



Alive!



LAFD Boat 2 Worth Getting Pumped About

■ World's most powerful fireboat belongs to the LAFD and patrols the Harbor.



The Warner L. Lawrence, LAFD Fireboat.

FIRE DEPT. — It sits tucked away in Fire Station 112 in San Pedro, sheltered in a beautiful firehouse and the subject of visitors who come from around the world to peek through the windows of the station and gasp at its presence.

And then, when it leaves its nest to respond to an emergency, or patrol the area, or participate in a Homeland Security operation, or take neighboring schoolchildren on the ride of their young lives, observers stop their routine in the Port and watch it as it passes.

It's the LAFD Fire Boat 2, the *Warner L. Lawrence*, built at a cost of \$8.9 million and entering the LAFD fleet in 2003.

With the ability to pump 38,000 gallons of water per minute, it's the most powerful fireboat in the world.

Come along as *Alive!* takes you along on an exclusive tour and interview of one of the most impressive pieces of City machinery.

The feature starts on page 14.

City's Combined Charities Appeal Begins Sept. 18

■ Fundraising campaign offers a choice of charities. Consider giving.

PUBLIC WORKS — For more than 16 years, the City's Combined Charitable Campaign has pooled the efforts of many of the most respected and successful charitable agencies in Los Angeles into a single City employee fundraising endeavor. The goal is to improve the quality of life for all people in all communities of this great city.

For 2007, the City's Combined Charitable Campaign kicks off Sept. 18 and runs through the end of October.

Last year, the Combined Charitable Campaign raised more than \$605,000.

The ten charitable agencies chosen for this year's Give to LA campaign distribute funds to more than 400 member charities that offer a variety of programs assisting everyone from the newborn to the elderly. Those member charities fund needed social services and health care and environmental programs, and provide scholarships. Those charities and their programs affect your communities, your neighbors and perhaps you and your family.

If you're interested in giving or volunteering, get more information on page 53.



City Employees Club of Los Angeles
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Los Angeles, CA 90071

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GET 'EM WHILE THEY'RE HOT HOT HOT!

New Club B-Label shirts are a big hit. Get one or two today!



See page 62 for the Club Store.

Alive! Feature

Looking out from the crane aboard the LAFD's Warner L. Lawrence.



Alive! photo by Angel Gomez

One INCREIBLE Boat



The world's most powerful fireboat keeps the Harbor safe from fires, security threats and health emergencies. And it's pretty cool to look at, too! Come along for a ride and tour as the proud LAFD crew takes her out on an operational cruise.

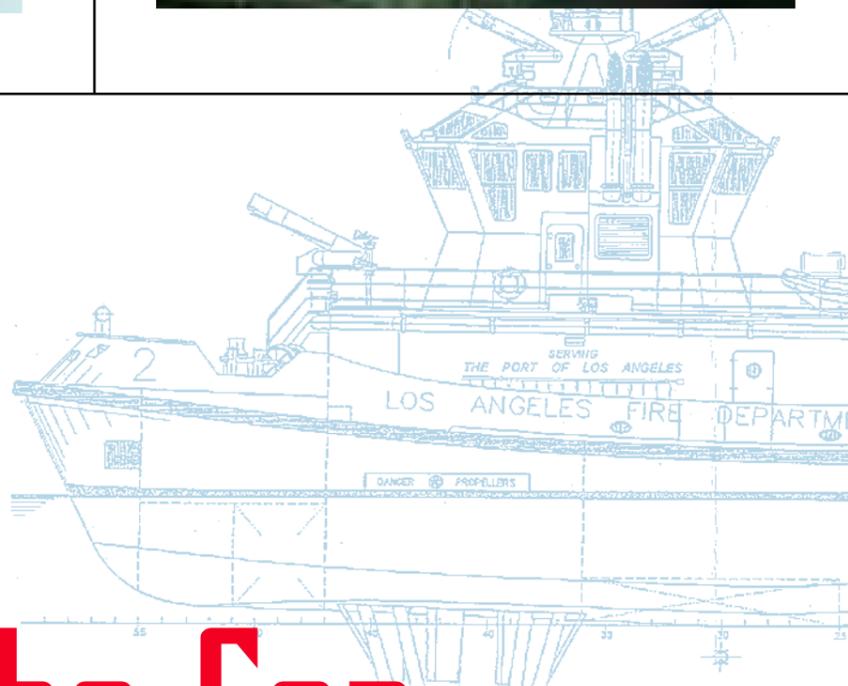


One Incredible Boat

Alive! Feature



Tied down at Fire Station 112, its home base, the *Warner L. Lawrence* is poised and ready to go on a moment's notice.



Alive! Interview

Star of the Sea

■ LAFD Capt. Gilbert Reyna and Pilot Ralph Enderle talk about the *Warner L. Lawrence*.

FIRE DEPT. — When people walk right past Will Smith so they can look at the world's most powerful fireboat, the LAFD's *Warner L. Lawrence*, and buy a T-shirt with the boat on the front, that's real star power.

On Aug. 8, Club Director of Marketing and Communications Robert Larios interviewed Capt. Gilbert Reyna, 30 years of service with the LAFD, and Pilot Ralph Enderle, 19 years of service, in Fire Station 112 to talk about the amazing *Warner L. Lawrence*. The interview took place just prior to boarding the *Warner L. Lawrence* and going on an operational cruise.

The *Warner L. Lawrence* replaced the *Ralph J. Scott*, which sits in dry dock near Fire Station 112. *The Ralph J. Scott* entered service in 1925 and was decommissioned in 2003, when the *Warner L. Lawrence* entered service.



Capt. Gilbert Reyna and Pilot Ralph Enderle discuss the *Warner L. Lawrence* with Robert Larios, the Club's Director of Marketing and Communications. Behind them is the boat itself.

Alive!: How long have you been stationed here at Station 112?

Gilbert: Six days. I'm not kidding, six days. I'm brand new, not to the Fire Department. I come from Wilshire Boulevard, downtown Los Angeles. It's a big career change for me.

And how about you, sir?

Ralph: I've been here since '99.

You've been the pilot since ...

Ralph: I was promoted to mate and came here in '99, and then I was just promoted to pilot on the 12th of May, so I'm brand new as the pilot.

Heck of a Boat

Give us the overall specs about the water pumping ability.

Ralph: It has a pumping capacity of 38,000 gallons per minute. It's hard to fathom 38,000 gallons.

How far can it throw?

Ralph: Our turret, which does 11,000 gallons per minute, will throw it 600 feet, and the pilothouse turrets, which are 5,500 gallons apiece, do 420.

Gilbert: They're incredible numbers.

We could sit in the center of the channel and hit both sides?

Ralph: Yes.

At the same time.

Ralph: Yes.

I presume it was designed to do that.

Ralph: It wasn't really designed for that. The design was for all the hazards in the Harbor Dept. first, and then they built the fire boats to hit all the hazards.

They figured out what you needed it to do and then you built it to do that.

Ralph: Yes.

One Incredible Boat

Alive! Feature

Los Angeles Fire Dept. Fireboat 2 *Warner L. Lawrence*

| | |
|------------------------------|---|
| Length: | 105 feet |
| Height (from water line): | 43 feet |
| Maximum speed: | 13 knots |
| Pumping capacity: | 38,000 gallons per minute |
| Fuel tanks: | 16,230 gallons |
| Fresh water tank: | 500 gallons |
| Firefighting foam tank: | 6,000 gallons |
| Operating crew: | 8 |
| Firefighters: | 12 |
| Retractable diving platform: | 8 feet by 3 feet, one foot below waterline when deployed |
| Rescue boat: | 12-foot rigid inflatable |
| Capstans: | Two, each 5,000 pounds at 30 to 60 feet per minute |
| Towline: | 500 feet of 1-inch-diameter cable |
| Engines: | Two Detroit Diesel (1,800 horsepower at 1,800 rpm each) |
| Pump engines: | Two Detroit Diesel (1,555 horsepower ant 2,000 rpm each) |
| Crane/boom: | 50 feet long (basket can lift 750 pounds) |
| Wheelhouse: | All-around visibility; overhead windows; forward and aft propulsion and firefighting control stations |

| | |
|-----------------|--|
| Equipment room: | Storage for hoses and equipment, plus workbench, tools, air and power outlets |
| Medical room: | Treatment room, medical equipment storage, computer workstation, table and seating, patient recovery bunks, seating, hypothermia treatment shower and lavatory |



The most

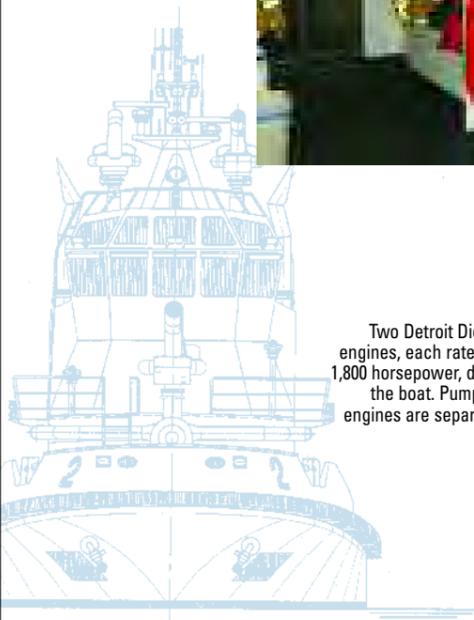
POWERFUL



The Warner L. Lawrence features plenty of storage space for firefighting equipment.



Fire Station 112 shelters the boat while docked.



BOW VIEW

Two Detroit Diesel engines, each rated at 1,800 horsepower, drive the boat. Pumping engines are separate.



One of the boat's water pumps. In total, the Warner L. Lawrence can pump 38,000 gallons per minute, to fight fires.





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How much better is this boat in comparison to the *Ralph J. Scott*?

Ralph: Everything, everything about it. You have all the electronics, the pumping capacity, the foam capability. For example, it carries 6,000 gallons of foam, compared to the old boat, which had a 50-gallon tank.

Gilbert: And the medical services component. That first level actually has a gurney. We can get down in the water and get people on board much easier.

We could probably do the whole interview on the improvements of this boat. But you've got to remember, *The Ralph J. Scott*, in its day in the early 1900s, it was the big dog. But technology has moved quickly, and that's what we've captured here.

Do you expect this boat to last as long as the *Ralph J. Scott* did, from 1925 to 2003?

Ralph: We're hoping, yes. The lives of fireboats are quite long.

The boat can navigate back and forth, not only front and back, but side to side?

Gilbert: Yes.

Ralph: It's very maneuverable.

Gilbert: Ralph's had me doing circles, actually sitting in place, just spinning around.

The new boat must be more powerful than the *Ralph J. Scott*, too. There's talk that the *Warner L. Lawrence* is the most powerful fireboat in the world.

Ralph: Correct.

Gilbert: And it is.

Does that mean the size of the engines? The pumping capacity?

Ralph: Pumping capacity. Us pumping the 38,000 gallons per minute makes it, right now, the largest fireboat. And I believe, that boats are going to try to surpass this one.

Is there a contest on to see if someone can surpass it?

Ralph: I know New York is building one right now.

The only incident I've had with it was when a young man had just picked up his boat from a boat shop and was on his way back to his boat slip. It was about a 35-foot fiberglass boat and it was banging off the pillars next to the place across the street, and he was trying to cross the bay. We pulled up to it with this big old fireboat, gently grabbed his line, pulled him away and got him to safety. Because of the maneuverability of our boat, we were able to do that. If we had some other equipment, we'd have to find a smaller boat to help him. He was really happy that we were there.

The Bigger Picture

What does this boat allow the Fire Department to do, typically? What is the general use for this particular boat? What was the intent in building a boat like this?

Ralph: It was part of a whole project. We built three small boats at the same time, so we got three 39-foot boats that do 30 knots that are intended for quick response. Fire Boat 2 has a larger, greater pumping capacity. It carries a lot of foam and has a com-

Does the boat ever go on just regular patrol, or is it always an emergency response vehicle and sometimes for PR use?

Gilbert: We have tanker inspections. Big tankers come in. Fire Department personnel go out and meet the supertankers when they come in and barge or offload or load fuel. We walk the boats, and there's many items that we have to inspect and say okay.

But just to go out and patrol? No, I don't think so, unless we start hearing a lot of chatter on the marine radios about the weather turning bad. Maybe we'll say, "Okay, let's go out. There's too much going on. We're going to be out there anyway." It takes a little longer to get this thing out of quarters than a fire truck. It's a lot bigger. It's tied up. It's a distance. So we might take it out then.

How much does it patrol? How many square miles?

Gilbert: If we were in the water during [the fires on] Catalina, I heard we would have gone there with the L.A. County crews. But we were out of the water, being fixed up, cleaned up.

You were in dry dock?

Gilbert: In dry dock.

But think about LAX. If a plane runs off the end of LAX, that's the City. That's where we would go, both this big boat and the smaller ones. We'd go all the way around. It might take us a while to get there.

Would you have to refuel?

Ralph: It carries 16,230 gallons of fuel. We're capable of filling all of our boats from the big boat's tanks, if we had to.

Gilbert: They came all the way from Washington [upon initial delivery of the boat from the construction yard] on one tank of gas.

Ralph: We burned about 5,000 gallons from Washington home.

And it carries three times that amount.

Ralph: Yes, basically. They designed it to run 24 hours max with all the systems running.

With all pumps going full blast?

Ralph: Right. 38,000 gallons per minute, pumping ability. So if we have to run to LAX and then stay there for at least one or two days, we could do it.

Gilbert: And we can fill our small boats. We actually have a fueling station that we can hook up. The small boats' fuel tanks are not as big as ours, but we can actually fill them up while they're working.

fireboat in the world.



Pilot Ralph Enderle is one of three in current rotation to pilot the *Warner L. Lawrence*.

Gilbert: They want to have a little bigger one.

Ralph: Of course.

Experiences

What are some stories about this boat in action?

Ralph: We haven't had any significant incident yet. But the "Mega Machine" TV show [on the Discovery Channel] came here, and they put a van on the dock. We used our cannon that pumps 11,000 gallons per minute, and hit the van with it. When the water hit it, it tumbled it down the dock.

Gilbert: Hundreds of feet.

Ralph: We weren't even able to see it the first time it hit. They had to film it again, because when the water hit it, there was just so much water. As soon as we moved the turret, the van was all dented in, and it tumbled down. It was at the other end of the wharf.

Gilbert: The people filming it said it looked like a toy being tossed around.

mand post. We're a lot slower, but we have a whole navy, LAFD's navy, that together forms one force.

What is a typical day for this boat?

Ralph: We do a lot of training and drilling. We do PR work, too, where we take out a lot of people. We do a lot of water displays for different city government agencies.

Gilbert: And cruise lines. The first time a big ship comes in, we'll go out and do a water display for them,

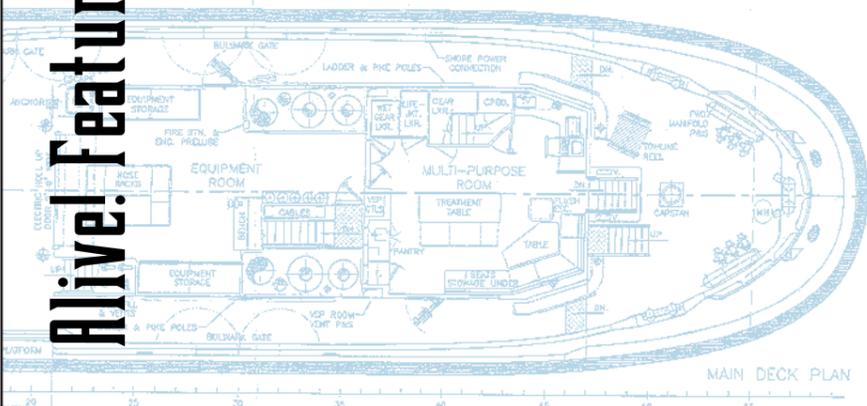
We get a lot of kids here. We're inundated so much with them, that a lot of times we have to say, "We're sorry. We're not available this week." Our days book up months in advance for the kids and the tours.

Those windows over there [that let people from the dock see the boat], people walk in and look in, because it's pretty amazing.

My first night here, we were out for a ride. We went by the Ports O Call Restaurant, and I saw all the flashes going off. I started looking around and thought, "Hmm... there must be somebody famous." They were taking a picture of our boat. They don't get to see it very often.

One Incredible Boat

Alive! Feature



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How many people are a part of the regular crew, and how many pilots are there?

Ralph: We have a crew of eight. We have a Captain II and a pilot who operates it. The Captain is in charge of the whole operation. Then we have a mate who runs the deck, two engineers who run all the fire-fighting and all the pumps and engines, and then we have three firefighters who run all the different deck operations underneath the mate.

Gilbert: And one of those firefighters is a paramedic, so that when we go out, if somebody falls off their jet ski, or runs into the breakwater or gets trapped out on the breakwater, we have somebody who can treat them.

Just to clarify, there is an actual engine company [in Fire Station 112] that is trained in the boat, but they operate the ground equipment and respond to calls like the Ports O Call or a traffic accident. It would look bad if there were a fire station here and there was a traffic accident, and there's eight firefighters sitting here, saying, "Sorry, we can't take the boat over there." So they put an engine company here, just to make sure that if something happens, we're right there.

We also have paramedics. If a call came in right now for the breakwater, I would take them all and put them on the boat, because it would just give us that much more manpower and it gives us all those

paramedics. Once you're out there, you're on your own. It's not like where I came from in Wilshire. I pick up the radio and say, "Give me three more ambulances," and in four or five minutes, they're there. With the boat, I'm out there. I can't get that help that quickly.

Who was Warner Lawrence?

Ralph: He was a Captain II, assigned here to this station and the old Boat Two. He was influential with the re-powering of old Boat Two, *The Ralph J. Scott*, when it went to a hydraulic system. They were looking at getting rid of Boat Two at that time, and he came up with the plan to make it hydraulic and save it. He actually saved *The Ralph J. Scott*.

An Honor

Is there a sense of honor to be part of this boat?

Gilbert: I have 30 years with the Fire Department. I made Captain in 1986. I've been a captain for 21 years, and I just now got the seniority to get in here, just to give you an idea how long I waited.

So, ever since your appointment as Captain, in 1986, you've been interested in coming here.



Pilot Ralph Enderle (left) and Capt. Gilbert Reyna explain the inner workings in the belly of the ship.

Gilbert: Absolutely. This is where I wanted to go.

Do you like boats? Is that the reason?

Gilbert: I like boats. I like the whole mystique.

It's been a career change for me. I've been in a busy firehouse downtown for 20-some years. This being the twilight of my career, the last eight years, I looked at it and thought, you know what, it's really something to look forward to. It's a change, a different atmosphere, different guys, different equipment, different challenges. I'm sitting there watching TV as you were a couple of days ago and saw the bridge go down in Minneapolis, and now I look at that in a whole different way. I think okay, now I've got divers. I've got divers on the small boat. I've got a medical platform. And I'm thinking completely differently than I was a month ago. Once you add the water element to it, it's a different world. We can't breathe in it. It just doesn't work that way. It is a whole other atmosphere for me.

I'm sure there's a lot of debate about this being the most impressive piece of equipment that the City owns.

Gilbert: I did some work out at the airport, where we had our helicopters, and I remember the operators talking. I think it was in 1992 or 1993. They were just ecstatic, saying, "Oh look at this thing! It's beautiful! It's got two engines!" And you go downstairs [on Fire Boat 2] and you see those four engines, you're thinking, okay, those helicopters have nothing on this.

Ralph: Nothing compares.

Gilbert: Just in sheer mass. And when you look at this piece of machinery, there's nothing little about it. Every bolt, every weld is big. I was commenting on it earlier. I'd say, "Look at this piece of tubing." And you're thinking, well, okay, don't get all thrilled about tubing. But you look at this piece of pipe and you think it took a guy probably a week to put this together. You just can't pick up this piece of pipe and weld it. You had to have a crane hold it and set it up, and then cut the other piece so it fits. It's impressive. And, being inside the hull of the ship, you forget how massive everything is.

The technology ... when you start looking at all the little computers, there's just all this stuff. I was just saying this morning, "Who's the poor guy who had to wire this?" It's just amazing stuff.

There are fans of this boat all over the world, right? I was doing some research on Google for this interview, and I read that people took their whole vacations just to see this boat. That's unbelievable.

Gilbert: Every day. Every day two or three people come to our door and say, "I'm sorry. I'm visiting from Minnesota," or wherever. "Can I just take a look? If I get a picture of it, the guys won't believe it!" And we say, "Okay, come on in." We'll stop our whole



Club Member Services Manager Angel Gomez tries on some of the boat's safety equipment.

day, but you get used to it. They are happy to see it. They buy us out of T-shirts.

Columbia Pictures was filming right out in front of the station recently, and here's Will Smith. You know he's a big-time actor and he's filming. People are walking right by him to come buy T-shirts from us. I mean, it's that funny. Here's this big-time star, and all his crew, and they cleaned us out of T-shirts. They bought every darned T-shirt we had. I'm like, "You're working with Will Smith. Come on!"

The boat is like a star, too, but it's a functional star. It's there for a purpose and it can serve other purposes, too. But you remember its main purpose is to save lives.

Gilbert: Absolutely.

The boat's responsibility is 100 percent the Port of L.A.?

Gilbert: Correct. We'll go all the way out to the breakwater, and even past the breakwater, if there's a distress call. Sometimes we'll meet the cruise ships that are coming back in who have a heart attack victim, or they just left and a guy was so excited, he drank too much and maybe got his heart going where he hadn't had it going before, and all of the sudden, he's feeling chest pains. We'll actually go catch the cruise ship, take him back to shore, and then bring him back.

You're a fire truck, ambulance, boat and pumper, all in one.

Gilbert: Yes, a little bit of everything. We're here to protect human life and then property. Remember that guy whose boat was banging up against the dock? Rescuing him took 30 minutes out of our time. And he was so happy.

Thanks, gentlemen!

Ralph: Thank you.

Gilbert: Thank you! Now, let's get you out on the water.

Alive! Sounds good!



Standing aboard the Warner L. Lawrence are some of its crew.