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New Deal!
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Aquarium E-Ticket.
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SEE PAGE 45

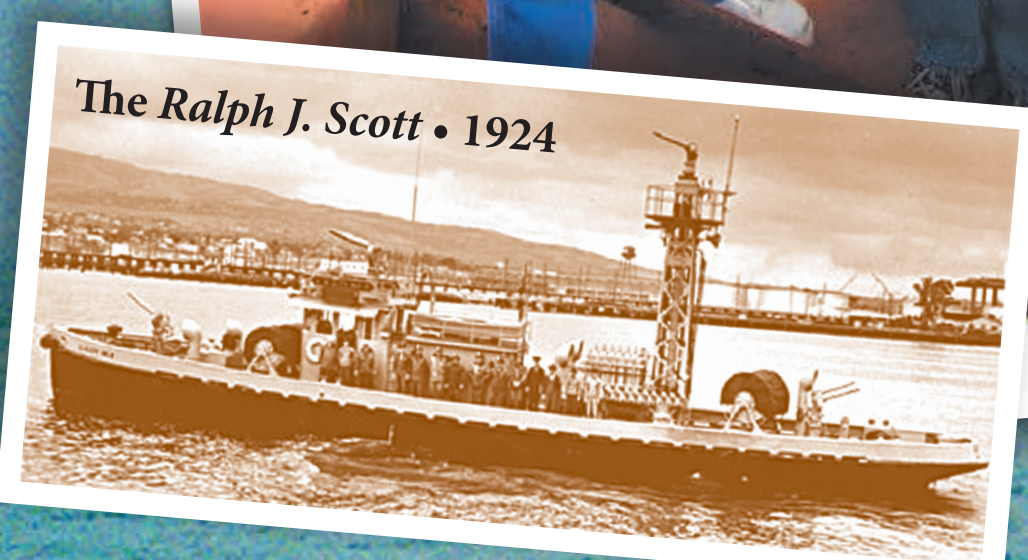
Alive!



LAFD Ship Shape


Retired LAFD Firefighters are scrubbing, sanding and polishing their beloved and retired LAFD Fire Boat II, the *Ralph J. Scott*, in preparation for its permanent display at the LA Harbor.

- SEE PAGE 6



The Ralph J. Scott • 1924

Aboard the *Ralph J. Scott* in dry dock are (back row, from left): Walt Jeager, Retired businessman and LAFD Historical Society archivist; Capt. Tom Moran, Retired; and Firefighter Frank Borden, Retired. Front: Firefighter/Deckhand Bill Stephens, Retired; Apparatus Operator Glenn Wilkinson, Retired; and Fireboat Pilot Bill Dahlquist, Retired.

 City Employees Club of Los Angeles
120 West 2nd Street
Los Angeles, CA 90012

Club Valentine!

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IN THIS ISSUE:
A Huge Valentines Section! Our biggest ever!

The *Ralph J. Scott*, legendary fireboat



R. J. SCOTT, Chief Engineer
LAFD Fire Chief Ralph J. Scott, for whom the boat
was named, circa 1927.



The *Ralph J. Scott* in
operation in 1967.



Fire Boat Pilot Bill Dahlquist, Retired (left) and Club CEO
John Hawkins aboard the dry-docked *Ralph J. Scott*.

Alive! Feature

Ship Shape

Alive! photos by Tom Hawkins, and courtesy LAFD Historical Society



The restoration crew on the bow of the *Ralph J. Scott*, dry-docked in San Pedro.

For the past couple of years in San Pedro, it's been all hands on deck to preserve one of the LAFD's historic crown jewels, the *Ralph J. Scott*. Most every Friday, a team of retired LAFD firefighters plus other volunteers have been preparing the legendary fireboat for her eventual display in the LAFD Historical Society's museum in the Port.

The team, lead by Asst. Chief Frank Borden, Retired, Director of Operations for the Los Angeles Fire Dept. Historical Society, is saving money by doing a lot of the prep work with their own hands before the boat heads off to a professional restoration company. The volunteer team includes Capt. Tom Moran, Retired; Firefighter/Deckhand Bill Stephens, Retired; Apparatus Operator Glenn Wilkinson, Retired; Fireboat Pilot Bill Dahlquist, Retired; Engineer Mark Howell, Retired; and Firefighter III Gordon Briggs, Retired, LAFD.



Firefighter/Deckhand Bill Stephens, Retired, polishes a water cannon.

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Preserving Old LAFD Fireboat #2, the *Ralph J. Scott*

The LAFD Historical Society has taken on some major projects with a minimal amount of funding and volunteers and has made great accomplishments in keeping with its mission to preserve, educate and memorialize. Operating two museums, collecting and displaying hundreds of items and many fire apparatus and of course nearing completion of its LAFD Fallen Firefighter Memorial at a cost of \$2.5 million has not been easy.

The Historical Society is preserving and preparing the *Ralph J. Scott* for placement in its own museum building in San Pedro. A small group of volunteers has been steadily working on the boat for several years with minimal funding and volunteer support. The estimated cost to rehabilitate the boat professionally by a boat yard is \$500,000. The society has raised 10 percent of that so far.

The preservation project is in partnership with the LAFD, which owns the boat.



Club CEO John Hawkins (left) and Fire Boat Pilot Bill Dahlquist, Retired, aboard the dry-docked *Ralph J. Scott*.

The crew started the restoration project topside first, proceeding to the engine room and then down to the hull.



Why Preserve the *Ralph J. Scott* ?

Here are some reasons why the *Ralph J. Scott* is worth preserving:

- The *Ralph J. Scott* has served the longest of all LAFD apparatus (78 years).
- The *Ralph J. Scott* is a classic example of generation riveted wrought steel hull fireboats.
- The *Ralph J. Scott* has an outstanding record of emergency and non-emergency service to the Port of Los Angeles.
- The *Ralph J. Scott* is recognized as a Los Angeles Cultural Heritage Monument.
- The *Ralph J. Scott* is recognized by the U.S. Department of Interior, National Park Service National Maritime Initiative as a National Historic Landmark.
- The *Ralph J. Scott* is listed on the National Register of Historic Places.
- The *Ralph J. Scott* and crew served with honor, courage and distinction for more than seven decades.

The LAFD Historical Society is referred to as stewards of the *Scott* by the National Park Service with regard to its National Historic Landmark status. The Preservation Project for the *Scott* will require the finest engineering, craftsmanship and oversight to be successful.

Its Beginnings

On Oct. 20, 1925, L.A. Fireboat 2 was launched at Los Angeles Shipbuilding and Dry dock (later known as Todd Shipyard) in San Pedro at a cost of \$214,000. At 99 feet and with a pumping capacity of 10,200 gallons per minute, Boat 2 was a beautifully engineered wrought steel, gasoline-powered vessel. With five large turrets and up to a six-inch nozzle tip, she had six pumps, three propellers, nine engines and a 44-foot-high elevating turret, the first of its kind in the nation. She had a top speed of 17 knots and a crew of 14 LAFD members. The large eight-inch monitor known as “Big Bertha” could throw a six-inch stream of water hundreds of feet with devastating force.

In the spring of 1926, finishing touches were completed on a magnificent wooden boathouse and fire station to accommodate the new seagoing super-pumper. Located at Berth 226-227 on Terminal Island, it occupied a strategic position near the geographical center of the harbor. Boat 2 was there for the transition from wooden sailing ships to steel-hulled power vessels.

Many modifications were made on Boat 2 during its more than 77 years of continuous service to the City so that it would retain a maximum capability in firefighting and rescue operations. The original gasoline engines were replaced by Hall-Scott gasoline engines in the mid 1940s. In the mid 1970s, all the gasoline engines were replaced with diesel engines. The pumping capacity of the boat increased to 13,500 gallons per minute to a capacity of 18,655 GPM at 150 psi. The six Byron Jackson bronze four-stage centrifugal pumps were never changed and at decommissioning still worked as efficiently as they did 77 years ago. Now the “Big Bertha” monitor can produce 10,000 GPM at nearly 500 feet.

Major upgrade improvements were made to the boat in 1969 thanks to plans from fireboat Capt. Warner L. Lawrence. Improvements included: a modernized pilot station and engine room (the boat’s steering wheel was replaced with lever steering controls at this time), new hydraulic stainless steel monitors, six bulwark nozzles, under water maneuvering jets, large capacity under-wharf monitors, and a hydraulic lift boom and winches. This modernization and increased effectiveness resulted in the reduction of staffing from 14 crewmembers to eight. Special equipment and personnel were added to the boat’s capability, including certified LAFD SCUBA divers for under-wharf firefighting and water rescue operations.

Notable Operations

The *Ralph J. Scott* had been involved in responding to emergencies in the Port of L.A. for more than 77 years, a record that will be hard to match by any response apparatus in years to come. The first major fire fought by this famous boat was aboard the steam schooner *Sierra*, which caught fire laden with Douglas fir lumber on March 3, 1926.

Boat 2 responded to the first major wharf fire in December of 1926 at Berth 175. As the years passed, the boat fought fires in baled cotton on the docks, fires in refineries and aboard ships, and in warehouses.

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Firefighter III Gordon Briggs, Retired Chief's Aide, works on a running light plate. He's a relative newcomer to the project, having started in the last few months.



In the pilothouse, Boat Pilot Bill Dahlquist, Retired, explains the purpose of the control boards and instruments, which were installed when the boat was overhauled in 1969.



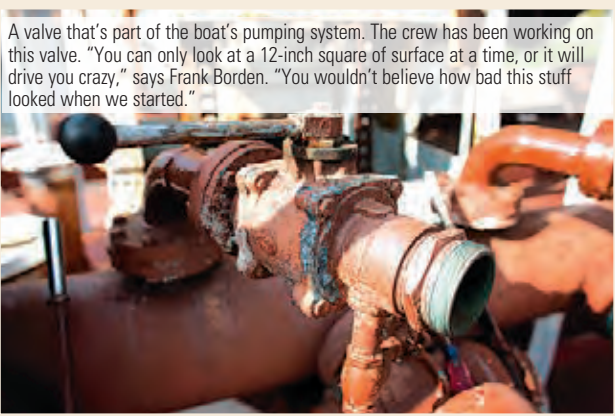
Capt. Tom Moran, Retired, prepares for his shift.



In the engine room, from left: Boat Pilot Bill Dahlquist, Retired; Asst. Chief Frank Borden, Retired; and Capt. Tom Moran, Retired.



Boat Pilot Bill Dahlquist, Retired (front) with *Alive!* editor John Burnes in the engine control room below deck. This equipment was added in 1969.



A valve that's part of the boat's pumping system. The crew has been working on this valve. "You can only look at a 12-inch square of surface at a time, or it will drive you crazy," says Frank Borden. "You wouldn't believe how bad this stuff looked when we started."



Bill Dahlquist at the escape hatch for the engine room and forward hold. "We're getting rid of the rainwater down there," he says.



Engineer Mark Howell, Retired (left) and Apparatus Operator Glenn Wilkinson, Retired.



Bill Dahlquist (left) explains to *Alive!* editor John Burnes that the *Ralph J. Scott* is one of only a few saltwater riveted vessels still in existence.



Frank Borden examines one of the stainless steel pipes that fed one of the boat's water cannons.

How to Get Involved

You can help the effort to restore and display the *Ralph J. Scott* by donating funds or volunteering your time.

The LAFD Historical Society needs support from LAFD active and retired members and the general public to help work on the boat and donors who will be recognized for their contribution in the new boat museum. Donor levels start at:

DONOR LEVEL	DONATION AMOUNT
Firefighter	\$100
Diver	\$500
Mate	\$1,000
Engineer	\$2,000
Pilot	\$3,000
Captain	\$5,000
Chief	\$10,000

Any donation will help.

For more information:

Preserve the *Ralph J. Scott* Project
 Los Angeles Fire Dept. Historical Society
 1355 N. Cahuenga Blvd.
 Hollywood, CA 90028

(323) 464-2727
 Lafdhs27@aol.com
www.lafdmuseum.org

The LAFD Historical Society is a non-profit 501.c (3) corporation. Contributions by cash, check or credit card are tax deductible (consult your tax professional).

Asst. Chief Frank Borden, Retired, Director of Operations for the Los Angeles Fire Dept. Historical Society, aboard the *Ralph J. Scott*.



Alive! Feature

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Several large fires occurred during the 1940s: 1200 feet of wharf and a warehouse were destroyed May 14, 1941 at Berth 88 in San Pedro. In 1943, an early-morning fire burned the South Coast Cannery near Fish Harbor. Berth 223 was the scene of a disastrous explosion and fire on Oct. 21, 1944, with 16 killed and 50 injured. The fire destroyed 200 feet of wharf, two Navy vessels, and 25 vehicles.

It was June 22, 1947, however, that the firemen of the day recalled most vividly. At Berth 167 in Wilmington, the tank ship *Markay*, while taking on a cargo of gasoline and butane blend, suddenly exploded, killing 11, injuring 22 and setting fire to wharves and warehouses located at Slip 1. At one point, Boat 2 was forced to plow its way through a sea of fire with its monitors opening the way to protect the upper reaches of the slip. The fire loss was more than \$5 million.

In 1951 Boat 2 pumped into a 10-inch line for several hours to supply water to fire companies fighting a large fire at the Union Oil Refinery. The Matson Terminal fire at Berth 200A in 1960 was burning a large area of the wharf when Boat 2 cut the fire off, saving the wharf and a container crane. A grain terminal fire wharf fire in 1967 at Berth 174 found Boat 2 both cutting the fire off and supplying water the LAFD SCUBA divers. On Aug. 8, 1972 a major fire occurred at the General American Transportation Corporation (GATX). Several tanks of various petroleum products and chemicals were exploding and burning with one tank rocketing up high into the air and landing on a warehouse roof next to some of the firefighters on the ground. Fireboat 2 pumped through 17 hose lines for more than three hours. In January 1974, the Starkist Tuna Cannery caught fire and Boat 2, along with the other LAFD fireboats, were credited with saving adjacent cannery buildings. The evening of Dec. 17, 1976 was suddenly shattered by an enormous explosion and fireball in the outer harbor. The supertanker *Sansinena* had blown in half at her moorings at Berth 46, killing nine and injuring 22. Fireboats rescued more than 18 crewmen from the water, and boats and land companies fought the fire for many hours. As a result of this catastrophe, a new policy of LAFD tanker inspections was implemented. In 1988 the S.P. slip at Berth 73 was the scene of a major fire involving the wharf and several fishing boats. The quick action of fireboats and land companies saved hundreds of feet of wharf and dozens of fishing boats and their valuable nets.

Recognition and Retirement

On May 8, 1965, Fireboat 2 was renamed the *Ralph J. Scott* in honor of the progressive fire chief who was involved in the development of the boat; a special ceremony included a water display parade up the main channel. The water display from Boat 2 is spectacular and was a part of all major harbor celebrations including the "tall ships" visit to the Port of L.A. in 2002 and the dedication of the new LAFD Boat 2, the *Warner L. Laurence*, in 2003.

Fireboat 2 celebrated its 50th anniversary in 1975, and in 1976, the boat was named a Los Angeles City Historic-Cultural Monument. In 1989 the U.S. National Park Service designated the *Ralph J. Scott* a National Historic Landmark because it possessed national significance in commemorating the history of the United States of America. On April 12, 2003, a special dedication and retirement ceremony took place in the Harbor with four new LAFD fireboats replacing four old fireboats. The *Ralph J. Scott* was retired from service, but not before it was used to dedicate the new LAFD Fireboat 2 and put on a memorable water display.

Because of its significance, the Code 3 model company has made a model of the *Ralph J. Scott* for many to remember and enjoy in the years to come.

Ship Shape

The Future of the Scott



The architect's rendering of the structure that will house the *Ralph J. Scott*. Inside visitors will have multi-level views of the boat and be able to see many displays.

The LAFD Historical Society, working with the Port of Los Angeles and the LAFD, have embarked on a plan to preserve this great historic national landmark for generations to come by placing it near its last firehouse, Station 112 at Berth 87. It will be placed in a beautiful setting on land, surrounded with displays, so that people can see and learn about this magnificent fireboat and its service to the citizens of Los Angeles and of course the personnel who worked on it through the decades.

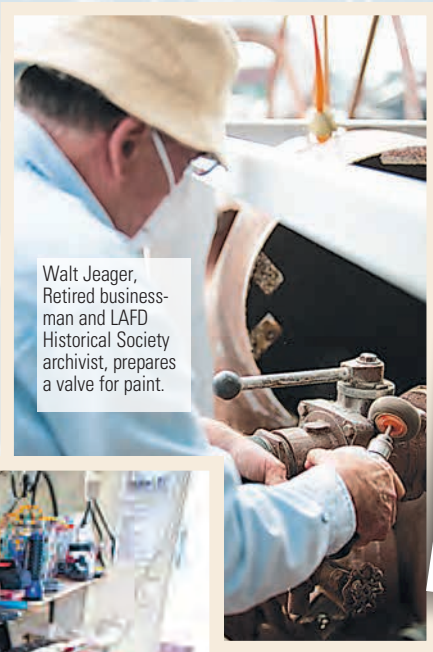
Because the *Scott* holds a level of importance rare for fire-fighting apparatus, planning for her future has been focused on how the vessel can best be preserved. Working for the LAFD and under contract with Harbor, a team of historians, and preservation and interpretive specialists from CH2M HILL and Jones and Stokes completed a historic preservation plan for the *Scott*.

The *Ralph J. Scott* Historic Preservation Plan provides an overall preservation framework as well as specific recommendations. The goal of the selected preservation treatment is to retain and preserve the historic form and fabric of the vessel to the greatest extent possible. The Port of Los Angeles has provided great support to preserve the boat by developing a preservation plan that involves the vessel and a building that will house it, funded by the Port. The Harbor Dept. has provided a land berth for it, utilities and (soon) a large canopy to cover it while work continues in a protected environment. Work has begun on the water cutback south of FS 112 and adjacent to where the boat museum will be. This will provide anchorage for historic vessels.

The boat's new multimillion-dollar museum enclosure will be at the foot of Fifth Street at Harbor Boulevard, adjacent to Fire Station 112 where the boat was last assigned. It is of Harbor's waterfront project. The new museum building is multi-level for viewing the boat from keel to mast. The boat will be surrounded with displays and memorabilia from its 78 years of service, including photos and videos. Completion is still about two years away, so the Historical Society's job is to continue working on the restoration project preparing the boat to go into its new home. ■



Capt. Tom Moran, Retired, sands a surface in the engine room.



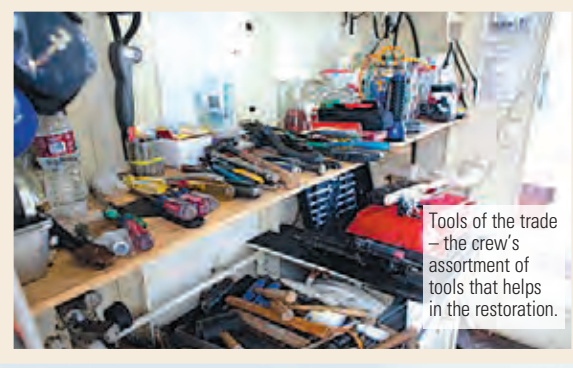
Walt Jeager, Retired businessman and LAFD Historical Society archivist, prepares a valve for paint.



Walt Jeager, Retired businessman and LAFD Historical Society archivist, prepares some metallic surfaces for paint, "getting it down to the best metal he can find," says Frank Borden.



ABOVE: Firefighter III Gordon Briggs, Retired Chief's Aide, works on a running light plate. He's a relative newcomer to the project, having started in the last few months.



Tools of the trade — the crew's assortment of tools that helps in the restoration.



LEFT: Club CEO John Hawkins (left) and Fire Boat Pilot Bill Dahlquist, Retired, overlook a water cannon pump in the ship's engine room below the deck.



The LAFD Historical Society sets up a tent and materials outside the project that draw attention from the many tourists visiting the U.S.S. Iowa not far from the *Ralph J. Scott*. Here, Asst. Chief Frank Borden, Retired, Director of Operations for the Los Angeles Fire Dept. Historical Society (right), explains the project to *Alive!* editor John Burnes (left). With them is Bill Dahlquist, retired pilot of the *Ralph J. Scott*.