

August 2013

REPORT
FIRE PREVENTION AND FIRE FIGHTING
IN ST. VINCENT AND THE GRENADINES (SVG)
August 2013

INTRODUCTION

Saint Vincent and the Grenadines, part of the Lesser Antilles, is an island country in the Caribbean Sea. Composed of multiple islands, St. Vincent is a land of many contrasts. St. Vincent - the main population center - is mountainous and lush. Rainforests thrive in the interior and La Soufriere, while the northern region is dominated by an active volcano that last erupted in 1979. The country has a population of approximately 119,000 persons and an area of about 50 square miles.

BACKGROUND

The St. Vincent and the Grenadines (SVG) Fire Service is not a separate and distinct entity—it is a division of the SVG Police Force, referred to in this report as the Fire Brigade.

OVERVIEW

In order to ensure the safety of SVG's population and economic resources (particularly tourism and agriculture), improving capacity for firefighting and prevention is absolutely essential, especially given the nation's geography. Over the past few years, the island has suffered several devastating fires, including the destruction of a school building. More recently, census records housed in the main government building were also lost during a fire. The loss of the census data was a major setback given the value of such data to the country's budget and planning efforts. The island's firefighting and prevention capabilities have taken on added importance because SVG is in the process of building an international airport to enhance tourism. This modern structure—with a capacity to handle wide body, high passenger volume planes—is vital to the country's development. The need for a well-integrated fire and emergency relief system is of paramount concern.

The idea of a partnership between St. Vincent and Grenadines (SVG) and Martha's Vineyard (MV) to address these issues originated in 2012 when La Celia Prince, SVG Ambassador to the United States officially made a request to Larry Palmer, U.S. Ambassador to Barbados and the Eastern Caribbean. While the initial focus centered on firefighting and prevention, the partnership envisioned the establishment of further collaboration and exchanges in education, fisheries, artisan development, and tourism development.

Early discussions of the partnership included the respective Ambassadors, the Department of State-INL, and the offices of Massachusetts State Senator Dan Wolf and the Dukes County Manager representing Martha's Vineyard. After several initial discussions, all representatives agreed to meet on the Vineyard in January 2013. All parties agreed on furthering the two islands' relationship with the "Sister Island Partnership". It was further agreed that experienced firefighters from MV could contribute greatly by assessing similar

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needs and limitations affecting the islands SVG. Hence, two firefighters from the Vineyard- with fifty-five years of combined experience were sent on a five-day visit to SVG to assess the island's firefighting and prevention capabilities and needs, in coordination with appropriate SVG staff.

The scope of work included:

- A needs assessment of the island's current abilities to carry out firefighting and prevention, with special consideration of staffing, location, capacity, training requirements, equipment and vehicle needs, maintenance of equipment, water supply, etc.
- Share best practices
- Review lessons learned regarding common issues on firefighting and prevention
- Make preliminary recommendations to SVG officials, based on findings
- Follow up with a written assessment/plan of action for use by the Government of SVG to carry out the next steps required to improve and implement the fire prevention and defense capacity for the country.

EXECUTIVE SUMMARY

(Conclusions)

Firefighters and the Fire Brigade are critical to national security. The establishment of a national fire firefighting and prevention service, with clear and independent structure of operation is crucial to the construction of the new international airport. Firefighting and prevention, while vital to the emergency relief system and the security of the country, can only be fully functional if integrated with other emergency relief agencies. The need for a standardized fire prevention/fire suppression island-wide working system should include:

1. hHospital access from all parts of island
2. Adequate roadways and a transportation system for emergency response
3. Disaster/Mass Casualty incident planning, response and training; and
4. Formulation of Hazmat policies and practices.

Based on SVG's plan for an international airport, the authors strongly recommend the implementation of the [International Civil Aviation Organization \(ICAO\)](#) framework. The ICAO assessment includes, at a minimum, the review of the facilities, organizational structure, training aids, curricula, instructors, evaluation plans, records technology for training, computer-based training capability (CBT), e-learning systems, trainees programs, and a quality assurance programs, among other things.

GENERAL REPORT

A. Governance

Observations:

Founded in 1871, the SVG Fire Brigade has a long and honorable history. During our visit, the command structure of the Saint Vincent and Grenadines Police Force was supportive of the Fire Brigade and its mission. There was a common feeling among members of the police force that the Fire Brigade service needed to be upgraded. The police force is divided into districts and individual districts are supervised by Superintendents. The Fire Brigade is led by an Inspector who serves under the Superintendent of the Traffic Department, located at the Central Division.

It was noted that if a firefighter damages a vehicle during the course of his duties, he/she is responsible for the payment of repairs. We were told that the maintenance of vehicles and equipment was only done by police department mechanics. Stakeholders also reported that the main fire engine in St. Vincent requiring repairs could not be repaired. We observed that an ambulance was out of service; were further told of another fire engine and ambulance was still in need of repair long after accidents. It was also reported that although a radio repeater system existed, it was not operational due to need for repairs.

Recommendations:

The Fire Brigade should be commanded by an officer equal in rank to the geographic/divisional commanders. Alternatively, elevating the Fire Brigade to a Department that reports to the Police Commissioner (via the Assistant Police Commissioner and Deputy Police Commissioner) instead of the Traffic Department would increase its status and lead to greater autonomy. In all instances, the SVG Fire Brigade must be assured that the nation's leading public safety officials will support, protect and defend the Brigade's rank and file.

It is also vitally important that the Fire Brigade be given the autonomy to make its own decisions. There are many dedicated and intellectual individuals within the ranks of the SVG Fire Brigade. Of special note, Inspector James was the most knowledgeable. He displayed dedication and strong capabilities. With his insight and sound knowledge, he would be ideal to shape the Brigade into a very successful department, if provided supported.

There should be an immediate change in accountability practices for individuals operating fire vehicles. Currently, all individuals operating a government vehicle are held financially responsible for damages sustained while on duty. It should also be made mandatory for firefighters to be trained on the safe operation of all fire apparatus. With limited resources and inadequate access to trained technical support, the ongoing maintenance of emergency facilities and equipment is a challenge. We recommend that all vehicles and equipment acquired should be capable of being easily maintained and serviced locally. In addition, the government should make budgetary allowances to demonstrate their commitment to the maintenance of public safety equipment. Donors should also be encouraged to supply the technical training and tools that are required to maintain their donations.

B. Organizational Structure for Fire Brigade

Recommendations:

- a. Professionalize the post
- b. Establish an autonomous command structure
- c. Establish a clear line of communication and authority within the Fire Brigade
- d. Establish a wage structure that encourages professional development, standards, accountability and performance
- e. Fire Chief duties should include:
 - review of all new construction plans for government and business structures for fire safety and evacuation
 - cooperation with the Building Code Department to assure life safety egress in public and commercial buildings
 - Participate in Code Enforcement; and
 - Work closely with the water authorities on SVG to establish formal participation in planning and review of all projects (so as to provide access to water for firefighting services and training activities).

C. Infrastructure (Water, Roads, Public Works)

Recommendations:

Water Supply – Saint Vincent - While water is available on the mainland, it is not often accessible for firefighting.

- The water authority should be encouraged to install easily accessible 2 ½" (minimum) fill valves on all water tanks for Fire Brigade use
- Pursue the construction of "quick fill" water tanks (like at Arnos Vale) in all villages and/or Police/Fire Stations for Fire Brigade use to fight fires
- Encourage the installation of a fill valve anywhere a quantity of water exists so that it could be used to fill fire engines
- Agree on the standard fitting size for all future fill valves – minimum 2 ½"

Water Supply – Bequia: While water is a more limited resource on Bequia, access to water for firefighting continues to be a major concern.

- Install larger fill valves on existing water tanks in Port Elizabeth tank farm for firefighting supply
- Install accessible draft points/access or fill valves on all public water sources, such as road side cistern

- Require all new construction of private homes or businesses to provide an accessible draft point/access or fill valve for the Fire Brigade on their private water reservoirs, for self-protection at the very least

Water Supply – J. F. Mitchell Airport Bequia

- Install a larger diameter pipe from the water tower tank in order to quickly fill fire engines through gravity – 2 ½ “ minimum and capacity to fill a 500 gallon engine three times Improve rain water collection at the ARFF station

Roads

The road systems in place are good, but lack the capacity to move emergency response units during high traffic periods. The road system has no simple or rapid connection between the new international airport and local hospitals in the event of an aviation incident involving injuries. This is important as the planned Category 9 Airport could serve a Boeing 777 with 400 passengers.

D. Airports - ARGYLE – Aircraft Rescue & Fire Fighting (ARFF)

- Separate the generator location and Self Contained Breathing Apparatus (SCBA) fill station location to avoid poison air from exhaust entering the compressor in all weather conditions
- Wire the training room for internet, cable, telephone and numerous power outlets to permit future state of the art classroom, distance/computer learning and webinars.
- Expand the improved (hard) surface to South or West of water tanks to provide suitable space to train with a 45 foot engine, 100 foot attack line and 50 foot supply line (from hydrant)
- Provide a hydrant for training separate from water tanks
- Create training area behind the ARFF building by moving out fence-line to enclose an area sufficiently sized to have a mock-up of a fuselage, fuel fire pit, and mock-up of the aircraft engines at their normal height and spacing
- Incorporate as many training elements into the building plans as possible, such as physical attachments on the building for ropes, ladders, and other aspects of exterior fire training and inside the building such things as technical connections for power point presentations or webinars and other accommodations for group training.

Airports – Mitchell Field

Upon visiting the Bequia airport we found three vehicles in various states of disrepair. One was entirely out of service and the one pump had to be started by touching bare wires together. The two working trucks are small and virtually ineffective in any kind fire

situation. The water capacity of the two trucks combined is only 300 gallons. The fire hose diameter could be compared to the size used on a high pressure power washer. The foam system must be employed manually, by using foam buckets and an inductor system.

The ARFF station at Bequia airport has extensive building damage, caused by a storm some years ago. It was noted that firefighters must be housed at night over a mile away at the Padget Farm police station since the Mitchell Field ARFF station is in a state of disrepair. The duty crew has no vehicle to get them to the airport in case of an emergency.

The two vehicles are left outside in the elements 24/7. The engines are fueled by hand from a barrel with a bucket and funnel.

The water supply is very limited, with few water supply hook ups. A recently built water desalination plant, just down the road, can produce 20,000 gallons of water a day, and they are making progress on a delivery system for that water.

The personnel at the airport have absolutely no Personal Protective Equipment (PPE) except some old helmets and one nomex jumpsuit. Although this is slightly demoralizing, they exhibited a good attitude and work practices.

Recommendations:

Purchase and issue sufficient and appropriate PPE to all on-duty firefighters.

Storage tanks and pumps may be an effective way to supply water for the fire department. Change the system used to fill engines to resemble the rapid fill system at Arno's Vale. Increase diameter if necessary for rapid filling of engines.

Obtain a hand powered fuel pump for 55 gallon drum to fuel the fire engines.

Install a starter switch on the fire pump that uses bare wires.

Consider mounting a simple foam induction system with a tank built on the engine to permit greater mobility while operating with foam.

Consider increasing the diameter of the attack line to deliver a greater volume of water to the fire.

Pursue repair of the ARFF station to include indoor garage space, water collection from roof, and crew spaces. Allow firefighters to drive one engine to Padget Farm station each night at end of work day until ARFF building restored to use.

Consider the installation of a pre-connected suction hose configured for rapid drafting of water by one firefighter on Bequia and other locations where water is accessible in surface water or roadside tanks.

In regard to staging the engines at the Mitchell Field ARFF Station rather than staging them at the Paget Farm Station, it would seem that having the engines at Paget Farm

Station rather than at Mitchell Field ARFF Station (a full mile away) is highly suggested, particularly as it may make the difference between saving a life or a home and arriving too late to help.

E. Training

Observations:

Training was a constant theme throughout the visit: All personnel requested training, or in many cases, additional specialized training must travel to other islands or distant countries to received training. The members of the Saint Vincent Fire Brigade demonstrated a keen desire to pursue training and improve themselves professionally. The government expressed a desire to comply with ICAO standards for Category 9 airports.

Recommendations:

Select a group of firefighters to receive specific specialized training. They, in turn can train the remaining members of the SVG Fire Brigade locally.

We recommend that the Fire Brigade select a core group of experienced and peer respected firefighters to take a Train-The-Trainer class to learn how to teach firefighting to adult learners from a recognized Fire Academy or invite a qualified instructor to SVG. This core group of instructors would then deliver the Firefighter 1 level of basic training to all firefighters.

A “Firefighter’s 1” course could be accomplished by conducting one session a week for a year for catching up all existing firefighters, or over a shorter period of time for a class of new recruits. Martha’s Vineyard conducts training for 15 – 20 new firefighters four days a month from October through April, broken down into three hour classroom or field exercises. We have trainers from each of our 6 separate fire departments and they tend to be experienced firefighters or officers.

Much of this training could be conducted at the new Argyle airport ARFF building if properly equipped. By establishing a formal fire training center at this airport, SVG Fire Brigade can be virtually self-sufficient with its training facility and obtain many of the requirements under the ICAO for aviation training centers. Once the Argyle ARFF building is completed it will be an ideal location to conduct both classroom and practical training. It would also allow greater collaboration between fire instructors and shared access to the best training equipment. We recommend that the training room be equipped as a basic classroom with the addition of either large screen TV or a projector to permit group training using audio visual presentation or distance learning via webinars. We strongly recommend Inspector James as an ideal facilitator at the new training facility.

Currently, we are using the FUNDAMENTALS OF FIRE FIGHTING SKILLS by Jones & Bartlett as our text guide for Firefighter 1. It is supported by the Massachusetts Fire Academy curriculum and various student study guides and instructor handbooks. Other programs exist such as the International Fire Service Training Association (IFSTA) published ESSENTIALS OF FIREFIGHTING. A standard curriculum will improve your training results. Many companies produce high quality training materials. We would

encourage video training materials such as the “BREAD AND BUTTER OPERATIONS”, audiovisual produced by Fire Engineering. These cover car fires, initial attack lines, SCBA, search and rescue, ventilation, ground ladders and fire streams. There are many other materials available from other vendors equally worthy of research.

Training – ARFF

We recommend that SVG select two of its best trainers to attend ARFF training at a regional fire training facility to be certified. These two would serve as the nation’s lead instructors and train remaining firefighters, possibly becoming shift supervisors.

F. Communications

Observations:

We observed a live fire exercise and a ladder drill at the Kingston Police Station. We noticed a distinct lack of communication between the fire engine pump operator and the fire attack crew. The identity of the officer in charge of the exercise was unclear. Improper hoses were being deployed and at one point a hose was pulled out of a firefighter’s hand as he tried to make a connection. Hydrant water was fed through a supply line from the engine filters into the tank and then the pump. Thus, when the tank was full, excess water was spilled to the ground.

A ball valve gate at the truck end of the supply line should be added to enable the pump operator to receive only the amount of water needed, to avoid waste. Alternatively, re plumbing the engine would allow the water supply to be pumped directly into the pump manifold making better use of the static hydrant pressure to achieve greater range.

Establish and practice the Incident Command System where one individual is in command of any scene. Practice clear communications, such as concise commands and acknowledgement by repetition of commands.

G. Safety

Observations:

We witnessed several dangerous practices within the demonstration drills, specifically the ladder drills where a rescuing firefighter (Corporal Smart) carried another firefighter (the victim) on his shoulders and single handedly rescued him from a second floor balcony. The Corporal had to stand on a chair and step over a railing to get onto a ladder to descend to the ground while carrying the victim. There was no support or back up from any of the rest of the crew. Both firefighters and victims could have been seriously injured, but Corporal Smart displayed some excellent techniques during this rescue and we believe he would be an excellent instructor for training others.

We also noticed a passive disregard for chain of command during some drills. An officer was directed to perform a specific task but chose to do something else. This resulted in confusion and the subsequent deployment of the wrong hose during the live fire drill. It also caused consternation on the part of the ranking officers and open mockery from the general public observing this drill on a busy city street. However, they quickly identified

the problem and corrected the situation and carried out the drill.

Recommendations:

Future training should teach new firefighters to accomplish rescue operations effectively while wearing full Personal Protective Equipment (PPE) and observing proper safety precautions.

The use of ropes, back-up crews and diligent safety practices cannot be overstated in performing drills or any fire rescue/safety operations.

Use Incident Command System (ICS) to conduct safe operations.

All drills should be conducted in the appropriate PPE.

H. Equipment

Observation:

The safety gear and PPE is sparse and what currently exists is worn and has little if any remaining protective power. It was noted that the firefighters at SVG airport at Arno's Vale had 4 sets of new turnout gear. However, the PPE in most cases was not being properly worn, with bunker pants being tucked inside fire boots, jackets left open, and no gloves or nomex hoods.

The truck used for this drill was a Bronto on a Scania frame, with a 45 foot articulating platform. The platform did not function due to a long standing computer glitch. It had a crew cab that carried 8 firefighters.

No radio communications were observed during our visit. All radio gear was inoperable or absent from fire vehicles and ambulances, with the exception of the ARFF tower radios at Arno's Vale and Mitchell Field.

There is one truck to protect and cover the entire downtown area and outlying areas. An additional truck is inoperative due to a recent accident. Kingstown and the entire mainland are in a very vulnerable position.

Recommendations:

Firefighting is a dangerous profession that requires specialized equipment to effectively and safely mitigate a fire emergency. It is important that proper PPE is available: coat, pants, hood, helmet, boots, gloves, breathing apparatus, and personal alert safety system (PASS) device. Choosing the appropriate PPE for the situation (structure, brush fire, ARFF, technical rescue) is important for firefighter work endurance. While we advocate a complete structural firefighting ensemble for every firefighter on duty as a priority, other specialized PPE, such as light weight nomex brushfire gear, could be a good investment for the SVG Fire Brigade.

The proper selection, care, use and maintenance of protective ensembles for structural and proximity (ARFF) firefighting are critical to firefighter safety.

Many members of the SVG Fire Brigade wear a polyester uniform. That station uniform is inexpensive, easy to launder and looks sharp with little effort. However, it poses a burn hazard to firefighters as it melts in high temperatures and complicates burn treatment. Cotton uniforms require more extensive laundering and efforts to remain sharp looking, but do provide limited fire protection. While expensive, Nomex station shirts and pants are sharp looking uniforms that provide the most fire protection.

SCBA: Recommend at a minimum, four operational SCBA packs and four spare air bottles. At least two SCBA pack should be located on each engine.

Fire Hose: Consider replacing existing heavy rubber hose on booster reels with ¾" "Reel-Tex". Consider resizing booster lines to 1"

Supply Hose: Consider using 4" large diameter hose (LDH) for pumping water from future engine to engine/Bronto, and from hydrants to engine/Bronto. Possibly 800 feet of LDH in Kingston. 500 – 1,000 gallons per minute. Use minimum of 2½ "or 3" supply house from hydrant – 500 gallons per minute

Apparatus: Acquired vehicles should be locally serviceable. Makes of vehicles that are not supported by nearby parts depots and easily accessible mechanics should be discouraged.

- Recommend a water tender with standard fire pump and equipment for Port Elizabeth, Bequia. Share with water authority for filling water tanks
- Recommend Range Rover type engines be stationed at Georgetown and Layout
- Recommend an appropriate ARFF engine for a Category 9 airport at Argyle
- Recommend a 500 gallon mini-pumper for Mitchell Field
- Recommend a 500 gallon mini-pumper for Kingston
- Recommend a 1,000 gallon water tender with standard firefighting pump and equipment stationed leeward
- Recommend the drain flushing portable pump at Port Elizabeth be supplied with hose to be used for firefighting around the waterfront

Foam: Recommend that Class A firefighting foam be carried on all engines not on ARFF duty to extend the useful water supply and increase firefighting capability.

Communication: Emergency SMS (Short Message Service) is an effective means of delivering warning messages to individuals, teams or entire communities. SMS broadcasting is a mass notification technique that broadcasts text messages to hundreds or thousands of mobile devices at once. We recommend that SVG investigate the availability of SMS services for communicating with the Fire Brigade members both on and off-duty. We recommend the use of portable and vehicle radios to maintain Incident Command and to communicate with additional responding resources.

I. Medical Support and Maintenance

Observations:

The hospital building is worn with many wings and abutments. It has no integrated fire suppression or warning system. The dangers within this building are serious.

The maternity ward is located in the lowest areas of the building and is constructed with convoluted and crowded halls.

The emergency room personnel were not aware of their evacuation plan and had almost no fire protection. The nurse on duty had never heard the fire alarm horns sound in the two years she worked there. The emergency room had no Mass Casualty Incident Plan in place.

The dirty/soiled linens were transported off-site and clean linens were returned in an old ambulance. The duty ambulance lacked a radio to communicate with the main hospital. In the event of an ambulance request, the phone would ring in the ER and a nurse would take the information, then locate an ambulance driver to pass on the emergency information.

There were a positive findings as well. For instance, the hospital related evacuation and emergency strategies to us and mentioned several planned improvements.

Recommendation:

A fire safety survey should be conducted throughout the hospital and recommendation/findings for upgrades should be implemented immediately.

Ambulances should have radios to communicate with the Emergency Room medical staff.

With only one ambulance in service during our visit, we question the use of an old ambulance as a linen truck instead of a backup ambulance.

Hospital emergency plans need to be updated, in coordination with the RSVG Police and other stakeholders. Emergency plans must be exercised and updated on an annual basis. A plan is only as good as the implementation.

A Mass Casualty Incident plan should be created and practiced for the island and

aircraft incidents. An MCI is usually declared when there are more patients than resources available. With only one operational ambulance and a great distance to travel, SVG will have a challenge to accommodate the 400 passengers that could be in need of medical attention following an incident with a Boeing 777 at Argyle.

J. Planning and Education

Observations:

Planning and education has proven to be a major hurdle for this department in that any plans that have been put in place have been disregarded or ignored by the public. Some public education attempts have been made to disseminate fire safety messages, but they seem halfhearted with little hope of success.

Recommendation:

Public education leading up to and during fire danger/dry seasons to reduce accidental bush fires, possibly using postings and radio to reach those in at-risk areas.

Schools: With 100 schools and 20,000 students it is not possible for 50 F/F to educate all grades in all schools. Start small and in areas with an identified fire safety risk. Recommend that the Fire Brigade enter into a formal agreement with the school system to deliver a standardized safety message to all students in a given grade level (Such as First Grade) by both the firefighters and educators. They should visit schools at least once annually to:

- deliver Safety Message and Tips appropriate to age level
- interaction with the uniformed Fire Brigade--fun for the students
- provide a collection of handout materials for the students and their family
- introduce younger children to F/F in full PPE and allow them to understand the roles and responsibilities and importance of the Fire Service
- schedule school visits to Fire Station and/or Airport ARFF on a scheduled basis
- introduce children to fire apparatus, PPE, and fire tools
- schedule public open houses at Fire Stations

K. Use of Available Resources

We observed that SVG has outstanding people working in various single purpose facilities and agencies, such as the Central Water and Sewerage Authority, VINLEC,

Building, Roads and General Services Authority, Coast Guard, Milton Cato Memorial Hospital and NEMO to name a few.

Response planning should include coordinating all assets of the government to respond to any emergency where their skills and talents can be of use. Teamwork requires cooperation and understanding. We would recommend that all branches of government be involved at some level in disaster planning and that all staff be prepared to render what assistance they are capable of in a disaster. All resources should be integrated, regardless of their primary mission, to allow for public safety.

The Fire Brigade should identify those resources that could be valuable to them and develop formal and ongoing relationships with both the private and public sectors to have the necessary access.

L. Plan of Action based on our experience:

Most Immediate/Acute

Governance – Establish structure to support and develop the Fire Brigade's mission throughout SVG

Training – Train the Trainer so that a core group of respected and capable Fire Brigade members are able to deliver the Firefighter 1 curriculum.

Training – Firefighter 1 level for all new members of the Fire Brigade

Training – ARFF specialized training for designated trainers off island

PPE – All on-duty firefighters must have complete set of personal protective equipment

SCBA – Each engine should have two SCBAs onboard for immediate use

Communications – Explore use of SMS technologies to reach existing cell phones

PLANNING – Establish and intergovernmental committee to prepare/implement/oversee a Disaster and Mass Casualty plan

FACILITIES – Establish an outstanding fire training facility at Argyle ARFF

One – Two Years

Training – Firefighter 1 level for all members of the Fire Brigade

PPE – All firefighters must have complete set of personal protective equipment

Apparatus – Mini-pumper for Mitchell Field (reassignment of Range Rovers)

Apparatus – Tender/Tanker for Port Elizabeth (shared with Water Authority)

Apparatus – ARFF engine for Argyle (Category appropriate for aircraft anticipated)

Ambulances – Provide coverage of SVG and support Argyle

Communications – Radio network for public safety (ambulance, fire, police)

Coordination – Formal cooperation agreements between Fire Brigade and others

Two – Five Years

Apparatus – Mini-pumper for Kingston.

Apparatus – Tender/Tanker.

Outreach – Public Education Plan impact on school children, fire prevention, and recruitment.

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Medical – Pursue improvements at main hospital and other facilities, with a secondary focus on how to accommodate a Mass Casualty Incident (MCI), such as a commercial aircraft incident.

Transportation – Pursue improvements to facilitate rapid response of fire engines and ambulances from Argyle in the event of an aviation incident.

RECOGNITION and THANKS

The U.S. Embassy to Barbados and the Eastern Caribbean, and the people of Martha's Vineyard, particularly the firefighters, wish to express their sincere thanks the Government and the people of St Vincent and the Grenadines for their trust and cooperation in conducting this assessment. We hope that the report will be useful to SVG and we look forward to a long term partnership between our two islands.

Our thanks to the Prime Minister, The Honorable Ralph Everard Gonsalves; Dr. Douglas Slater; Mr. Godfrey Pompey; Ambassador La Celia Prince; Ambassador Larry Palmer; Police Commissioner Miller; DCP Charles; ACP Joseph; Inspector James; Miss Miller; the Constables of the RSVG Police; Nurse Smart, Hospital Administrator (Ag), and especially all the members of the Fire Brigade.

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