Appendix 9).

Ceiling tiles: The team observed water damage to the ceiling tiles in the work areas of Engine 17.

Water damaged ceiling

Recommendation:

That the Chief of FEMS ensure that the water damaged ceiling at Engine 17 and the source of the leak are repaired.

Engine 18
Address: **414 8th Street, S.E.**
Washington, D.C. 20003
Number of assigned FTEs: 65
Year constructed: 1965

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 18 (April 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- unabated asbestos hazards;[32]
- damage to interior walls and ceilings; and
- damage to exterior wall.

During the 2011 re-inspection of Engine 18, the team observed cracks to the interior and exterior walls, which employees speculated were a result of the 2011 earthquake. The team did not observe the deficiencies identified in 2007.

New conditions noted during 2011 site visit:

- malfunctioning boiler (see Appendix 1);
- missing fire extinguishers;
- exhaust system in apparatus bay not working (see Appendix 3);
- visual dispatching board malfunctioning (see Appendix 10); and
- no facsimile or photocopier.

Recommendation:

That the Chief of FEMS ensure that the cracked walls at Engine 18 are repaired.

[32] In December 2011, a DGS official stated that contractors had been selected to complete asbestos abatement in Engine 18 and DGS expected work to commence in December 2011.

Engine 19
Address: **2813 Pennsylvania Avenue, S.E.**
Washington, D.C. 20020
Number of assigned FTEs: 44
Year constructed: 1911

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 19 (May 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

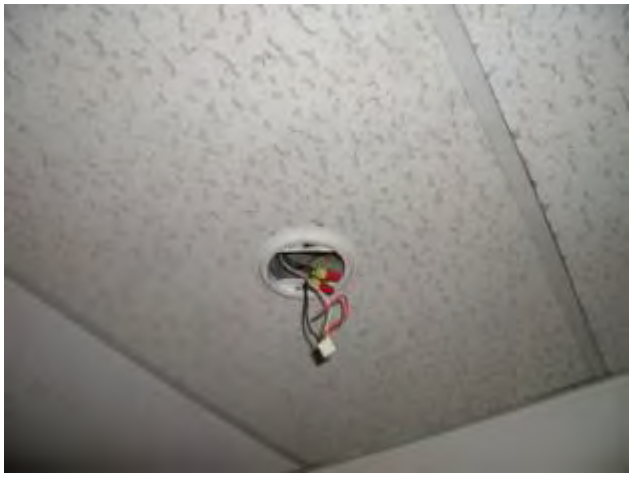
- improperly functioning HVAC system;
- water damaged ceiling tiles;
- inoperative showers;
- elements of the emergency alert system did not operate properly (see Appendix 10);
- broken windows; and
- extensive bird droppings in the building's hose tower.

The team observed four broken windows on the exterior of Engine 19. In several places, water damage was evident on the ceilings, with tiles partially missing and stains present. Employees reported that the visual dispatching board has worked intermittently for the past year. The team did not observe the other deficiencies noted in 2007.

New conditions noted during 2011 site visit:

- inoperative smoke detectors in living quarters (see Appendix 2);
- missing fire extinguishers;
- stall door missing in men's bathroom;
- no facsimile or photocopier;
- missing clothes dryer;
- exhaust hood on kitchen stove inoperative;
- cracks in exterior wall; and
- cracks in interior wall.

Cracks in walls: The team observed several large cracks in the exterior wall of the hose tower as well as the day room wall.



Missing smoke detector

Water damaged ceiling

Recommendations:

(1) That the Chief of FEMS ensure that the broken windows at Engine 19 are repaired or replaced.

(2) That the Chief of FEMS ensure that the cracks in the walls at Engine 19 are repaired.

(3) That the Chief of FEMS ensure that the water-damaged ceiling and the source of the leak are repaired.

Engine 20
Address: **4300 Wisconsin Avenue, N.W.**
Washington, D.C. 20016
Number of assigned FTEs: 76
Year constructed: 1912 (Renovated in 2006)

Source: OIG

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- poorly fitting doors;
- elements of the emergency alert system did not operate properly (see Appendix 10);
- improperly installed gates to exterior trash enclosure;
- improperly functioning HVAC system; and
- slide pole was out of service.

During the 2011 re-inspection, employees reported that the visual dispatching board has worked intermittently for the past 3 months. The team did not observe any of the deficiencies identified in 2007.

New conditions noted during 2011 site visit:

- rear apparatus door not working;
- missing fire extinguishers;
- no clothes washer or dryer; and
- rodents (see Appendix 9).

Recommendation:

That the Chief of FEMS ensure that the rear apparatus door is repaired at Engine 20.

Engine 21
Address: **1763 Lanier Place, N.W.**
Washington, D.C. 20009
Number of assigned FTEs: 36
Year constructed: 1908

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 21 (July 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- water-damaged ceilings;
- exterior structural damage;
- improperly functioning HVAC system;
- elements of emergency alert system did not operate properly; and
- rodents.

During the 2011 re-inspection, the team observed water-damaged ceilings. The team did not observe the other deficiencies identified in 2007.

New conditions noted during 2011 site visit:

- left apparatus bay door does not close properly;
- missing fire extinguishers; and
- roof leaks (see Appendix 7).

Water damaged ceiling

Trash can used to collect water

Recommendation:

That the Chief of FEMS ensure that the left apparatus door is repaired at Engine 21.

Engine 22
Address: **5760 Georgia Avenue, N.W.**
Washington, D.C. 20011
Number of assigned FTEs: 64
Year constructed: 1897[33]

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 22 (Feb. 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- damage to interior walls and ceilings;
- improperly functioning HVAC system;
- broken window;
- water leak in boiler room;
- unsecured fence;
- damaged apparatus floor; and
- rodents (see Appendix 9).

During the 2011 re-inspection, the team observed damage to interior walls in the living area of Engine 22. In regard to the HVAC system, employees stated that there has been no heat in the men's bathroom for over 1 year. Employees expressed concerns with (and the team observed evidence of) a rodent problem at Engine 22. The team did not observe the other deficiencies identified in 2007.

New conditions noted during 2011 site visit:

- exterior basement door does not lock (see Appendix 8);
- insufficient beds for assigned FEMS personnel (see Appendix 8);
- visual dispatching board malfunctioning (see Appendix 10);
- missing fire extinguishers; and
- no clothes washer or dryer.

[33] FEMS is planning to relocate Engine 22.

Damaged interior wall

Recommendations:

(1) That the Chief of FEMS ensure that all living and working areas of Engine 22 have functional heating and air conditioning.

(2) That the Chief of FEMS ensure that all damaged walls, floors, and ceilings are repaired.

Engine 23
Address: **2119 G Street, N.W.**
Washington, D.C. 20037
Number of assigned FTEs: 28
Year constructed: 1910
(Tentative date of renovation: January 1, 2013)

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 23 (May 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- damage to interior walls;
- improperly heating system; and
- tendency for basement to flood.

During the 2011 re-inspection, the team did not observe any of the deficiencies identified in 2007.

New conditions noted during 2011 site visit:

- missing fire extinguishers;
- malfunctioning visual dispatching board (see Appendix 10); and
- no clothes washer or dryer.

Engine 24
Address: **5101 Georgia Avenue, N.W.**
Washington, D.C. 20011
Number of assigned FTEs: 70
Year constructed: 1995

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 24 (July 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- damage to interior and exterior bunkroom walls;
- improperly functioning HVAC system;
- elements of emergency alert system do not operate properly; and
- rodents.

The team did not observe the deficiencies identified in 2007.

New conditions noted during 2011 site visit:

- damaged downspout**.**

Damaged downspout: The team observed that a portion of the downspout was severed from the roof of Engine 24. Members reported this condition occurred during a windstorm in 2011.

Recommendation:

That the Chief of FEMS ensure that the downspout at Engine 24 is repaired.

Engine 25
Address: **3203 Martin Luther King Jr. Avenue, S.E.**
Washington, D.C. 20032
Number of assigned FTEs: 32
Year constructed: 1903 (Renovated in 2007)

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 25 (March 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

Engine 25 was under renovation in 2007 and was not inspected.

New conditions noted during 2011 site visit:

- missing fire extinguishers.

Engine 26
Address: **1340 Rhode Island Avenue, N.E.**
Washington, D.C. 20018
Number of assigned FTEs: 64
Year constructed: 1937

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 26 (Feb. 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- unabated asbestos hazards;
- broken ground-floor windows;
- damage to walls and ceilings; and
- mosquitoes.

During the 2011 re-inspection, the team observed water-damaged ceilings and walls. The team observed three broken windows that were covered with cardboard on the exterior of Engine 26. Employees stated that the windows had been broken for over a year. The other discrepancies listed in 2007 were not observed.

New conditions noted during 2011 site visit:

- roof leaks;
- rodents (see Appendix 9);
- cracked and damaged parking lot;
- inadequate number of beds for assigned staff;
- inoperative smoke detectors in living quarters and working areas (see Appendix 2);
- no facsimile or photocopier;
- missing fire extinguishers; and
- visual dispatching board not functioning properly (see Appendix 10).

Roof leaks: An employee stated that the roof constantly leaks.

Parking lot: The team observed numerous cracks and potholes in the parking lot of Engine 26. Employees stated that the parking lot concerns have persisted for 1 year.

Broken window repaired with cardboard

Water damaged ceiling

Recommendations:

(1) That the Chief of FEMS ensure that all windows at Engine 26 are repaired.

(2) That the Chief of FEMS ensure that all water damaged walls, floors, and ceilings, and the sources of leaks are repaired.

(3) That the Chief of FEMS ensure that the parking lot of Engine 26 is repaired.

Engine 27
Address: **4201 Minnesota Avenue, N.E.**
Washington, D.C. 20019
Number of assigned FTEs: 44
Year constructed: 1908
(Tentative date of renovation: October 22, 2013)

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 27 (May 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- damaged ceiling tiles.

During the 2011 re-inspection of Engine 27, the team observed damaged ceiling tiles.

New conditions noted during 2011 site visit:

- broken windows;
- missing fire extinguishers;
- damaged toilet on ground level;
- no clothes washer or dryer;
- drainage system in apparatus bay clogs (Appendix 4);
- malfunctioning visual dispatching board (see Appendix 10);
- inoperative heating system in apparatus bay (see Appendix 4);
- irregular air conditioning system;
- no facsimile or photocopier;
- rodents (see Appendix 9);
- chipped and peeling paint; and
- cracks beneath windows in building exterior.

Broken windows and chipped paint: The team observed three broken windows, and chipped and peeling paint on walls. FEMS employees stated that the windows have been broken for at least 8 months.

Damaged toilet: Employees stated that the toilet on the ground level of Engine 27 has been inoperative for 6 years.

Water damage on ceiling

Peeling and chipped paint on walls

Recommendations:

(1) That the Chief of FEMS ensure that all windows at Engine 27 are repaired.

(2) That the Chief of FEMS ensure that water-damaged walls, floors and ceilings, and the sources of the leaks are repaired.

(3) That the Chief of FEMS ensure that cracks in the building exterior are repaired.

(4) That the Chief of FEMS ensure that all toilets in Engine 27 are functional.

Engine 28
Address: **3522 Connecticut Avenue, N.W.**
Washington, D.C. 20008
Number of assigned FTEs: 60[34]
Year constructed: 1916

Source: OIG

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- water damage in ceiling and walls in bunkroom; and
- improperly working HVAC system.

New conditions noted during 2011 site visit:

On the day that the team went to observe Engine 28, it was closed for renovation, and re-inspection fieldwork did not occur at this location.

Posted sign at Engine 28 on date of observation

[34] According to an FEMS official, while Engine 28 is under renovation, its assigned FTEs have been reassigned to various other engine companies.

Engine 29
Address: **4811 MacArthur Boulevard, N.W.**
Washington, D.C. 20007
Number of assigned FTEs: 60
Year constructed: 1925

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 29 (April 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- water damage in bunkroom, bathroom, and locker room ceilings and walls;
- improperly functioning HVAC system;
- elements of emergency alert system did not operate properly (see Appendix 10); and
- rodents (see Appendix 9) and mosquitoes.

During the 2011 re-inspection of Engine 29, the team observed the visual dispatching board was not displaying information properly and there continued to be a problem with rodents. The team did not observe the other deficiencies identified in 2007.

New conditions noted during 2011 site visit:

- broken windows improperly repaired;
- missing tiles on roof;
- missing fire extinguishers;
- insufficient heat due to a broken furnace;
- no clothes washer or dryer;
- no facsimile or photocopier;
- mold and water damage in basement;
- stagnant, standing water in hose room; and
- raccoons in basement.

Stagnant water: The team observed stagnant, standing water located under the hose room of Engine 29. Employees stated that the water had seeped through the foundation. The water had a thick film covering it and had a noxious odor emanating from it.

Broken windows: The team also observed broken windows.

Broken furnace: An employee stated that Engine 29 has insufficient heat. Although FEMS attempted to repair its furnace, it still was not working.

Basement concerns: The team observed water damage in the basement, significant trash piled up, soaked and stagnant insulation, and mold on the walls. Employees stated that they have seen raccoons in the basement, and consequently employees refuse to enter the basement.

Water damage and mold in basement

Water damage and mold

Trash in basement

Note: The draft report of re-inspection sent to FEMS for comment in August 2012 contained four recommendations specific to conditions that were observed in this station during OIG fieldwork. In October 2012, contractors began work on a $4.8 million renovation of the station.[35] The OIG, therefore, removed the station-specific recommendations from the report.

[35] *See* http://mayor.dc.gov/release/mayor-vincent-c-gray-breaks-ground-project-renovate-engine-company-29-fire-station (last visited Oct. 31, 2012).

Engine 30
Address: **50 49th Street, N.E.**
Washington, D.C. 20019
Number of assigned FTEs: 77
Year constructed: 1953

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 30 (Feb. 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- damaged ceiling in the bathroom of the men's locker room that leaks during rain storms;
- inoperative locks on ground floor windows;
- elements of emergency alert system did not operate properly (see Appendix 10);
- damage to apparatus floor; and
- rodents.

During the 2011 re-inspection, the team did not observe any of the deficiencies identified in 2007.

New conditions noted during 2011 site visit:

- missing fire extinguishers;
- no facsimile; and
- no clothes washer or dryer.

Engine 31
Address: **4930 Connecticut Avenue, N.W.**
Washington, D.C. 20008
Number of assigned FTEs: 34
Year constructed: 1930

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 31 (Feb. 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- improperly functioning HVAC system;
- elements of emergency alert system did not operate properly (see Appendix 10); and
- damage to apparatus floor.

During the 2011 re-inspection of Engine 31, the team observed that the visual dispatching board inaccurately displayed information and the loudspeakers in the officers' quarters were malfunctioning. In addition, employees stated that HVAC system had been insufficient for over a year and FEMS members are forced to use portable units to heat and cool the fire house during periods of extreme heat and cold weather. The team did not observe the other deficiency identified in 2007.

New conditions noted during 2011 site visit:

- bedbugs reported in the bunkrooms;
- rodents (see Appendix 9);
- roaches;
- missing fire extinguishers;
- no facsimile or photocopier;
- exhaust hood on kitchen stove inoperative; and
- mold evident in living and working areas.

Bedbugs: Employees reported that there had been a bedbug infestation at Engine 31 for 6 months. Employees reported the issue repeatedly to FMO, but the condition had not been mitigated. There are five – six employees who have experienced bedbug bites at Engine 31. Employees stated that they choose to sleep in personal cars or in the apparatus bay because bedbugs are reportedly living in the wooden floors of the bunkrooms.

Mold: The team observed mold in the living and working areas of Engine 31. Employees were unsure as to the cause of the mold.

Mold on walls

Recommendations:

(1) That the Chief of FEMS ensure that the HVAC systems in the living and working areas of Engine 31are functioning properly.

(2) That the Chief of FEMS direct an assessment of the mold in the living and working areas at Engine 31, and ensure remediation is provided as necessary.

(3) That the Chief of FEMS ensure the bedbug concerns at Engine 31 are remediated.

Engine 32
Address: **2425 Irving Street, S.E.**
Washington, D.C. 20020
Number of assigned FTEs: 64
Year constructed: 1957 (Renovated in 2006)

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE ENGINE COMPANY 32 (2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- water-damaged ceiling tiles;
- elements of emergency alert system did not operate properly (see Appendix 10); and
- rodents (see Appendix 9) and ants.

During the 2011 re-inspection, employees expressed continued concerns with rodents. The team did not observe the other deficiencies identified in 2007.

New conditions noted during 2011 site visit:

- no photocopier; and
- missing fire extinguishers.

Engine 33
Address: **101 Atlantic Street, S.E.**
Washington, D.C. 20032
Number of assigned FTEs: 76
Year constructed: 1987

Source: OPM, D.C. FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT, FIRE COMPANY 33 (July 2000).

Conditions noted during 2007 Special Evaluation and their status during 2011 site visit:

- evidence of leak inside kitchen ceiling;
- water damage and peeling paint on locker room ceiling;
- elements of emergency alert system did not operate properly (see Appendix 10); and
- improperly functioning HVAC system.

During the 2011 re-inspection, members reported that the visual dispatching board of the alert system worked intermittently and displayed inaccurate information. Employees reported that the heat in the upstairs day room of Engine 33 had not worked for over 3 months. The team did not observe the other deficiencies identified in 2007.

New conditions noted during 2011 site visit:

- cracks in interior walls;
- rodents (see Appendix 9);
- no facsimile;
- inoperative exhaust system in apparatus bay (see Appendix 5); and
- damaged pipe in boiler room (see Appendix 5).

Interior cracks: The team observed a crack on the day room wall, which employees stated had been present for over 3 months.

Inoperative exhaust system: In January 2012, FEMS responded to the OIG's Compliance Form for Priority Matter for Station 33. FEMS indicated that the damaged pipe in the boiler room had been corrected. They had obtained a cost estimate to replace the exhaust system and submitted a proposal to DGS for this repair. The team did not receive an update from FEMS that this repair has been made.

Damaged ceiling

Recommendations:

(1) That the Chief of FEMS ensure that the HVAC systems in the living and working areas of Engine 33 are repaired.

(2) That the Chief of FEMS ensure repairs of the cracked and damaged wall in the living and working areas at Engine 33.

(3) That the Chief of FEMS provide the Inspector General with a status update on the repair to the exhaust system at Engine 33.

Fire Boat Facility
Address: **550 Water Street S.W.**
Washington, D.C. 20024
Number of assigned FTEs: 28
Year constructed: 1989

Note: The Fire Boat is co-located with the Metropolitan Police Department's Harbor Patrol Unit.

Source: OIG (2007)

Conditions noted during 2007 Special Evaluation:

- elements of emergency alert system did not operate properly (see Appendix 10); and
- improperly functioning HVAC system.

During the 2011 re-inspection, an employee stated that the HVAC system leaks. The team did not observe any of the concerns identified in 2007.

New conditions noted during 2011 site visit:

- cracked sealant in exterior wall of facility; and
- water damage to ceilings.

Exterior wall damage: The team observed cracks in the sealant of the facility's exterior wall. Employees stated that this condition has been reported to the FMO, and has existed for over 1 year.

Water damaged ceilings: The team observed water damage on the ceilings and floors of the facility in the living and working areas.

Recommendations:

(1) That the Chief of FEMS collaborate with the Chief of MPD to ensure that repairs are made to the wall on the exterior of the Fire Boat facility.

(2) That the Chief of FEMS collaborate with the Chief of MPD to ensure that the water-damaged walls and floors at the Fire Boat Facility are repaired, and that the origin of the leaking water is found and repaired.

(3) That the Chief of FEMS ensure that repairs are made to the HVAC system to prevent leaks.

APPENDICES

APPENDICES

Appendix 1: Compliance Form for Priority Matter – Engine 18 - Boiler Concerns

Appendix 2: Compliance Form for Priority Matter – Missing/Inoperative Smoke Detectors in FEMS Engine Companies

Appendix 3: Compliance Form for Priority Matter – Engine 18 Exhaust System Concerns

Appendix 4: Compliance Form for Priority Matter – Engine 27 Problems in Apparatus Bay

Appendix 5: Compliance Form for Priority Matter – Engine 33 Exhaust System Concerns and Concerns With Damaged Pipe in Boiler Room

Appendix 6: Compliance Form for Priority Matter – Engine 15 Rear Retaining Wall Concerns

Appendix 7: Compliance Form for Priority Matter – Engine 21 Damaged and Leaking Roof

Appendix 8: Compliance Form for Priority Matter – Engine 22 Insufficiency of Beds and Basement Door Concerns

Appendix 9: Compliance Form for Priority Matter – Widespread Rodent Concerns at Multiple FEMS Stations

Appendix 10: Compliance Form for Priority Matter – Widespread Concerns with Emergency Visual Dispatch Boards

Appendix 11: Excerpt from October 2012 FEMS Update on MAR 12-I-001

APPENDIX 1

COMPLIANCE FORM FOR PRIORITY MATTER

ENGINE 18

BOILER CONCERNS

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Use this form to report actions on recommendations made by the Office of the Inspector General (OIG) during or following an inspection of your agency, program, or other matter. Include on this form all information necessary to show compliance with the recommendation(s). *Fax and then mail* the completed form and any attachments to Office of the Inspector General, Attention: Inspections and Evaluations Division. The OIG fax number is 202-727-6992. The address is 717 14th Street, N.W., Washington, D.C. 20005.

RE-INSPECTION OF: D.C. Fire and Emergency Medical Services Department (FEMS)

PERIOD OF RE-INSPECTION: Ongoing

Dear Chief Ellerbe:

On September 29, 2011, the Office of the Inspector General's (OIG) Inspections and Evaluations Division (I&E) announced a re-inspection of the physical conditions and work environment at each FEMS fire station and the fire boat facility.

During the OIG's re-inspection of Engine 18, located at 414 8th Street, S.E., a potentially serious concern was raised to the OIG team regarding the condition of its boiler. An FEMS member stated that the boiler was not working properly and was tripping the electrical breaker. This member added that this concern regarding the boiler had been reported to [redacted] of FEMS' Property Management Office over one month ago, and the issue has not been resolved.

On November 16, 2011, during its on-site observations, the team observed that the boiler was malfunctioning. The unit made a loud popping noise and expelled sparks from the exposed bottom portion of the boiler (see attached photos) several feet across the floor. The team observed that the boiler had last been inspected in September 2011.

Based on the possible safety implications with this matter, we are bringing it to your attention now so that you can take the corrective action(s) required.

1

[redacted]

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Photo 1. Malfunctioning boiler – Engine 18

Photo 2. Malfunctioning boiler – Engine 18

RECOMMENDATIONS

The OIG recommends that the Chief of FEMS:

Update the Inspector General regarding actions taken to address the malfunctioning boiler in Engine 18.

RESPONSE DUE TO THE OIG: November 25, 2011

AGENCY ACTION TAKEN (attach additional information as necessary):

2

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

RESPONSIBLE OFFICIAL:

Name: [redacted] **Title:** Battalion Fire Chief
Phone: 202- [redacted] **Fax:** [redacted]
Signature: [redacted] **Date:** 11/18/2011

HVAC technician reported these events:

The boiler was malfunctioning due to a water temperature dial being set to a temperature higher than the high limit safety stat. The readjustment was made by someone other than a trained boiler technician. This unauthorized adjustment caused the high limit safety stat or operate and shut down the boiler. As the temperature dropped in the boiler and the unit was called to reignite for heat, the automatic igniter created sparks to ignite the gas. As this action was repeated several times daily due to the incorrect temperature adjustment, the unit expelled a higher than normal carbon flame onto the heat exchanger. This created the blowback and sparking observed as the unit was attempting to reignite the gas to provide heat.

Corrective Action Taken:

The operation thermostat was reset to the normal operating temperature. The (breaker) high limit safety stat was found to be working properly. The reigniting (sparks) were witnessed when the unit reignited. Now that the temperatures are set correctly, the unit will resume to a pilot lit condition when the boiler is not being called to produce heat. Thus the automatic igniter (sparks) will not be requested for operation. We will run the unit to allow the carbon build up on the heat exchanger to burn clean and schedule the technician to return and inspect the heat exchanger and complete any necessary cleaning if required.

History of Event:

This repair request was reported to me at 0603 hours on November 17, 2011 via email from the Company Commander of Engine 18. This request was forwarded to DGS by me via email at 0731 hours the same day, November 17th, 2011. The HVAC technician was dispatched by DGS and repairs completed by 2000 hours on November 17th, 2011.

3

[redacted]

APPENDIX 2

COMPLIANCE FORM FOR PRIORITY MATTER

MISSING/INOPERATIVE SMOKE DETECTORS IN FEMS ENGINE COMPANIES

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Use this form to report actions on recommendations made by the Office of the Inspector General (OIG) during or following an inspection of your agency, program, or other matter. Include on this form all information necessary to show compliance with the recommendation(s). *Fax and then mail* the completed form and any attachments to Office of the Inspector General, Attention: Inspections and Evaluations Division. The OIG fax number is 202-727-6992. The address is 717 14th Street, N.W., Washington, D.C. 20005.

RE-INSPECTION OF: D.C. Fire and Emergency Medical Services Department (FEMS)

PERIOD OF RE-INSPECTION: Ongoing

Dear Chief Ellerbe:

On June 15, 2007, the Office of the Inspector General's (OIG) Inspections and Evaluations Division (I&E) issued a Management Alert Report (MAR 07-I-007) to FEMS officials stating that the OIG found non-working smoke detectors in living quarters and work areas of FEMS engine company buildings. The OIG recommended that FEMS take immediate action to determine the exact number of inoperative or missing smoke detectors in all engine company facilities; assign high priority to their repair or replacement; and install additional detectors if deemed necessary in order to ensure adequate coverage of engine company personnel and buildings.

On July 9, 2007, FEMS Chief Dennis Rubin responded that FEMS had taken several steps to address the non-working smoke detectors. He said that a survey was conducted at each facility to test the smoke detectors, and any smoke detectors with problems were supplemented with battery powered detectors. He added that FEMS tasked an electrical contractor to determine the condition of the integrated hard-wired systems in all facilities to formulate a plan and cost estimates for permanent repairs.

In September 2009, the OIG issued a Report of Re-inspection of FEMS (#09-I-0028FB) that included a summary of the above MAR. In this report, the Inspector General recommended that FEMS update the OIG on conditions the electrical contractor found and whether permanent repairs on defective smoke detector equipment in the firehouses had been made, as well as update the OIG on the number of fully operative and inoperative smoke detectors in all firehouses. In response to these recommendations, Chief Rubin stated that,

> The permanent smoke detectors in all Fire & EMS firehouses were made operational in December of 2008. The smoke detection heads were replaced in 28 of the facilities and 5 systems were fixed by replacing other components.

* * *

1

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

All smoke detection systems all [sic] currently operational in all Fire & EMS stations at this time.

On September 29, 2011, the OIG's I&E announced a re-inspection of the physical conditions and work environment at each FEMS fire station and the fire boat facility. As of November 17, 2011, the OIG team has visited 16 FEMS fire houses and found that smoke detectors were inoperative or missing in the following stations:

- Engine 7: inoperative smoke detectors in living and working quarters.
- Engine 13: inoperative smoke detectors in living and working quarters. (See attached photo)
- Engine 14: No smoke detectors present. An FEMS member stated that there have been no smoke detectors in this fire station since 2003.

Although our re-inspection activities are ongoing, we are bringing these safety issues to your attention now so that any necessary corrective actions required will not be delayed.

Photo: Inoperative smoke detector – Engine 13

2

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

RECOMMENDATIONS

The OIG recommends that the Chief of FEMS:

1. Update the Inspector General regarding FEMS actions taken to address missing or inoperative smoke detectors in FEMS facilities and provide details regarding any next steps.

2. Determine the exact number of fully operative as well as missing or inoperative smoke detectors in all engine company facilities and provide a status update to the Inspector General.

3. For missing smoke detectors and those found to be inoperative, assign high priority to their repair or replacement; install additional detectors if deemed necessary in order to ensure adequate coverage of engine company personnel and buildings.

RESPONSE DUE TO THE OIG: December 12, 2011

AGENCY ACTION TAKEN (attach additional information as necessary):

_____

_____

_____

_____

_____

RESPONSIBLE OFFICIAL:

Name: _____ **Title:** _____
Phone: _____ **Fax:** _____

Signature: _____ **Date:** _____

3

[redacted] (OIG)

From: [redacted] (FEMS)
Sent: Tuesday, December 13, 2011 2:17 PM
To: [redacted] (OIG); [redacted] (FEMS)
Cc: [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG)
Subject: RE: OIG Compliance Form on Smoke Detectors in FEMS Fire Stations
Attachments: OIG reply to Smoke Alarm Compliance Form.pdf

Ms. [redacted],

Thank you for bringing to our attention this life safety operational issue. I have enclosed a spreadsheet to document our answers to your questions pertaining to smoke alarms within our FEMS Facilities. After inspecting all or our FEMS Facilities, smoke alarms have been installed to fulfill code requirements within our facilities.

If there are any further questions, feel free to contact me.

Thank you

[redacted]
Battalion Fire Chief
Facilities Management Office
DC Fire & EMS Department
3180 V. St. N.E.
Washington DC 20018
[redacted]
202-673-2277 (office)
[redacted]

From: [redacted] (OIG)
Sent: Monday, November 28, 2011 4:33 PM
To: [redacted] (FEMS)
Cc: [redacted] (FEMS); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG)
Subject: OIG Compliance Form on Smoke Detectors in FEMS Fire Stations

Dear [redacted],

Please see the attached Compliance Form for Priority Matter on inoperative/missing smoke detectors at several FEMS fire stations. If you have any questions about this matter, please contact me at 202 [redacted].

Thank you - [redacted]

[redacted]
Director of Planning and Inspections
Inspection and Evaluations Division
Office of Inspector General
717 14th Street, N.W.
Washington, D.C. 20005
[redacted]

1

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

RECOMMENDATIONS

The OIG recommends that the Chief of FEMS:

1. Update the Inspector General regarding FEMS actions taken to address missing or inoperative smoke detectors in FEMS facilities and provide details regarding any next steps.
2. Determine the exact number of fully operative as well as missing or inoperative smoke detectors in all engine company facilities and provide a status update to the Inspector General.
3. For missing smoke detectors and those found to be inoperative, assign high priority to their repair or replacement; install additional detectors if deemed necessary in order to ensure adequate coverage of engine company personnel and buildings.

RESPONSE DUE TO THE OIG: December 12, 2011

AGENCY ACTION TAKEN (attach additional information as necessary):

See Attached Documentation

RESPONSIBLE OFFICIAL:

Name: [redacted] **Title:** BFC Capital Projects
Phone: 202-[redacted] **Fax:** 202-[redacted]
Signature: BFC [redacted] **Date:** 12/13/2011

3

Engine Company	Missing detectors	Inoperative Detectors	Repaired/Replaced Date	Additional	Total Operational
E-1	2 First Floor	None	12/7/2011	0	8
E-2	3 Second Floor	None	12/7/2011	0	8
E-3	1 First floor	None	12/7/2011	0	7
E-4	2 First Floor	2	12/7/2011	0	9
E-5	2 Various Floors	None	12/7/2011	0	6
E-6	None	None	12/7/2011	0	15
E-7	1 1st Floor	None	12/7/2011	0	5
E-8	1 EMS Bunkroom	None	12/7/2011	0	7
E-9	None	None	12/7/2011	0	5
E-10	None	None	12/7/2011	0	22
E-11	1 EMS Bunkroom	None	12/7/2011	0	7
E-12	4 Various Floors	None	12/7/2011	0	7
E-13	None	1 first Floor	12/7/2011	0	5
E-14	4 Various Floors	None	12/7/2011	0	4
E-15	None	1	12/7/2011	0	5
E-16	3 various Floors	None	12/7/2011	0	8
E-17	None	None	12/7/2011	0	18
E-18	2 Various	2 Bunkroom	12/7/2011	0	7
E-19	None	None	12/7/2011	0	9
E-20	1 First Floor	None	12/7/2011	0	11
E-21	1 Basement	None	12/7/2011	1	6
E-22	2 Various Floors	None	12/7/2011	0	8
E-23	2 Various Floors	None	12/7/2011	0	8
E-24	1 first floor	None	12/7/2011	0	8
E-25	None	None	12/7/2011	0	10
E-26	2 Various Floors	None	12/7/2011	0	9
E-27	2 Various Floors	None	12/7/2011	0	5
E-28	Station Closed for renovation		NA	NA	NA
E-29	6 various Floors	None	12/7/2011	0	6
E-30	1 Basement	None	12/7/2011	1	6
E-31	1 Basement	1 Second Floor	12/7/2011	0	6
E-32	None	None	12/7/2011	0	20
E-33	2 Various Floors	None	12/7/2011	0	9
FB	3 various Floors	1	12/7/2011	0	4
Fleet	5 various floors	None	12/11/2011	0	5
TA Old	4 various locations	None	12/9/2011	1	4
Total Installed	59 smoke alarms			Total Operational	287

APPENDIX 3

COMPLIANCE FORM FOR PRIORITY MATTER

ENGINE 18

EXHAUST SYSTEM CONCERNS

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Use this form to report actions on recommendations made by the Office of the Inspector General (OIG) during or following an inspection of your agency, program, or other matter. Include on this form all information necessary to show compliance with the recommendation(s). *Fax and then mail* the completed form and any attachments to Office of the Inspector General, Attention: Inspections and Evaluations Division. The OIG fax number is 202-727-6992. The address is 717 14th Street, N.W., Washington, D.C. 20005.

RE-INSPECTION OF: D.C. Fire and Emergency Medical Services Department (FEMS)

PERIOD OF RE-INSPECTION: Ongoing

Dear [redacted]

On September 29, 2011, the Office of the Inspector General's (OIG) Inspections and Evaluations Division (I&E) announced a re-inspection of the physical conditions and work environment at each FEMS fire station and the fire boat facility.

During our re-inspection of Engine 18, located at 414 8th Street, S.E., a potentially serious concern was raised to the OIG team regarding the condition of the exhaust system located in the apparatus bay. An FEMS member stated that part of the exhaust system was not working properly. While there are two separate exhaust systems, one is not working properly. This does not allow for multiple FEMS vehicles to be attached to it when parked in the apparatus bay. He/she added that because one unit was damaged, when other FEMS vehicles are running in the apparatus bay, diesel and other fumes are released into the apparatus bay rather than being diffused through the exhaust system. This member added that this concern regarding the exhaust system had been directed to FEMS' Property Management Office on October 31, 2011, and that the issue has not been resolved yet.

On November 16, 2011, the team observed the exhaust system. The hose connecting the system to the vehicle had tears, and damage was evident. (See attached photos).

Based on the possible safety implications with this matter, we are bringing it to your attention now so that you can take the corrective action(s) required.

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Photo 1. Damaged exhaust system – Engine 18

Photo 2. Damaged exhaust system - Engine 18

RECOMMENDATIONS

The OIG recommends that the Chief of FEMS:

Update the Inspector General regarding actions planned and taken to repair the damaged exhaust system in Engine 18 and provide details to OIG regarding the results.

RESPONSE DUE TO THE OIG: December 8, 2011

AGENCY ACTION TAKEN (attach additional information as necessary):

2

Attachment Reply to the OIG pertaining to Compliance Form addressing the Vehicle Exhaust system located at Engine 18:

This repair request was reported to me and procurement difficulties created by the transition of FEMS repair responsibilities to the new DGS Agency formed to facilitate repairs actually created a time lapse for establishing a BPA with the vendor responsible for procurement for these repairs. This actual repair was concluded on November 23, 2011. I did follow up with the Company Commander assigned to that station to ensure this repair was successfully completed and a journal entry made in the Company journal to reflect this completed repair. All findings show this repair to be satisfactory and complete.

If you find any further questions pertaining to this repair, please feel free to contact me.

[redacted]

Battalion Fire Chief

Facilities Management Office

3180 V. Street N.E.

Washington DC 20018

[redacted]

APPENDIX 4

COMPLIANCE FORM FOR PRIORITY MATTER

ENGINE 27

PROBLEMS IN APPARATUS BAY

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Use this form to report actions on recommendations made by the Office of the Inspector General (OIG) during or following an inspection of your agency, program, or other matter. Include on this form all information necessary to show compliance with the recommendation(s). *Fax and then mail* the completed form and any attachments to Office of the Inspector General, Attention: Inspections and Evaluations Division. The OIG fax number is 202-727-6992. The address is 717 14th Street, N.W., Washington, D.C. 20005.

RE-INSPECTION OF: D.C. Fire and Emergency Medical Services Department (FEMS)

PERIOD OF RE-INSPECTION: Ongoing

Dear Chief Ellerbe:

On September 29, 2011, the Office of the Inspector General's (OIG) Inspections and Evaluations Division (I&E) announced a re-inspection of the physical conditions and work environment at each FEMS fire station and the fire boat facility.

On November 29, 2011, the team observed Engine 27, located at 4201 Minnesota Avenue, N.E. During our re-inspection, several potentially serious concerns were raised to the OIG team regarding the heating and drainage systems of the apparatus bay. An FEMS member stated that the apparatus bay has not had a working heating unit for 6 years. Cold temperatures negatively affect not only FEMS members who work at this station, but also the medications stored in FEMS trucks and ambulances. It is our understanding that certain medications must be stored at room temperature or must be discarded. Such items include Dextrose solution, saline used in intravenous drips (IV), and glucometers.[1] According to another FEMS member, when these medical items are not maintained at room temperature, they cannot be used appropriately during emergency medical situations. During periods of pronounced cold weather, he/she stated that he/she will place these medications on the dashboard or engine block of the ambulance at Engine 27 to warm them for use on a medical scene. He/she offered the example that when IV solutions are too cold they cannot be used on a gunshot victim due to the possibility of lowering the victim's core body temperature.

One of the members stated that the concern regarding the lack of heat was directed to FEMS' Property Management Office (PMO) over a year ago, and that the issue has not been resolved. The team observed FEMS's "Supervisor's Quarterly Safety Inspection Report" for Engine 27 conducted in January 2010, 2009, and 2008 and found that the heating and cooling were rated as not adequate. Two of these reports were signed by an FEMS Battalion Chief.

[1] A glucometer or glucose meter is a medical device to determine an approximate concentration of glucose in the blood.

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Additionally, FEMS members stated that there is a concern with the drainage system in the apparatus bay floor of Engine 27. During periods of heavy rain, the drain will overflow, causing water to spill onto the floor of the bay. When it overflows, FEMS members moving around the apparatus bay risk injury from slipping or falling. One of these members stated that he/she frequently pushes excess water out of the apparatus bay using a broom or squeegee due to safety concerns for other FEMS members.

RECOMMENDATIONS

The OIG recommends that the Chief of FEMS:

1. Update the Inspector General regarding actions planned and taken to repair the heating system in Engine 27 and provide details to OIG regarding the results.

2. Update the Inspector General regarding actions planned and taken to repair the drainage system in Engine 27 and provide details to OIG regarding the results.

RESPONSE DUE TO THE OIG: January 20, 2012

AGENCY ACTION TAKEN (attach additional information as necessary):

_____

_____

_____

_____

_____

RESPONSIBLE OFFICIAL:

Name: _____ **Title:** _____
Phone: _____ **Fax:** _____

Signature: _____ **Date:** _____

2

[redacted] (OIG)

From: [redacted] (FEMS)
Sent: Thursday, January 26, 2012 7:16 PM
To: [redacted] (OIG); [redacted] (FEMS)
Cc: [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG)
Subject: Compliance Form Response to Engine 27
Attachments: IMAG0359.jpg; IMAG0361.jpg; IMAG0362.jpg; IMAG0364.jpg; Engine 27 Compliance Form.pdf

Ms. [redacted],

My apologies for the delay in answering this particular Compliance Form. I was specifically waiting for these repairs to be completed in order to communicate a more positive outcome to this matter you have introduced us to. I have provided pictures that were sent to me as documentation of this completed repair. The written testament from the Captain of Engine 27, provided in this email, also speaks volumes towards the improved work environment we now provide to the employees at this facility.

Answers to the Compliance Form:

1. Upon first inspection of these heaters on the apparatus floor, two of the four units were operating. They were blowing air as they are intended to, but only one was producing heat. The other two units were not working at all. DGS was notified to evaluate and make the necessary repairs. A licensed contractor was dispatched to complete these repairs. During their site visit the contractor also found another heating unit located up in a ceiling area that was designed specifically to supply heat to that apparatus area from the main heating plant. This unit was found with a belt broken. After a simple belt replacement, this heater began to supply heat as well. The contractor removed and replaced one of the hanging units. Two others were rebuilt with new motors and cleaned. The 4th unit was cleaned and serviced. All of the intended heating units are not functioning correctly.

2. The drainage system has been a challenge for us as well as DC Water. I have been working with DC Water in the effort to eliminate the occasional back up found in the floor drains. DC Water first started assisting by cleaning out the main line located at the front of the station. This resolved the backup and seemed to resolve the issue for a while. The next time we were notified of a backup, DC Water met me on site and we discovered large amounts of grease in this same line. DC Water found a food business located on the next block over that was pouring large amounts of grease into the main sewer system. The firehouse is located at the end of the main line, or better understood if thought that we are at the beginning one a branch of the main line. Each time we felt that this was an isolated incident and after DC Water jetted the line and the main sewer appeared to be clear and clean, we felt the problem was solved. It was the next back up that created a more investigation by DC Water that revealed that the sewer connection located at Minnesota Ave. and Hunt Place N.E. was creating a back pressure and not allowing the flow to continue past this intersection. After discovering this, DC Water scheduled a contractor to dig up the street at that intersection and rebuild that connection box. This last time we experienced a backup, DC Water scheduled and provided actual TV camera of the main sewer line that runs in front of the fire house. That pipe was found to have a crack or break in the line located about 140 ft down the line past the firehouse. This crack or break is restricting the free flow of material. Another repair will be required to consider this a completed repair. I have followed up with DC Water to ensure this repair is scheduled and they have committed to me that this repair is scheduled, however a tree is located along side of the road directly where the broken line was found. This also requires a permit from DC Urban Forestry Service through DC Water before this repair can be scheduled. I have received notice from DC Water that this permit was applied for and they are waiting for that permit before scheduling the permanent repair. As the short term resolution, DC Water had agreed to periodically make a site visit to fire house and preform a jetting of that pipe to ensure or at least reduce the opportunity

for any further backups. This problem to this facility has generated a group effort and cooperation and patience from both agencies to facilitate these repairs. I am optimistic that after this last repair is completed, this problem will be resolved.

[redacted]
Battalion Fire Chief
Facilities Mangement Office
3180 V. St. N.E.
Washington DC 20018

-----Original Message-----
From: [redacted] (FEMS)
Sent: Wednesday, January 25, 2012 10:26 AM
To: [redacted] (FEMS)
Subject: Engine Co. 27 Heat System

Chief,

Here are the pictures of E-27 heating system that you asked for

0359 The new unit on side D facing the front of the engine bay.

0361 Both units on side D.

0362 both units on side B front one was re-built.

0364 Heat vent at rear of engine bay in the bump out. Had the missing belt replaced.

The four heaters on the sides of the bays have warm air blowing from them. The heater at the rear of the bays has HOT air blowing from it. this is a marked improvement.

[redacted]
Captain
Engine Co. 27
DCFD Operations Division
[redacted]

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APPENDIX 5

COMPLIANCE FORM FOR PRIORITY MATTER

ENGINE 33

EXHAUST SYSTEM CONCERNS AND CONCERNS WITH DAMAGED PIPE IN BOILER ROOM

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Use this form to report actions on recommendations made by the Office of the Inspector General (OIG) during or following an inspection of your agency, program, or other matter. Include on this form all information necessary to show compliance with the recommendation(s). *Fax and then mail* the completed form and any attachments to Office of the Inspector General, Attention: Inspections and Evaluations Division. The OIG fax number is 202-727-6992. The address is 717 14th Street, N.W., Washington, D.C. 20005.

RE-INSPECTION OF: D.C. Fire and Emergency Medical Services Department (FEMS)

PERIOD OF RE-INSPECTION: Ongoing

Dear Chief Ellerbe:

On September 29, 2011, the Office of the Inspector General's (OIG) Inspections and Evaluations Division (I&E) announced a re-inspection of the physical conditions and work environment at each FEMS fire station and the fire boat facility.

During our re-inspection of Engine 33, located at 101 Atlantic Street, S.E., a potentially serious concern was raised to the OIG team regarding the condition of an exhaust system located in the apparatus bay. An FEMS member stated that one of the two exhaust systems was damaged and not working properly, and does not allow for multiple FEMS vehicles to be attached in the apparatus bay. He/she added that because one exhaust unit was damaged, potentially harmful diesel fumes are released into the apparatus bay and being inhaled by FEMS members. This member added that this concern had been directed to FEMS' Property Management Office 6 months ago, and the issue has not been resolved.

On December 13, 2011, the team observed the exhaust system. The pipe connecting the system to the vehicle was broken, and damage was evident. (See attached photo 1).

Additionally, the team observed a damaged pipe in the boiler room of Engine 33. The pipe had several cracks, and there was a leaking substance, which had hardened into several large masses. (See attached photo 2).

This is the second Compliance Form for Priority Matter that the OIG has issued to FEMS regarding a damaged exhaust system. On November 30, 2011, we issued another form about concerns with a damaged exhaust system at Engine 18. On December 8, 2011, FEMS responded that it had been repaired on November 23, 2011. Based on the possible safety implications with this matter, we are bringing the concerns at Engine 33 to your attention now so that you can take the corrective action(s) required.

1

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Photo 1. Damaged exhaust system – Engine 33

Photo 2. Damaged pipe in boiler room- Engine 33

RECOMMENDATIONS

The OIG recommends that the Chief of FEMS:

1. Update the Inspector General regarding actions planned and taken to repair the damaged exhaust system in Engine 33 and provide the results to OIG.

2. Update the Inspector General regarding actions planned and taken to repair the damaged piping in the boiler room in Engine 33 and provide the results to OIG.

3. Inspect the exhaust systems in every FEMS fire station to ensure they are operative and provide the OIG with the results.

RESPONSE DUE TO THE OIG: January 20, 2012

2

[redacted] (OIG)

From: [redacted] (FEMS)
Sent: Sunday, January 22, 2012 1:18 PM
To: [redacted] (OIG); [redacted] FEMS)
Cc: [redacted] (FEMS); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] OIG)
Subject: Response to compliance form to Engine 33
Attachments: IG documentationE-33.JPG; FW: Compliance Form for Priority Matter - Fire Station 33; 2012_01_11_14_05_12.pdf

Ms. [redacted]

Thank you for bringing to our attention the following needed repairs. I have attached the following supporting documents in response to the compliance form:

1. Picture supporting completed repair
2. Email to DGS requesting procurement for repairs
3. Proposal sent to DGS for procurement

Response to Compliance Form for Engine 33:

1. This damage was discovered during a pre-construction site visit to replace the apparatus doors. When first discovered, the damage had not been documented or repair request made by any assigned Officer of that station. The necessary repairs were discussed with the, then Captain of Engine 33, and determined that for safety reasons, the repairs would proceed after the apparatus door replacement was completed. The Nedderman contractor was notified that their services would be needed for this repair and the determination of how this damage occurred. The Neddermann contractor determined that the original system was set up for the Mass Casualty Bus responding from that apparatus lane. The bus operates with its exhaust pipe located on the driver's side of the vehicle. This bus was set up to respond through the front of the firehouse. Someone from that station made the determination to remove the bus from that apparatus lane and replace it with one of the EMS transport units. The EMS units operate with their exhaust exiting the vehicle on the Officer's side of the unit, opposite from its intended use. When this EMS unit was relocated to that same bay, the direction of travel for that unit is through the rear of the firehouse. This coincidentally provided the vehicle exhaust drop to hang down on the same side as the EMS units exhaust. When the EMS unit attached the exhaust drop to their unit, and then exited through the rear of the firehouse, this forced the vehicle exhaust system to travel in the opposite direction of its intended use. This in turn tore down the entire system. The discussion of repair was determined to be labor intensive and the safest time to complete this repair would be when the door installation contractor completed their project. FEMS has obtained the cost estimate for this repair and forwarded the proposal to DGS to establish procurement for this repair.

2. When this HVAC issue was brought to our attention by the OIG Team, the request for repair was submitted to DGS. I have included a picture to document the repairs were performed and the HVAC unit was never taken out of service.

3. Further inspections of the fire stations provided additional repairs needed. Those repairs have been passed on to the contractor for scheduling of repairs.

APPENDIX 6

COMPLIANCE FORM FOR PRIORITY MATTER

ENGINE 15

RETAINING WALL CONCERNS

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Use this form to report actions on recommendations made by the Office of the Inspector General (OIG) during or following an inspection of your agency, program, or other matter. Include on this form all information necessary to show compliance with the recommendation(s). *Fax and then mail* the completed form and any attachments to Office of the Inspector General, Attention: Inspections and Evaluations Division. The OIG fax number is 202-727-6992. The address is 717 14th Street, N.W., Washington, D.C. 20005.

RE-INSPECTION OF: D.C. Fire and Emergency Medical Services Department (FEMS)

PERIOD OF RE-INSPECTION: Ongoing

Dear Chief Ellerbe:

On September 29, 2011, the Office of the Inspector General's (OIG) Inspections and Evaluations Division (I&E) announced a re-inspection of the physical conditions and work environment at each FEMS fire station and the fire boat facility.

During our re-inspection of Engine 15, located at 2101 14th Street, S.E., a potentially serious concern was raised to the OIG team regarding the condition of the retaining wall located in the rear of the station. An FEMS member stated that the wall is structurally unsound and could possibly fall, injuring FEMS members or damaging their privately-owned vehicles, which are parked adjacent to it. This member added that this condition has existed for over 8 years, and has been reported to FEMS' Facilities Maintenance Office several times.

The team reviewed a FEMS memorandum, dated October 1, 2009. In this memorandum, an FEMS official from Engine 15 communicated concerns about the retaining wall to a senior FEMS official, and stated that, "Front and rear retaining walls are structurally unstable … [r]ear wall are in bad need of repair."

Additionally, the team reviewed email correspondence between an Engine 15 official and senior FEMS officials in July and August 2011. In July 2011, the Engine 15 official asked an FEMS senior official when the repairs to the retaining wall are to be handled. The senior FEMS official responded that FEMS decided it would wait until a renovation at Engine 15 occurs to complete this, and funds for the renovation had been moved to other projects. Subsequently, in August 2011, the Engine 15 official recommended to another senior FEMS official that the retaining wall needs to be replaced. The team did not receive communication of a response to this email.

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

On December 21, 2011, the team observed the retaining wall. The retaining wall was damaged, and was leaning at a pronounced angle. (See attached photo 1).

Based on the possible safety implications with this matter, we are bringing it to your attention now so that you can take the corrective action(s) required.

Photo 1. Damaged retaining wall - Engine 15

RECOMMENDATIONS

The OIG recommends that the Chief of FEMS:

1. Update the Inspector General regarding actions planned and taken to repair the damaged retaining wall at Engine 15 and provide details to OIG regarding the results.

RESPONSE DUE TO THE OIG: January 20, 2012

[redacted]

From: [redacted] (FEMS)
Sent: Monday, January 23, 2012 7:29 AM
To: [redacted] (OIG); [redacted] (FEMS)
Cc: [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] (FEMS)
Subject: FW: Response to Engine 15 Compliance Form
Attachments: Engine 15 email documentation.docx; PO 356531 OIG response copy.pdf; E 15 Signed Compliance Form.pdf

From: [redacted] (FEMS)
Sent: Sunday, January 22, 2012 3:01 PM
To: [redacted] (FEMS)
Subject: Response to Engine 15 Compliance Form

[redacted]

Thank you for bringing to our attention this damaged retaining wall. Attached with this compliance form, you will find supporting documentation to support the steps FEMS has taken towards resolution of this matter. To summarize this issue, I will outline a few key dates to support the time regarding our action plan.

1. February 28, 2011 FEMS established the Original PO with [redacted] to design and outline steps for the necessary repairs to the rear parking lot areas as well as the retaining wall. August 12, 2011 modification to the original PO to include design and permitting.
2. In the September 2011 time frame, DCRA met with the architect on site to discuss the necessary permitting.
3. DC Water requested revisions to the design in December 2011
4. [redacted] resubmitted the requested revisions to DCRA/DC Water on January 12, 2012.
5. Expected opportunity to begin solicitation in February 2012 with expected construction time frame of 3 -6 months.

Due to promotions, retirements, and personnel changes within the Officers of Engine 15, the communication between the new house officers and the steps taken towards these much needed repairs, has suffered some disconnect. Communication will be reestablished to the members assigned to Engine 15 through these updated designs and proposed construction plans that will be starting soon.

Attachments to include: Email correspondence, original PO, signed Compliance Form

[redacted]
Battalion Fire Chief
Facilities Management Office
DC Fire & EMS Department
202 [redacted] (office)
202 [redacted] (cell)

APPENDIX 7

COMPLIANCE FORM FOR PRIORITY MATTER

ENGINE 21

DAMAGED AND LEAKING ROOF

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Use this form to report actions on recommendations made by the Office of the Inspector General (OIG) during or following an inspection of your agency, program, or other matter. Include on this form all information necessary to show compliance with the recommendation(s). *Fax and then mail* the completed form and any attachments to Office of the Inspector General, Attention: Inspections and Evaluations Division. The OIG fax number is 202-727-6992. The address is 717 14th Street, N.W., Washington, D.C. 20005.

DATE: February 8, 2012

RE-INSPECTION OF: D.C. Fire and Emergency Medical Services Department (FEMS)

PERIOD OF RE-INSPECTION: Ongoing

Dear Chief Ellerbe:

On September 29, 2011, the Office of the Inspector General's (OIG) Inspections and Evaluations Division (I&E) announced a re-inspection of the physical conditions and work environment at each FEMS fire station and the fire boat facility.

During our re-inspection of Engine 21, located at 1763 Lanier Place, N.W., an official informed our OIG inspector (inspector) that for 2 years water has been leaking from the roof through the ceiling over the bunk room where station personnel sleep. The official stated that 35-gallon trash cans are used to collect water when it rains, and towels are used to reduce noise from the leak and to protect the wood flooring. The official stated that the leak has been reported to the FEMS' Property Management Office at least twice.

On January 4, 2012, it was raining, and the inspector observed the wet towels and trash cans collecting water in the bunkroom. There was a large opening in the water-damaged ceiling, and water was dripping from the hole into the cans below. (See attached photos.)

RECOMMENDATIONS

Given the obvious health and safety concerns caused by these conditions, please give high priority to:

- ensuring that an emergency temporary repair is made to the Engine 21 roof and the ceiling in the bunkroom; and
- inspecting the entire station roof to identify other problems or potential problems that might result in leaks, and make permanent repairs as required.

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Please update the Inspector General when the emergency roof repair has been completed, and on additional actions planned and taken regarding permanent repairs. Thank you for your cooperation.

RESPONSE DUE TO THE OIG: February 10, 2012

Photo 1. Damaged ceiling – Engine 21

Photo 2. Rainwater collection – Engine 21

Photo 3. Rainwater collection – Engine 21

2

[redacted] (OIG)

From: [redacted] (FEMS)
Sent: Friday, February 24, 2012 1:51 PM
To: [redacted] (OIG); [redacted] (FEMS)
Cc: [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG)
Subject: RE: OIG Compliance Form for Prioirty Matter - Roof leak at Engine 21
Attachments: Engine 21 Signed Compliance Form.pdf

Ms. [redacted]

I have attached my response for Engine 21. Included in this response you will also find an email from the Captain of Engine 21 documenting this repair as well as a picture provided for documentation.

Thank you

[redacted]
Battalion Fire Chief
Facilities Management Office
DC Fire & EMS Department
3180 V. St. N.E.
Washington DC 20018
[redacted]

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From: [redacted] OIG)
Sent: Wednesday, February 08, 2012 12:54 PM
To: [redacted] (FEMS)
Cc: [redacted] (FEMS); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG)
Subject: OIG Compliance Form for Prioirty Matter - Roof leak at Engine 21

Dear [redacted]

Please see the attached Compliance Form for Priority Matter on a health and safety concern about a roof leak at Engine Company 21. If you have any questions about this matter, please contact me at 202 727-9537. Thank you - [redacted]

[redacted]
Director of Planning and Inspections
Inspection and Evaluations Division
Office of Inspector General
717 14th Street, N.W.

[redacted] (FEMS)

From: [redacted] (FEMS)
Sent: Friday, February 24, 2012 8:09 AM
To: [redacted] (FEMS)
Subject: Roof repair at E21

Chief,
I am writing to report that the Ridge Roofing Company has spent several days in quarters, during the Last week, attempting to address the on-going roof leak. My examination of the work reveals that some time was clearly spent replacing some roof decking as well as applying additional sealant. The repair seems thorough and comprehensive. The night of the 23rd the metro area experienced some scattered showers and there is no sign that water penetrated the patch. I will of course monitor the situation and should there be any new leakage I will report it with-out delay.
Thank you for your continued attention to the condition of this facility,

[redacted]
Captain
District of Columbia Fire and EMS
Engine Company 21
1763 Lanier Pl. NW
Washington, DC 20009
[redacted]

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"Putting District Residents Back to Work – One Hire at a Time"
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APPENDIX 8

COMPLIANCE FORM FOR PRIORITY MATTER

ENGINE 22

INSUFFICIENCY OF BEDS AND BASEMENT DOOR CONCERNS

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Use this form to report actions on recommendations made by the Office of the Inspector General (OIG) during or following an inspection of your agency, program, or other matter. Include on this form all information necessary to show compliance with the recommendation(s). *Fax and then mail* the completed form and any attachments to Office of the Inspector General, Attention: Inspections and Evaluations Division. The OIG fax number is 202-727-6992. The address is 717 14th Street, N.W., Washington, D.C. 20005.

DATE:	February 10, 2012
RE-INSPECTION OF:	D.C. Fire and Emergency Medical Services Department (FEMS)
PERIOD OF RE-INSPECTION:	Ongoing

Dear Chief Ellerbe:

On September 29, 2011, the Office of the Inspector General's (OIG) Inspections and Evaluations Division (I&E) announced a re-inspection of the physical conditions and work environment at each FEMS fire station and the fire boat facility.

During our re-inspection of Engine 22, located at 5760 Georgia Avenue, N.W., an FEMS Engine 22 official stated that there are not enough beds to accommodate those assigned to each shift. He/she stated there should be one bed per member. He/she added that some beds were removed recently because of bed bugs were and were not replaced.

The inspector reviewed an Engine 22 bed assignment roster and a personnel roster. The bed roster shows 11 beds, while the personnel roster shows 15 members working on average during a tour of duty. On January 3, 2012, the inspector observed only 11 beds available for use.

Station members also expressed that the exterior basement door cannot be secured, and has been open and unsecured for 1-2 years. The inspector observed that the door could not be secured after multiple attempts by FEMS members, and members were using masking tape and plastic to seal the door. (See attached photo).

Based on the possible safety implications concerning these matters, we are bringing it to your attention now so that you can take the corrective action(s) required.

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Photo. Inoperable door - Engine 22

RECOMMENDATIONS

The OIG recommends that the Chief of FEMS:

1. Immediately institute a temporary fix to the basement exterior door of Engine 22 until a more permanent option can be implemented, and update the Inspector General regarding the results

2. Update the Inspector General regarding actions planned and taken to acquire additional beds for Engine 22 and provide details to OIG regarding the results.

RESPONSE DUE TO THE OIG: February 15, 2012

2

Date: 02-24-2012

To: [redacted]

From: [redacted]

Subject: Compliance Form, Engine 22

Thank you for bringing to our attention this bed assignment issue for Engine 22 and Truck 11. During a 24 hour work day, there will be eleven members on duty to supply staffing for a total of three pieces of apparatus. Of these eleven members, there are a total of 11 riding positions which make up each members duty assignment to those three pieces of apparatus for that platoon work day. Five members will staff Truck 11, four members will staff Engine 22, two members will staff Ambulance 22. Of these 11 riding positions, there are 11 beds made available for the members to sleep. The fact that more members are listed and shown as being assigned on the roster to that particular Company does not mean that an individual will be utilized as staffing to that Company for their platoon work day. Sick leave, Annual Leave, Training, are just a couple of staffing factors that minimize the number of members available to make up those eleven riding positions for that platoon work day. Any additional members found to be in excess of those eleven riding positions are made available for redeployment or placement to other Companies or Divisions found to be less than their assigned staffing which would then be included into the overall staffing requirements to the Fire Department as a whole for that Platoon Work Day. These movements from one Company to another are referred to as daily details and are considered as the staffing factor for the Fire Department. These daily details support and provide the overall staffing to the on duty strength computed for each work day in each Fire Department Division.

In the case of Engine 22, Truck 11, Ambulance 11, during any 24 hour work shift, eleven beds are required to support their on duty strength. At the time of the inspection, there were eleven beds available for those eleven on duty members. The thought of providing fifteen beds for eleven members to utilize for that work day, would only allow the extra four beds to lay empty each work day. We have provided one additional bed to support any additional unexpected staffing as each firehouse supports additional beds if space allows for these above the necessary. We have suggested to the Captains of those Companies, to utilize a more progressive bed chart that would assign the actual riding position of each member working that platoon day. The members will benefit by having the same bed location assigned to that riding position on each platoon work day.

In the case of the basement door, DGS has procured a contractor to repair or replace the door to allow opening and closing into that window well area. The project should be completed before March 2nd and I would like to forward a picture when completed.

APPENDIX 9

COMPLIANCE FORM FOR PRIORITY MATTER

WIDESPREAD RODENT CONCERNS AT MULTIPLE FEMS STATIONS

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

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DATE: March 14, 2012

RE-INSPECTION OF: D.C. Fire and Emergency Medical Services Department (FEMS)

PERIOD OF RE-INSPECTION: Ongoing

Dear Chief Ellerbe:

On September 29, 2011, the Office of the Inspector General's (OIG) Inspections and Evaluations Division (I&E) announced a re-inspection of the physical conditions and work environment at each FEMS fire station and the fire boat facility.

During our re-inspection of FEMS Engine Companies throughout the District, serious concerns were raised regarding rodents in fire station buildings. The OIG inspector (inspector) determined that 19 of 33 FEMS fire stations and the Fire Boat facility have a rodent infestation.

The following table shows the fire stations in which the inspector observed evidence of rodents or where their presence was described by FEMS members.

Table 1.

Engine Company	Date of OIG Inspection	OIG Inspector observed	FEMS members observed
Engine 1 – 2225 M Street, N.W.	11/1/2011	Multiple rodent holes and droppings	Rodents seen in kitchen, locker rooms, and food storage areas
Engine 4 – 2531 Sherman Avenue, N.W.	11/1/2011		Rodents seen in rear exterior of station.
Engine 5 – 3412 Dent Place, N.W.	11/2/2011		Rodents seen in kitchen and crawling across the floor at night.

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Engine 7 – 1101 Half Street, S.W.	10/26/2011		Rodents seen in the kitchen, pantries, and in food containers.
Engine 8 – 1520 C Street, S.E.	1/5/2012		Rodents seen in the kitchen, and on the west side of the station.
Engine 9 – 1617 U Street, N.W.	11/2/2011		Rodents seen in the sitting room and kitchen.
Engine 11 – 3420 14th Street, N.W.	11/15/2011		Rodents seen crawling across floors and tables, and found in food storage containers.
Engine 12 – 2225 5th Street, N.E.	11/23/2011		Rodents seen in utility room, kitchen, and sitting rooms.
Engine 13 – 450 6th Street, S.W.	10/20/2011		Serious problems with rodents.
Engine 14 – 4801 North Capitol Street, N.E.	10/20/2011		Serious problems with rodents.
Engine 17 – 1227 Monroe Street, N.E.	11/29/2011	Inspector observed droppings under gear locker.	Rodents seen in ceilings, walls and kitchen.
Engine 20 – 4300 Wisconsin Avenue, N.W.	1/3/2012	Inspector observed several large rat holes in rear of station.	Rodents seen at night running in the kitchen and office, and in members' lockers.
Engine 22 – 5760 Georgia Avenue, N.W.	1/3/2012	Inspector observed holes used by rodents in common areas.	Rodents seen in kitchen.
Engine 26 – 1340 Rhode Island Avenue, N.E.	11/23/2011		Rodents seen in the kitchen, inside the stove, and in the officer's quarters.
Engine 27 – 4201 Minnesota Avenue, N.E.	11/29/2011		Rodents seen in the kitchen.

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Engine 29 – 4811 MacArthur Boulevard, N.W.	11/9/2011		Rodents seen crawling on the apparatus floor, and in the kitchen across tables as well as found in food.
Engine 31 – 4930 Connecticut Avenue, N.W.	11/9/2011		Rodents seen in the kitchen, running across plates, and found in toasters.
Engine 32 – 2425 Irving Street, S.E.	12/6/2011		Rodents seen in kitchen.
Engine 33 – 101 Atlantic Street, S.E.	12/13/2011		Rodents seen in kitchen and lockers rooms.

The following are graphic examples of rodent infestation provided to the OIG inspector during re-inspection activities:

- Engine 1 – FEMS members stated that there is a serious problem with rodents. The inspector observed multiple rodent holes dug into the ground on the exterior of the house, droppings, and a worn path that rodents travelled on. Members stated that they have found rodents in their personal vehicles chewing the electrical wires and causing vehicular problems. Rodents have also been seen in the kitchen and locker rooms, have been found in food storage areas, in the stove, and seen crawling across pots and pans. (See photo #1)
- Engine 9 – FEMS members reported problems with rodents in the kitchen. They said they will see two to three rodents at a time, which run on the tables, countertops and in the pantries. The rodents will run across the pots and a meat slicer. The members store the toaster in a cabinet, as the rodents will eat the toast.
- Engine 13 – An FEMS member reported serious problems with rodents for several years since the First District police station[1] was demolished. The inspector observed a sign in the kitchen that read, "HOV lane for rodents," and mice have been seen repeatedly there. (See photo #2).
- Engine 17 – An FEMS member stated that there has been a serious concern about mice at Engine 17 for more than 2 years. He/she stated that mice have been seen in the ceilings, walls, and kitchen. He/she added that the mice will enter the food lockers and eat the FEMS members food. Dead mice have been found in the refrigerator. Nests have been found in members' gear lockers. They stated that the FEMS Property Maintenance Office (PMO) will send over traps, which temporarily corrects the issue. A week later, however, the mice return. He/she added that the problem is not under control. (See photo #3).

[1] Formerly located at 415 4th Street, S.W.

District of Columbia
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FOR PRIORITY MATTER

An FEMS official from the PMO stated that rodents are a problem at every FEMS facility, and every D.C. Government facility. FEMS officials are aware of the rodent problem. FEMS facilities are treated for rodents, and are treated more aggressively when a problem is reported at their facility from officials at the fire stations. He/she added that presently, FEMS uses a maintenance schedule for each FEMS fire station to be treated monthly through District General Services (DGS) and through a private company contracted with the District Government. This FEMS official added that DGS has aggressively pursued rodent eradication, and he/she provided the OIG with a pest treatment schedule that began on November 1st, 2011.

The FEMS official stated that DGS has established a monthly pest control treatment plan for FEMS facilities. Prior to that, FEMS never had enough money to prevent rodents entirely. All problems were addressed after the problem was identified and forwarded to FEMS officials. There are invoices attesting to rodent prevention activities occurring for the last 10 years. FEMS officials have been working with the D.C. Department of Health's (DOH) Rodent Abatement Team. He/she added that Engines 1, 3, 11, 14, 16, and 19 were on a constant follow-up schedule by DOH's Rodent Abatement Team.

Based on the possible safety implications with this matter, we are bringing it to your attention now so that you can take the corrective action(s) required.

Photo 1. Rodent Evidence – Engine 1

Photo 2. Rodent evidence - Engine 13

RECOMMENDATIONS

The OIG recommends that the Chief of FEMS:

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

1. Increase and give higher priority to rodent eradication efforts at FEMS facilities.

2. Inspect each FEMS facility listed to check on the status of rodent abatement efforts, and update the Inspector General regarding the results.

RESPONSE DUE TO THE OIG: March 21, 2012

AGENCY ACTION TAKEN (attach additional information as necessary):

_____

_____

_____

_____

_____

RESPONSIBLE OFFICIAL:

Name: _____ **Title:** _____
Phone: _____ **Fax:** _____

Signature: _____ **Date:** _____

5

[redacted]

From: [redacted] (FEMS)
Sent: Monday, April 09, 2012 11:05 AM
To: [redacted] (OIG); Ellerbe, Kenneth (FEMS)
Cc: [redacted] (OIG); [redacted] (OIG); [redacted] (OIG)
Subject: RE: OIG Compliance Form for Priority Matter - Rodents in Fire Station Buildings
Attachments: [redacted] Monthly Schedule.docx; Rodent Signed Compliance Form.pdf; Rodent Email from DGS.pdf

[redacted]

Thank you for your patience waiting for all parties to gather this information. I have provided attachments to support your latest compliance form request.

Any further questions should be directed to DGS or the Pest Control Contractor. I do feel the warm winter we have experienced this year has added additional challenges to the Rat Abatement Team as well as local Pest Control Contractors. We have aggressively acted when notified of any increased rodent or pest control issues in nature to any of our Facilities.

Thank you for bringing to our attention your findings.

[redacted]
Facilities Management Office
DC Fire & EMS Department
3180 V. St. N.E.
Washington DC 20018
[redacted]
202-[redacted] (office)
202-[redacted] (cell)

[redacted]

From: [redacted](MPD)
Sent: Tuesday, April 03, 2012 12:51 PM
To: [redacted](FEMS)
Subject: FW: D.C. Fire and Emergency Medical Services Department (OIG Pest Control Complaint)

Sir,

Your formal response below in regards to the PEST Management

From: [redacted](DGS)
Sent: Tuesday, April 03, 2012 8:51 AM
To: [redacted](MPD)
Cc: [redacted](DGS); [redacted](DGS)
Subject: D.C. Fire and Emergency Medical Services Department (OIG Pest Control Complaint)

[redacted]

A new city wide pest control contract will be issued soon and the current pest control contractor will no longer be servicing the Fire Engine Companies. Until the new contract is issued [redacted] will be servicing them on all pest related issues. We have assigned [redacted] to address the Inspector General's Office complaint on rodent issues. If you have any questions please contact me.

[redacted]

[redacted]
Safety and Health Manager
Department of General Services
Penn Center
1709 3rd. Street NE
Washington D.C. 20002
202-[redacted](Office)
202-[redacted](Mobile)
202-[redacted](Fax)

Join Mayor Gray's One City • One Hire - 10,000 Jobs Campaign
"Putting District Residents Back to Work – One Hire at a Time"
Learn more at http://onecityonehire.org

1

[redacted]

Department of General Services

District of Columbia Government

1st Monday

Bennings Soddert Recreation
100 Stodder Place SE

Benning Park Recreation
53rd & Fitch Street SE

D.C. Center for Therapeutic
3030 G Street SE

Fort Davis Recreation Center
1400 41stStreet SE

Hillcrest Recreation Center
3100 Denver Street SE

Ridge Road Recreation Center
800 Ridge Road SE

Watts Branch Recreation Center
6201 Bank Street SE

Deanwood Aquatic Center
1350 49th Street NE

Deanwood Recreation Center
1350 49th Street NE

Watkins Recreation Center
420 12thStreet NE

1st Wednesday

Rumsey Recreation Center
365 North Carolina Avenue SE

Fire Dept. Engine Co #7
1101 Half Street SW

Fire Dept. Engine Co #13
450 6th Street SW

Fire Dept. Fire Boat
550 Water Streets SW

House of Ruth Shelter
655 10th Streets NE

Sherwood Recreation Center
640 10th Street NE

Rosedale Recreation Center
17th& Gales Street SW

King Greenleaf Recreation
201 N Street SW

Engine Company#27
4201 Minnesota Avenue NE

Engine Company#30
50 49th Street NE

Engine Company#10
1342 Florida Avenue NE

Engine Company#12
2225 5th Street NE

1st Friday

Lamond Recreation Center
20th Tuckerman Street NE

Engine Fire Dept. Co #14
4801 North Capitol Street NE

Engine Fire Dept. Co #17
1227 Monroe Street

Engine Fire Dept. Co #26
1340 Rhode Island Avenue NE

Arboretom Recreation Center
2412 Rand Street NE

Brentwood Recreation Center
2311 14th Street NE

Edgewood Recreation Center
3rd & Evarts Street NE

Fort Lincoln Recreation Center
3100 Fort Lincoln Drive NE

Harry S. Thomas Jr. Center
1743 Lincoln Road NE

Langdon Park Recreation Center
2901 20th Street NE

North Michigan Park Recreation Center
1331 Emerson Street NE

Trinidad Recreation Center
1310 Childress Street NE

Turkey Thicket Recreation
1100 Michigan Avenue NE

2nd Monday

Chevy Chase Recreation Center
5601 Connecticut Avenue NW

Chevy Chase Playground
5500 41st Street NW

Friendship Recreation Center
4500 VanNess Street NW

Guy Mason Recreation Center
3500 Calvert Street NW

Macomb Recreation Center
3409 Macomb Street NW

Palisades Recreation Center
5200 Sherrier Street NW

Stoddert Recreation Center
4401 Calvert Street NW

Hearst Recreation Center
3600 Tilden Street NW

Rose Park Recreation Center
2609 Dumbarton Street NW

Volta Park Recreation Center
1555 34th Street NW

Hardy Recreation Center
4500 Q Street NW

Fire Dept. Engine Co.#1
2225 M Street NW

Fire Dept. Engine Co.#20
4300 Wisconsin Avenue NW

Fire Dept. Engine Co.#28
3522 Connecticut Avenue NW

Fire Dept. Engine Co.#29
4811 MacAuthur Blvd NW

2nd Wednesday

DPR Headquarter
3149 16th Street NW

DPR Warehouse
1325 S Street NW

DPR Mechanic Shop
1325 S Street NW

Banneker Recreation Center
2500 Georgia Avenue NW

Columbia Heights Center
1480 Girard Street NW

Gerard Family Center
1413 Girard Street NW

Harrison Recreation Center
1330 V Street NW

Kalorama Recreation Center
1875 Columbia Road NW

Marie Reed Recreation
2200 Chaplin Street NW

Parkview Recreation Center
693 Otis Place NW

Kennedy Recreation Center
1401 7th Street NW

Mitchel Park Recreation Center
1801 23rd Street NW

Stead Recreation Center
1625 P Street NW

2ndMonday , Cont.

Fire Dept. Engine Co. #31
4930 Connecticut Avenue NW

Fire Dept. Engine Co. #5
3412 Dent Place NW

2nd Friday

Fire Dept. Engine Co. #24
4101 Georgia Avenue NW

Fire Dept. Engine Co. #22
5760 Georgia Avenue NW

Petworth Recreation
801 Taylor Street NW

Spring Road
1131 Spring Road NW

Emery Recreation Center
5601 Georgia Avenue NW

Takoma Park Recreation Center
300 Van Buren Street NW

Takoma Park Aquatic Center
300 Van Buren Street NW

Headquarter D.C. Fire
1923 Vermont Avenue NW

New Endeavors for Women
611 N Street NW

Fort Stevens Recreation Center
1327 Van Buren Street NW

Upshur Recreation Center
4300 Arkansas Avenue NW

2nd Friday, Cont.

Hamilton Recreation Center
1340 Hamilton Street NW
Fire Engine Co. #4
2531 Sherman Avenue NW

Fire Engine Co. #9
1617 U Street NW

3rd Monday

Engine Co. #2
500 F Street NW

Engine Co. #3
439 New Jersey Avenue NW

Engine Co. #6
1300 New Jersey Avenue NW

Engine Co. #11
3420 14th ST NW

Engine Co. #16
1018 13th Street NW

Engine Co. #21
1763 Lanier Place NW

Engine Co. #23
2119 G Street NW

CCNV Shelter
425 2nd Street NW

Clean & Sober
425 2nd Street NW

Open Doors
425 2nd Street NW

John L Young
119 D Street NW

3rd Wednesday

DC Village
2 DC Village Lane SW

DC Village
2B DC Village Lane SW

DC Village
3B DC Village Lane SW

801 East Building
2700 Martin Luther King Avenue SE

PH Harris School
4600 Livingston Road SE

Congress Heights Senior Center
3500 Alabama Avenue SE

Washington Senior Center
3001 Alabama Avenue SE

Engine Co. #25
3203 MLK Jr. Avenue SE

Congress Heights Recreation Center
100 Rand Place SE

3rd Wednesday, Cont.

Ferebee Hope Recreation
399 8th Street SE

Southeast Tennis Center
701 Mississippi Avenue SE

DPW
2860 South Capitol Street SE

DPW
2700 South Capitol Street SE

DPW
RFK Lot 8

DPW
2930 South Capitol Street SE

3rd Friday

Engine Co. #33
101 Atlantic Street SE

Engine Co. #32
2425 Irving Street SE

Engine Co. #15
2101 14th Street SE

Engine Co. #18
414 8th Street SE

Engine Co. #8
1520 C Street SE

Engine Co. #19
2813 Pennsylvania Avenue SE

Anacostia Fitness Center
1800 Anacostia Road SE

Barry Farms Recreation Center
1320 Sommer Road SE

3rd Friday, Cont

Douglass Community Center
FD Court & Stanton Terrace

DPW
3200 Benning Road NE

DPW
1833 West Virginia Avenue NE

DPW
2019 West Virginia Avenue NE

DPW
4901 Bates Road NE (Transfer Station)

DPW
4901 Bates Road NE (Gas Station)

DPW
RFK Lot 8

DPW
1827 West Virginia Avenue NE (Tire Shop)

4th Monday

DC General Hospital Campus
19th & Mass. Avenue SE

Slowe School
1401 Jackson Street NE

Merritt School
5002 Haynes Street NE

PR Harris School
4600 Livington Road SE

Meyer School
2501 11th Street NE

Georgetown DMV
3322 M Street NE

Roberson School
3700 10th Street NW

Hattie Homes Senior Center
324 Kennedy Streets NW

Model Cities Senior Center
1901 Evarts Street NE

Ward 1 Wellness Center
Georgia Avenue NW

4th Monday, Cont.

Ward 6 Wellness Center
500 K Street NE

4th Wednesday

OSSE-Bus Garage Building
2115 5th Street NE

OSSE-Bus Garage Trailer
2215 5th Street NE

New York Avenue Shelter
1355 New York Avenue NE

New York Avenue Shelter
1357 New York Avenue NE

House of Ruth
615 10th Street NE

Emery Shelter
1725 Lincoln Road NE

Blair Shelter
633 I Street NE

Harriet Tubman Bldg #9
1900 Mass. Avenue SE

OSSE- Bus Trailer
2000 Adams Street NE

OSSE- Bus Transportation
2000 Adams Street NE

Bus Garage
135 New York Avenue NE

Gus Garage- Trailers
1345 New York Avenue NE

4th Friday

Youth Rehabilitation
1000 Mount Oliver Road NE

Town Home
1861 Corcoran Street NE

Town Home
1636 Kramer Street NE

Residence
4300 12th Street SE

Residence
4304 12th Street SE

Residence
342 37th Street SE

District Transportation
1403 W Street NE

Adams Place Shelter
2210 Adams Place NE

Homeless Shelter DHS
2305 36th Street NE

DPW
2860 South Capitol Street SE

DPW
200 Bryant Street NW

DPW
2338 G Street NW

DPW
201 Bryant Street NW

DPW
900 New Jersey Avenue

DPW
1125 O Street SE

APPENDIX 10

COMPLIANCE FORM FOR PRIORITY MATTER

MULTIPLE ENGINE COMPANIES

CONCERNS WITH EMERGENCY VISUAL DISPATCH BOARDS

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

Use this form to report actions on recommendations made by the Office of the Inspector General (OIG) during or following an inspection of your agency, program, or other matter. Include on this form all information necessary to show compliance with the recommendation(s). *Fax and then mail* the completed form and any attachments to Office of the Inspector General, Attention: Inspections and Evaluations Division. The OIG fax number is 202-727-6992. The address is 717 14th Street, N.W., Washington, D.C. 20005.

DATE:	May 18, 2012
RE-INSPECTION OF:	D.C. Fire and Emergency Medical Services Department (FEMS)
PERIOD OF RE-INSPECTION:	Ongoing

Dear Chief Ellerbe:

On September 29, 2011, the Office of the Inspector General's (OIG) Inspections and Evaluations Division (I&E) announced a re-inspection of the physical conditions and work environment at each FEMS fire station and the fire boat facility.

During our re-inspection of FEMS Engine Companies throughout the District, serious concerns were raised about the reliability and functionality of the emergency visual dispatch boards. The OIG inspector determined that 22 of 32 FEMS fire stations[1] have experienced one or more of the following problems with these boards:

- the dispatched call or address is not displayed;
- they work only intermittently and often must be reset to work properly;
- they flicker on and off; and
- they may display inaccurate or "dummy"[2] runs.

Based on the safety implications of these operational deficiencies, we are bringing this to your attention now so that you can take the corrective actions required.

[1] The Fire Boat Facility did not contain a visual dispatching board. In addition, FEMS station 28 was not observed as it was under renovation.
[2] A "dummy" run refers to a dispatched addressed that has no current emergency.

District of Columbia
Office of the Inspector General

Findings and Recommendations

COMPLIANCE FORM
FOR PRIORITY MATTER

RECOMMENDATIONS

The OIG recommends that Chief FEMS:

1. ensure that the emergency visual dispatching board at each FEMS facility is evaluated, made fully functional, and displays correct dispatch information; and

2. update the Inspector General on the results of the actions taken.

RESPONSE DUE TO THE OIG: May 25, 2012

AGENCY ACTION TAKEN (attach additional information as necessary):

_____

_____

_____

_____

_____

RESPONSIBLE OFFICIAL:

Name: _____ **Title:** _____
Phone: _____ **Fax:** _____

Signature: _____ **Date:** _____

2

[redacted] (OIG)

From: [redacted] (FEMS)
Sent: Tuesday, May 29, 2012 3:22 PM
To: [redacted] (OIG); [redacted] (FEMS)
Cc: [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG); [redacted] (OIG)
Subject: RE: OIG Compliance Form for Priority Matter - Emergency Visual Dispatch Boards
Attachments: Reader Board OIG response.pdf

Ms. [redacted]

Thank you for bringing this to our attention. I have reached out to several members that were involved with the initial display board installation as well as the contractor responsible for upgrading the current alerting system.

The reader boards are not something that was installed as part of the original alerting system. The reader boards came later as an alternative method to the printers or vocal that dispatch emergency calls. This feature provided drivers and officers the ability to read the dispatched emergencies prior to leaving the station. This was done even prior to the computers being installed onto the fire apparatus. Over the past several years there have been many upgrades and extras added to the alerting system. The reader boards are considered a nicesty more than a necessity. To say that the alerting system is defective due to a reader board malfunction, would be a false statement.

Presently the alerting system is being upgraded again. The estimated roll out for this new alerting system is slated for September 2012. Several stations have begun the installation phase. With this new upgraded alerting system, 32" display monitors will be installed to allow members to read the emergency response. As part of the final check list to this new alerting system installation, the reader boards will be reconfigured to operate with this new alerting system.

Thank you for your patience in my response to this compliance form. I have attached the completed Compliance Form to this email.

Thank you

[redacted]
A/Deputy Fire Chief
Facilities Management Office
3180 V. St. N.E.
Washington DC 20018
[redacted]

1

APPENDIX 11

EXCERPT FROM OCTOBER 2012 FEMS UPDATE ON ACTIONS TAKEN IN RESPONSE TO MAR 12-I-001

Vincent C. Gray
Mayor

Government of the District of Columbia
Fire and Emergency Medical Services Department
Washington, D.C. 20001

Kenneth B. Ellerbe
Fire & EMS Chief

MEMORANDUM

TO: Kenneth Ellerbe
Fire and EMS Chief

FROM: [redacted]
Deputy Chief

Co/Plt: HS/SOD

DATE: August 6, 2012

SUBJECT: Fireboat Needs

In compliance with the Department's response to the Office of the Inspector General's **Management Alert Report**, *D.C.'s Primary Fireboat Is 50 Years Old and In Need of Thorough Assessment: FEMS Apparently Has No Strategy for Replacing this Critical, Outdated Apparatus*; Fire and EMS has completed the following actions:

1. The Department contracted with the Maritime Alliance Group to perform the following services:
   a. **Survey for John Glenn, 72 Foot Firefighting Tugboat -** The contractor performed a survey of the vessel while afloat at the Fireboat Pier in Washington, DC. This survey included a topside and internal examination and document review, from which a list of recommend repairs was produced.
   b. **Survey for Fireboat 2, 30 Foot Metal Craft Marine Fireboat -** The contractor performed a survey of the vessel while afloat at the Fireboat Pier in Washington, DC. This survey included a topside and internal examination and document review, from which a list of recommend repairs was produced.
2. The Marine Engineers at the Fireboat used the results of these surveys to produce Statement of Work documents for both the John Glenn and Fire Boat 2. The documents are attached as Appendix A and Appendix B.
3. The Captain of the Fireboat has completed the Annex B Marine Fire-Fighting Vessel Design Considerations, of National Fire Protection Association 1925, Standard on Marine

Signature.....
The above statement was prepared by me. I certify that it is true to the best of my knowledge and belief. I understand that making a false statement is criminal and punishable under D.C. law. I also understand that the Department may initiate adverse action against me making a false statement.

[redacted]

Firefighting Vessels. This is a self-assessment of the Fire and Rescue needs of the Port of Washington and is attached as Appendix C.

4. The Department applied for a 2012 Port Security Grant to replace the John Glenn, no award was given to the department despite widespread support in the USCG and a high rating given to the application.

The summary finding of these assessment and planning efforts is that the Fire and EMS Department needs to plan to replace the John Glenn while assuring the department maintains the vessel in until a replacement is identified. These activities will assure that the Fire and EMS Service is able to meet our requirements in Emergency Support Function 4, Firefighting, to the Port of Washington, and of all citizens of and visitors to Washington DC.

The John Glenn, which is 50 years old, must be replaced because it is no longer cost effective to refurbish, repair and maintain the boat in good operating condition as opposed to replacing the vessel with a newer boat with additional capabilities. Contributing to the cost of maintaining the boat is the condition of the hull, which while good for its age, is showing thinning in the steel shell and structural components. This thinning will require considerable dry dock repairs and replacement of materials.

The capability needs for a replacement vessel were determined by conducting a NFPA 1925 Port Assessment Survey. Based upon the Port Assessment, the DC Fire & EMS Department should plan on replacing the John Glenn with a similar vessel that meets NIMS Typing Standards as a Type II Fireboat with 10,000 GPM Pump Capacity and Ice Breaking Capability. This fire boat will meet NFPA 1925 Standards and the upgrade will decrease response times, add firefighting foam capacity, add land side water supply capability. It is expected that this vessel will serve the community and protect the Nation's Capital for the next 25 years

This project will reduce risk in a cost effective manner by assuring the continued capability to respond to and mitigate the consequences of terrorist attacks, natural disasters, or accidents on the Potomac and Anacostia Rivers. Specifically, this fireboat will be able to suppress fires and rescue victims from incidents involving passenger and commercial vessels while protecting the critical infrastructure, waterfront facilities, and waterfront property.

The projected economic and emotional impacts of the loss of a key interstate highway or rail bridge are huge; this investment is a counter balance to those risks and an investment in the preparedness of government to prepare for such attacks. The cost of not preparing is the loss of confidence in government.

While there are smaller, less capable response boats operated by the Prince George's County, MD and Alexandria, VA Fire Departments these fireboats are not normally staffed nor do they have the pumping, towing, rescue platform, or ice breaking capabilities of the fireboat proposed in this project. These departments request the assistance of the vessel this vessel will be replacing when they have an emergency response.

Signature.....
The above statement was prepared by me. I certify that it is true to the best of my knowledge and belief. I understand that making a false statement is criminal and punishable under D.C. law. I also understand that the Department may initiate adverse action against me making a false statement.

The funding, procurement and design/build process of a new fireboat to replace the John Glenn will take nearly five years. In order to maintain the status of the current fireboats, both vessels should be removed from the water for scheduled maintenance and repair.

The surveyor said of the John Glen:

The JOHN H. GLENN JR. is a custom-built fireboat which has been owned and operated by at least two municipalities, New York and Washington, during its 50-year service life. It was built to the normal standard of materials and workmanship for vessels of its generation, class, and intended service. It was strengthened for ice operations in 1984, following the Air Florida disaster. It generally appeared to be in average condition for its age.

The upcoming drydock examination may reveal the need for costly repairs to the underwater body. When the recommended repairs and corrections have been carried out, the JOHN H. GLENN JR. should be suited to its intended service with limitations defined by design and construction, provided prudent routine and preventive maintenance is performed, and the vessel is operated by a competent crew with due regard to customary safety practices, good seamanship, and prevailing weather conditions. Most of the listed recommendations involve straightforward action and address conditions commonly found in vessels of similar origin, age, and service experience.

For the John Glenn it is estimated that this recommend work will take approximately 30 days is estimated to cost **$693,000**. This estimate is based on 30 day work time other work may work may extend the timeframe. (Details of this work are listed in Appendix A)

The surveyor said of Fireboat 2:

Fireboat FB-2 is a "Firestorm" fast response boat custom built by Metalcraft Marine. This manufacturer specializes in work boats, police/patrol boats, and fire boats. It was built to the normal standard of materials and workmanship for vessels of its generation, class, and intended service. It generally appeared to be in average condition for its age.

When the recommended repairs and corrections have been carried out, the fireboat FB-2 should be suited to its intended service with limitations defined by design and construction, provided prudent routine and preventive maintenance is performed, and the vessel is operated by a competent crew with due regard to customary safety practices, good seamanship, and prevailing weather conditions. Most of the listed recommendations involve straightforward action and address conditions commonly found in vessels of similar origin, age, and service experience.

For Fireboat 2, The estimated cost of the recommended repairs and maintenance is $**69,500** and should take less than 14 days to complete. (Details of this work are listed in Appendix B)

I am available to answer any questions and support any efforts to move this request forward.

Signature.....
The above statement was prepared by me. I certify that it is true to the best of my knowledge and belief. I understand that making a false statement is criminal and punishable under D.C. law. I also understand that the Department may initiate adverse action against me making a false statement.

Maritime Alliance Group, Inc.

Dundalk Marine Terminal
2700 Broening Highway
Shed 4, Second Floor
Baltimore, MD 21222

Tel: 410.284.8175
Fax: 410.282.3325
www.groupmagi.com

File No: B12-317 Port of: Washington, DC

Vessel: JOHN H. GLENN JR. Date: May 21, 2012

Principals: DC Fire Department Rig: Fireboat

REPORT OF SURVEY

REQUEST

On May 3, 2012, the undersigned was requested by Deputy Chief [redacted] of the District of Columbia Fire & EMS Department, 1338 Park Road NW, Washington, DC 20010, to attend the fireboat JOHN H. GLENN JR., O.N. 289631, for the purpose of determining this vessel's general condition and principal characteristics, and against these to enter an opinion as to the vessel's suitability for service, and to recommend work items to be performed in an upcoming drydock availability.

This is to certify that on May 10, 2012, the undersigned did attend the subject vessel whereat same lay afloat at 550 Water Street SW, Washington DC 20024. A test run was not conducted. The vessel was in service and manned by its normal crew during our examination.

GENERAL PARTICULARS

NAME: JOHN H. GLENN JR

Home Port: Washington, DC

Official Number: 289631

Builder: Diesel Shipbuilding Company

Built: 1962

LOA: 64.6 ft.

Beam: 21.0 ft.

Depth: 7.1 ft.

Gross Tons: 81

Net Tons: 55

HP: 3x450 BHP

General Description: Diesel propelled steel fireboat

Intended Use: Municipal firefighting, search and rescue

Current Owner: District of Columbia

Underwriter/Insurance Company: Self insured by District of Columbia

Current Insured Value: Not specified

Date Last Drydocked/Hauled Out: 2009 (emergency drydocking to repair collision damage; last scheduled drydocking at which all maintenance items were addressed was 2003)

The foregoing particulars are as reported, observed, and as abstracted from the USCG Port State Information Exchange database, and are believed to be correct.

SCOPE OF SURVEY

The purpose of a marine survey is to determine, insofar as possible within the limitations of visual and physical accessibility, through non-invasive and nondestructive means, the subject boat's structure, systems, cosmetics, and levels of compliance with the applicable Federal and state law as well as commonly accepted industry standards and practices.

Certain parts of a boat's structure, systems, and equipment can only be inspected after removing flats, bulkheads, joinery, headliners, tanks, etc. This would be prohibitively time consuming, potentially destructive, and costly to restore. Components requiring access with tools or by disassembly have not been inspected. Where dirt, marine growth, coatings buildup, or corrosion obscure the surveyor's ability to inspect, this limitation has been noted in the report. Conditions suspected or discovered using nondestructive methods may be further subject to invasive testing for confirmation. No invasive or destructive methods were used during the inspection without the express permission of the boat's owner or owner's representative.

Complete inspection of machinery, plumbing, electrical systems and available equipment can only be made by disassembly or by continuous operation. This has not been done, but may be recommended. No mechanical tests were performed on propulsion or auxiliary generating equipment. No fluid samples were drawn. Only the installation and external condition of machinery and accessory equipment was inspected. This should not be considered a complete mechanical inspection. Qualified marine mechanics experienced with the specific machinery installed should be employed to survey propulsion engines and auxiliary generators. The inspection of flexible piping was limited to the condition of its external casing only, and only where readily accessible for visual inspection.

Electronic and electrical equipment was tested by powering up and observing function.

No measurements were taken; no calibrations or adjustments were made. Batteries were not load tested. Only the external condition of electrical wiring, connections, and systems' installation was inspected. No attempt was made to perform a complete analysis of the vessel's electrical systems as to do so would require disassembly with tools, removals, etc to gain access to components.

Generally it is our experience that few boats surveyed today meet all of the applicable standards for marine electrical system fabrication and installation. This situation may be further aggravated by the wet and corrosive marine environment, and often by the owner's tolerance for poor installations, "do-it-yourself" add ons, and a general lack of preventive maintenance. Therefore, when the surveyor's limited visual inspection of an electrical system raises significant concern regarding standards compliance, the recommendation will be made to employ a qualified marine electrician for an in-depth inspection. Attention to compliance with electrical standards is critical to avoiding conditions which will lead to fires, explosions, and personal injury or death.

A test run is strongly recommended and conducted if requested by the client. The vessel must be operated by its owner or the owner's authorized agent. If no test run is requested, and if the vessel is afloat, operation of propulsion and auxiliary machinery and the steering system is observed in static mode. If the vessel is blocked ashore, no machinery is operated. Boats in a state of winter lay-up preclude operation of winterized systems.

A boat's systems and component parts have a limited useful life and must be considered perishable. Conditions affecting useful life include original material specifications, fabrication and manufacturing techniques, atmospheric exposures, history of use, etc. These systems and component parts often give no readily detectable external indications of deterioration and impending failure.

When relevant, the surveyor's recommendations are based on U. S Coast Guard Rules and Regulations for Uninspected Vessels, contained in Title 46 of the Code of Federal Regulations, Parts 24-28, as well as the voluntary STANDARDS AND PRACTICES FOR SMALL CRAFT, published by the American Boat and Yacht Council, and NFPA 302: STANDARD FOR PLEASURE AND COMMERCIAL MOTOR CRAFT, published by the National Fire Protection Association. It should be noted that, with the exception of those requirements for vessel identification, safety equipment, accident reporting, and pollution control, much of the current Federal law applies only to vessels equipped with gasoline engines (other than outboard engines) used for electrical or mechanical power.

The foregoing commentary is provided to give readers of this report an understanding of the survey process and its limitations. Since records of the boat's history of use and past maintenance are typically not made available to the surveyor, reported observations are necessarily limited to the boat's condition at the time the survey was performed.

Further qualifying remarks regarding a specific part of the report or its equipment may be found in the text of the report.

CONDITIONS FOUND/ RECOMMENDATIONS

At the request of Deputy Chief [redacted] the undersigned surveyor examined the

fireboat JOHN H. GLENN JR., identified by Official Number 289631 at 550 Maine Avenue SW, Washington, DC, afloat. Access to the boat for inspection was granted by Deputy Chief [redacted] on behalf of the District of Columbia Fire & EMS Department.

Unless noted otherwise, the boat's systems and equipment generally appeared to have been fabricated of materials suited to use in the marine environment, installed in compliance with applicable Federal law and commonly accepted marine industry practices, and appropriate to the boat's usual expected service. Deficiencies and recommendations for their repair or correction are listed throughout the report as applicable.

CONDITION	RECOMMENDATION
Hull plating (original thickness 7/32" to 5/16') last audio-gauged in 2003; vessel built in 1962.	Audio-gauge entire hull at upcoming drydock availability. Crop and renew any plating that has lost more than 25% of original thickness.
Internal examination reveals considerable pitting to hull plating in lazarette compartment, and a cement patch approximately 20"x20"x5" to bottom plating in starboard forward corner of lazarette.	Crop and renew pitted hull plating in lazarette area to good metal. Examine and evaluate sacrificial anodes and renew as needed while in drydock.
Forepeak tank not accessible for internal examination.	Open, ventilate, and make forepeak tank available for internal examination in drydock.
Bilge pumping arrangements (central 120 GPM pump with manifold, valves, and suctions in each compartment) does not provide for automatic operation or alarm of flooding conditions. Pump cannot presently take suction reliably from all compartments, and requires priming.	Add separate bilge pumps in each compartment, with automatic float switch operation and audible alarms. Overhaul current pump/piping as necessary to provide high-capacity flooding control as a backup to smaller individual automatic pumps.
Sea valves and sea chests last inspected in 2003.	Open all sea chests for internal examination and disassemble all sea valves for examination during drydock examination.
Six (6) bronze keel coolers provided for three (3) main engines. Keel coolers housed in steel shroud, not accessible for examination; one reported leaking coolant slowly.	Expose keel coolers for examination and pressure testing during drydock examination; repair as necessary
Three (3) Caterpillar Model 3406 diesel engines, new in 2003, each driving a separate propeller shaft; two engines also drive fire pumps. Crew reports no engine problems aside from the aforementioned coolant leak.	During drydock examination, measure bearing clearances at aft stern tube and forward and aft ends of strut bearings on all three (3) propeller shafts. Remove all three shafts for examination. Measure shaft run out for trueness. Repair or replace as necessary. Repair or replace strut tube bearings as necessary. Repack three (3) stern tube bearings and re-install shafts. Perform routine maintenance on engines as recommended by manufacturer.
Three (3) propellers last thoroughly examined in 2003 (sighted in 2009 emergency drydocking, but not serviced).	Examine three (3) propellers in drydock. Depending on conditions found, remove, repair, and balance as necessary.

Three (3) rudders last thoroughly examined in 2003 (sighted in 2009 emergency drydocking, but not serviced).	Examine three (3) rudders in drydock. Remove and repair as necessary. Replace bearings and repack shafts.
Two of the main engines drive fire pumps, serving a fire main system with 60 year old fire mains at 125 PSI. Clapper valves are reportedly not operating properly and are not accessible for examination.	Overhaul and pressure-test fire main system and pumps.
Vessel is equipped with a foam firefighting system including two (2) 150-gallon foam tanks. Black iron piping installed in 2003 as part of this system has developed leaks and has been replaced piecemeal. AFFF agent cannot be flushed from the system and is fostering corrosion at some pipe fittings. Tank manhole cover bolts are corroded and leaking. There is no provision for introducing alternate foam concentrate into the system for use in practice where AFFF agent cannot be discharged into the environment.	Clean out and repair existing foam system as necessary to eliminate leaks. Modify or replace system as necessary to provide means of flushing foam from the piping and to provide means of introducing foam concentrate in line via eductor(s), independent of the main foam supply tanks.
Vessel is equipped with an ICOM model M602 Marine VHF radio which has Digital Selective Calling capability, but this radio is not programmed with a Maritime Mobile Service Identity number or connected to the vessels GPS receiver. Therefore, the radio is not capable of transmitting an automated distress call, and may not properly display the identity or location of nearby vessels in distress.	Obtain and program an MMSI number into the radio; connect the radio to a GPS receiver.
Crew reports poor performance of the vessel's current RADAR installation at close range.	Consult with vendors to determine best RADAR model to provide close-in coverage in the restricted waters where the vessel operates.
Crew reports poor visibility through unheated wheelhouse windows.	Consider installation of additional defrosters where necessary.
Installed Hose-McCann sound-powered telephone system does not function properly. There is no voice transmission/reception, only the hand-cranked bell function works. The bell is currently used only as a signaling device between the pilothouse and engine room.	Repair telephone system, or install a functional intercom system.
Shore Power cable rests on deck and vessel rail, creating a tripping hazard and possible chafing damage.	Consider installation of an overhead support for the shore power cable.
Dinghy/rescue boat davit, originally designed for wire rope, currently has a Kevlar rope fall, which is weathered/faded.	Replace boat fall with new wire rope or ultraviolet-protected Kevlar rope.
Coast Guard Documentation expired in 2011.	Consult with National Vessel Documentation Center and DC legal counsel to determine need for and procedures to re-instate documentation.

Firefighting capability is more than adequate, since the vessel is designed and equipped for fighting fires on other vessels and waterfront facilities. Interior fire protection is maintained by the DC Fire Department's own apparatus maintenance facilities, rather than by commercial vendors.	Ensure that at least two (2) Coast Guard approved size B-II fire extinguishers are maintained on board as required by 46 CFR Table 25.30-20(b)(1), based on the vessel's 81 Gross Tons. In addition, ensure that at least two (2) Coast Guard approved size B-II fire extinguishers are maintained in the engine room as required by 46 CFR 25.30-20(c)(2), based on total horsepower (one B-II extinguisher for each 1000 BHP or fraction).
Vessel is equipped with a sewage holding tank, certified by definition as a Type III marine sanitation device. Tank needs routine maintenance.	Open, clean out, inspect, repair as necessary, and paint sewage holding tank.

SURVEYOR'S NOTES

Repairs and corrections should be accomplished in a workmanlike manner to meet or exceed applicable federal law or published marine industry standards. Where a specific regulation or standard is referenced, it should be consulted to ensure full compliance.

Additional cautions and limitations can be found in SCOPE OF SURVEY and CONDITIONS OF REPORT ACCEPTANCE. No section of this report should be used out of the context of the entire report.

SUMMARY

The JOHN H. GLENN JR. is a custom-built fireboat which has been owned and operated by at least two municipalities, New York and Washington, during its 50-year service life. It was built to the normal standard of materials and workmanship for vessels of its generation, class, and intended service. It was strengthened for ice operations in 1984, following the Air Florida disaster. It generally appeared to be in average condition for its age. The upcoming drydock examination may reveal the need for costly repairs to the underwater body.

When the recommended repairs and corrections have been carried out, the JOHN H. GLENN JR. should be suited to its intended service with limitations defined by design and construction, provided prudent routine and preventive maintenance is performed, and the vessel is operated by a competent crew with due regard to customary safety practices, good seamanship, and prevailing weather conditions. Most of the listed recommendations involve straightforward action and address conditions commonly found in vessels of similar origin, age, and service experience.

CONDITIONS OF REPORT ACCEPTANCE

This report is a description of the condition of the subject vessel at the time the survey was performed. The surveyor's observations and opinions are subject to the specific limitations noted in this report.

The undersigned surveyor attests that he has used his best efforts, based on formal

training, field experience, and continuing technical and professional studies, in making a thorough examination, employing only non-invasive and non-destructive testing methods as described in SCOPE OF SURVEY. No guarantees or warranties are made against hidden or obscured defects and/or damage arising at some future time due to those defects. It is assumed that the owner has reviewed the design and construction of the vessel, has determined its suitability for the intended purposes, and is familiar with the vessel's cosmetic condition.

Although the survey was carried out in a professional manner and the surveyor exercised due care and diligence in making a complete inspection, no assurance can be made that every deficiency was discovered within the time allotted for the survey. The facts as discovered and presented in this report are in no way to be deemed a guarantee and/or warranty, either expressed or implied, for the subject boat.

All observations are strictly in the nature of opinion and may be subject to further qualification. Supplements and/or amendments may be offered pending outcomes of recommended additional testing procedures. Use of this report constitutes acceptance of these terms and any other limitations, advisories, and conditions noted.

This report was prepared and submitted in confidence to the person or entity for whom the survey was performed, without prejudice to the rights and/or interests of anyone whom it may concern. No changes or supplements are permitted unless provided by the surveyor of record whose signature appears below. The original report is issued solely to the person or persons on whose behalf it was prepared. Users of this report are advised that only the original and certified copies should be used. These are identified by my seal and blue ink original signature. The accuracy and authenticity of all other copies is not warranted; such copies are accepted at the sole risk of the user.

Third parties desiring to obtain a copy of this report must first contact the person or persons for whom the survey was performed. The surveyor will issue copies of this report only on instruction and with the permission of the original purchaser of the service. Fees for additional copies and transmittal expenses will be charged to the original purchaser.

MARITIME ALLIANCE GROUP, INC.

[redacted]

[redacted]
Marine Surveyor

Enclosures: (1) Photographs
(2) Vessel data from PSIX
(3) Vessel Documentation Query

Photo Nos. 1 and 2: General views of fireboat JOHN H. GLENN JR.

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Photo Nos. 3 and 4: General views of main engines.

Photo Nos. 5 and 6: General views of bilge area below accommodation space.

Photo Nos. 7 and 8: Bilge manifold and typical bilge suction.

Photo Nos. 9 and 10: General views of piping in bilge areas; note green corrosion/leakage at fitting of foam piping.

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Photo Nos. 11 and 12: General views of bilge area aft of engine room.

Photo Nos. 13 and 14: Cement patch in forward starboard corner of lazarette.

Photo Nos. 15 and 16: Pitted plating in lazarette.

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Photo Nos. 17 and 18: Faded Kevlar boat davit fall.

Photo Nos. 19 and 20: General views of shore power cable.

Photo Nos. 23 and 24: Recent welded crack repair in forepeak, port side.