

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Ralph J. Scott, ex-L.A. City No. 2

other names/site number Fireboat Ralph J. Scott

2. Location

street & number Berth 85

not for publication

city, town San Pedro

vicinity

state California

code CA

county Los Angeles

code 037

zip code N/A

3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
_____	_____ buildings
_____	_____ sites
<u>1</u>	<u>0</u> structures
_____	_____ objects
_____	_____ Total

Name of related multiple property listing: _____

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of certifying official _____

Date _____

State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____

Date _____

State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:) _____

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Government (firefighting)

Current Functions (enter categories from instructions)

Government (Firefighting)

7. Description

Architectural Classification

(enter categories from instructions)

N/A

Materials (enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Describe present and historic physical appearance.

The fireboat Ralph J. Scott, formerly L.A. City Number Two, is an operating fireboat of the City of Los Angeles stationed at Fire Station 112, Berth 85, San Pedro, in the heart of the city's active port. Owned and operated by the Los Angeles City Fire Department, the vessel has been on active duty since 1925.

RALPH J. SCOTT AS BUILT AND MODIFIED

Ralph J. Scott, built in 1925, is a typical American fireboat of the first decades of the 20th century. Constructed with steel throughout, the hull plating is of single riveted "inner and outer strake" construction with "l-bar" steel frames. Heavily reinforced, the hull has a bar keelson with intercostal engine and bilge keelsons; additionally, the vessel has three watertight steel bulkheads separating the forepeak, forward hold, engine room, and afterpeak that extends to the riveted steel main deck. Ralph J. Scott's dimensions have remained unchanged since 1925. The vessel is 99.0 feet long, with a 19.0-foot beam, a 9.7-foot depth of hold, and a 6.6-foot draft. Ralph J. Scott displaces 152 tons. [1] The vessel is also registered at 106.82 gross and 74 net tons.

SEE CONTINUATION SHEET

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

NHL CRITERIA 1,4

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Period of Significance

Significant Dates

Government

1925-1975

1925, 1947

Architecture (Naval)

1925-1969

1925

Technology

1925-1969

NHL XII-L: Business: Shipping and
Transportation

Cultural Affiliation
N/A

Significant Person

Ralph J. Scott

Architect/Builder

L.A. Shipbuilding & Drydock Corporation

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The fireboat Ralph J. Scott, built in 1925 as L.A. City Number Two, is the fourth oldest fireboat remaining in the United States; only Edward Cotter (1900) in Buffalo, New York, Duwamish (1909) in Seattle, and Deluge (1922) in New Orleans, are older. Ralph J. Scott is also one of only 10 fireboats greater than 50 years of age in the U.S. out of less than 150 fireboats currently in service. While altered and modified to continue firefighting, the vessel retains basic integrity of form, workmanship, materials, design, and her 1925 configuration. Ralph J. Scott, one of only four surviving vessels of her type and one of two (the other is Fireboat No. 1 in Tacoma, Washington, also studied) which retain a high level of integrity, is an excellent example of the 1920s high-speed, shallow draft style American fireboat, a type of fireboat now largely phased out of service after decades of use in the nation's ports. Associated with the nationally important petroleum trade harbor of San Pedro, the port of Los Angeles, the nation's second largest port, Ralph J. Scott has fought numerous waterfront fires, including two notable disasters, the explosion and burning of the tanker Markay in June

SEE CONTINUATION SHEET

See continuation sheet

9. Major Bibliographical References

PLEASE SEE FOOTNOTES CITED IN TEXT.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:
Los Angeles Fire Department

10. Geographical Data

Acreeage of property .1

UTM References

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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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See continuation sheet

Verbal Boundary Description

All that area encompassed within the extreme length, beam, and depth of the vessel as she floats at her berth.

See continuation sheet

Boundary Justification

The boundary incorporates the entire area of the vessel.

See continuation sheet

11. Form Prepared By

name/title James P. Delgado, Maritime Historian
organization National Park Service (418) date December 28, 1988
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Ralph J. Scott was originally equipped with seven 300-hp Winton gasoline engines; one engine propelled each of the fireboat's three screws--a center propeller and two wing propellers. The wing propeller engines were equipped with cut-offs to drive the after pumps. The other four engines were committed to power the forward fire pumps. The vessel was capable of 17 knots speed. [2] Two smaller 25-hp gasoline engines drove the two 15-kilowatt generators that provided the vessel's electrical power. The vessel has two fuel tanks, one fore and one aft, that together hold 2,156 gallons of fuel. The danger of gasoline engines was particularly heeded on fireboats. The designer of Scott took particular care to ventilate the machinery spaces of the vessel:

Special provision has been made for the ventilation of the machinery compartment and the prevention of accumulation of gas vapors.... Fuel is carried in well-ventilated spaces...and fresh air is admitted into the engine room through ventilator cowls and louvers under the pilot house floor. Two motor driven exhaust blowers, located under the main deck abreast of the engine hatch, draw the air through steel ducts from the vicinity of each engine, switch board, etc., and discharge through ventilators above deck. These blowers have sufficient capacity to change all the air in the machinery space every five minutes. As a further precaution, a drip pan is provided under each engine to collect any gasoline or lubricating oil, with drains to a well-ventilated closed tank under the engine room floor. This tank is connected to the bilge pump and the contents may be pumped overboard as found necessary. [3]

The vessel also carried a bank of 18 50-lb. Carbon Dioxide cylinders on the deck to extinguish any engine room fires. This system remained aboard until the fireboat was converted to diesel.

The pumping plant as built consisted of six Byron Jackson 4-stage centrifugal pumps, "entirely of bronze," which remain on the vessel and are still in use. Each pump was rated at 1,700 gallons per minute at 200 psi, delivering a total of 10,200 gpm "Each pump draws from a separate sea suction and discharges through a check valve into a discharge header circuit which supplies the monitors and manifolds on deck." [4] Three of the

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pumps have valves to serve as emergency bilge pumps in the event of flooding. The pumps provided water to five monitors and 24 fire-hose manifolds, 12 on each side, for 3-1/2-inch fire hose, and two center-pivoting, barrette mounted, reels of 3-1/2-inch hose on the deck, all of which Scott retains. The forward reel is a split reel of 1-1/2- and 2-1/2-inch hose.

One monitor is located on the deck forward, another, a 10,200 gpm "Big Bertha," is on top of the pilothouse, two are on the main deck aft, and one is on top of an electrically operated telescopic tower having a maximum elevation of 44 feet above the waterline. The tower is 33 feet high, with a maximum elevation of another 11 feet. Scott is one only two fireboats known to still possess an elevating tower in the United States, the other being Deluge, the subject of a separate study. As built the vessel carried 300 gallons of foamite, a fire-extinguishing foam, and "an assortment of nozzles, an oxy-acetylene burning outfit, diving apparatus, smoke helmets, and miscellaneous fire fighting equipment." [5] On deck, in addition to the monitors and elevating tower, is a riveted steel deckhouse divided into spaces originally used as a head, galley, nozzle room, and pilothouse. A steel trunk provides access to the machinery spaces below deck; a companionway opens into the forepeak. A hand-operated capstan was fitted on the deck forward; it remains aboard along with two electric winches manufactured by the ARCO Company of Seattle.

The first major modification to the vessel was in 1945, when four engines were replaced; the two wing propeller engines were replaced with two 12-cylinder 640-hp Hall-Scott gasoline engines, and the generator engines were replaced with two 4-cylinder 50-hp Hall-Scotts. [6] By 1949 the center propelling engine had been replaced with a 275-hp Hall-Scott Invader, and the four forward pumping engines were replaced with 275-hp Hall-Scott Defenders. This completed the replacement of the original engines. The next modification was the addition of a 10-foot mast and the installation of a Decca River Radar unit in May, 1956. [7]

Scheduled to be retired as an outmoded vessel, the fireboat was modified instead in 1969. Work was done to reduce the manpower required to operate the vessel and fight fires, and increase her firefighting capability. The five original hand-wheel monitors were replaced with hydraulically operated, stainless-steel "Intelligiant" monitors with vertical and horizontal control. Two underwharf nozzles were installed in the bow just above the

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waterline, the main discharge manifolds were upgraded, "rail standee" hose clamps on the bow rail were replaced with six bulwark monitors, a modern control console was added to the pilothouse, replacing the original wheel and steering gear with a Sperry electric hydraulic steering system with lever steerer, underwater thrusters at bow and stern were added, an engine room console in a "quiet room" booth was installed, and on deck, the manifolds for hose were reduced from 24 connections to 6 and the space originally taken by the additional couplings was used to add storage cabinets for firefighting equipment. The last modification was the addition of a power lift boom with basket to place firefighters on a ship's deck, replacing the original "Jacob's ladder." [8]

The most recent modifications were done in 1975-1978 when the gasoline engines were removed and replaced with three 380-hp 6-cylinder, in-line Cummins, two 525-hp V-12, 2 cycle Detroits, and two 700-hp V-12 Cummins marine diesel engines. The switch to diesel was done for safety reasons and alleviated the concerns of the crew; "Over the years, the thought of packing 2,156 gallons of gasoline to waterfront fires has never been comforting to the men assigned to this floating fire department...." [9] Engine noise was also reduced somewhat by the installation of mufflers and sound-proofing in the engine room. With the latest modifications, Ralph J. Scott is capable of making 14 to 17 knots with 3,774 hp and an output of 18,600 gpm at 150 psi. [10]

CURRENT CONDITION AND APPEARANCE OF RALPH J. SCOTT

Despite alterations made to the fireboat in the course of a 63-year firefighting career, Ralph J. Scott retains the lines and appearance of L.A. City Number Two, the name of the vessel when launched in 1925. The vessel is in excellent condition and is maintained by a dedicated and very proud crew who are cognizant of the fireboat's history. The engines, while the third set to be installed in Ralph J. Scott, do not substantially alter the appearance of the engineroom; the interior arrangement, shafting, and pumping system remains unaltered. The original Byron Jackson pumps remain in service. On deck, the monitors, while changed, remain in the original positions; this includes one mounted atop the riveted steel, chain-hoisted turret tower aft of the deckhouse. The tower turret's original hoisting motor, manufactured by Foote Bros. Gear and Marine Company of Chicago, is still used. The original riveted steel hose reels remain

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mounted and in use. The riveted steel hull, complete with an ironwood rubrail riveted to it, and the riveted decks and deckhouse help maintain the historic appearance; except for the holes cut for the underwharf nozzles and bow and stern thrusters, there have been no major interventions to the hull of basic structure of the fireboat. The original bell, inscribed "L.A. City No. 2, 1925," is mounted forward, as is the builder's plate: "Los Angeles Fire Department, L.A. City No. 2, 1925, Los Angeles Shipbuilding and Drydock Corporation, Builder, Los Angeles Harbor-San Pedro, California." Brightly painted red and white, her bright work gleaming chrome, the vessel's appearance and condition reflect well on the Los Angeles City Fire Department.

NOTES

- 1
"Triple Screw Fire Boat Building For Los Angeles," Marine Engineering and Shipping Age, August, 1925, p. 445.
- 2
Ibid., p. 446.
- 3
Ibid., pp. 446-447.
- 4
Ibid., p. 446.
- 5
Ibid., p. 445.
- 6
"Boat Specifications," The Firemen's Grape Vine, (Los Angeles, California), March, 1945, p. 7
- 7
"Equipment of the LAFD," The Firemen's Grapevine, (Los Angeles, California), November, 1949, p. 9; Also see Lee Zitko, "New Eyes for the Seagoing Fireman," The Firemen's Grapevine, (Los Angeles, California), May 1956, p. 6.
- 8
Capt. Warner L. Lawrence, "Modernized Fireboat," The Firemen's Grapevine, (Los Angeles, California), February, 1970, pp. 7-8. Also see Ken Sparkman, "Fireboat 2," The Firemen's Grapevine, (Los Angeles, California) August, 1972, pp. 8-9.

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9

Bill Dahlquist, "New Power for the 'Scott,'" The Firemen's Grapevine, (Los Angeles, California), 1978 pp. 8-9.

10

Fact sheet, "Fireboat #2, 'Ralph J. Scott,'" (n.d.) Handout provided to visitors at Station 112.

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1947, one of the nation's greatest waterfront disasters, and the tanker Sansinena in December 1976. Ralph J. Scott is one of the nation's most famous fireboats because of her highly visible role in a major port, her participation in many fires that received national attention, and has name recognition second only to Fire Fighter of New York, the nation's most famous fireboat.

The preceding statement of significance is based on the more detailed statements that follow.

DEVELOPMENT OF THE AMERICAN FIREBOAT

The concept of using vessels to fight fires on other vessels and along a port's waterfront dates to the mid-18th century and the 19th century development of large-volume marine steam pumps to generate sufficient pressure for effective fire-fighting. Harbor tugs and towboats, the most common steam-powered vessel type in any given harbor, along with steam-powered fire engines mounted on barges, were the optimum fire-fighting vessels. Very few vessels were designed and built as fireboats; rather many tugs were fitted with pumps and monitors for auxiliary fireboat use. The need for full-time fireboats, and for maximum capability for combating serious blazes on wooden ships and the wooden waterfronts of the late 19th and early 20th century compelled many fire departments in port cities to design and construct their own fireboats.

The origins of fireboats were reflected in the general form and design that distinguishes American fireboats through to the present day. In 1927, typical fireboats in the United States were described as having the same general dimensions and hull lines of those of a harbor towboat. "The fireboat is a self-propelling hull of towboat form containing powerful pumps drawing from surrounding water and discharging streams of water through strategically mounted monitors." It was also noted that diesel engines had practically replaced steam by 1927, for both propulsion and pumping, with "diesel electric drive being particularly suitable for the work." [1] Another system widely used was the gasoline engine.

The typical fireboat type described in detail in 1927 differs little from Ralph J. Scott:

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The vessel...is powered by seven 300-h.p. and two 25-h.p. gasoline engines. Three of the seven units drive a centerline and two wing propellers, the two wing engines driving also pumps and being so arranged that they can rotate the propellers when the vessel is proceeding to a fire and the pumps when the scene of a fire has been reached. The remaining four engines are direct connected to pumps. The center engine is available for maneuvering when the vessel is operating her pumps. The six pumps each have a capacity of 1,700 gallons per minute at 200 lbs. discharge pressure, giving a total delivery of 10,200 gallons per minute. The fireboat...has a length between perpendiculars of 93 feet 4 inches [and] has a service speed of 17 miles per hour. [2]

While various communities designed their fireboats individually and without any known nationally accepted plan, the dictates of function determined the form so closely that a national type, as represented by Ralph J. Scott, was developed. The basic form remains unchanged with few exceptions save more modern pumping and delivery systems, a shift to diesel power, and smaller, more maneuverable vessels.

CONSTRUCTION AND CAREER OF RALPH J. SCOTT

The Port of Los Angeles, now nearly 80 years old, is one of the largest man-made harbors in the world. San Pedro, the site of the harbor, was the earliest landing and port for the nascent city of Los Angeles when it was a Mexican pueblo. Following the conquest of California by the United States and the discovery of gold, maritime activity at San Pedro increased, though the period of major development occurred after the rise of the petroleum industry and the construction of a large breakwater by the Federal government in 1899. In the first decade of the 20th century, the City of Los Angeles annexed San Pedro and dredged an 18-foot deep shipping channel. As shipping increased and San Pedro's population doubled, the City of Los Angeles Fire Department proposed acquiring a fireboat in 1909 and again in 1910. Two private tugs were contracted as auxiliary fireboats in 1910, and in 1915 the city's first municipally owned fireboat, Aeolian, entered into service. Aeolian was followed in 1919 by a

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large capacity fireboat, Fireboat No. 1, a wooden-hulled vessel capable of pumping 2,000 gallons per minute. The need for a modern fireboat with sufficient capacity to battle major waterfront fires remained, however. [3]

The appointment of Ralph J. Scott as Chief Engineer of the Los Angeles Fire Department in 1919 inaugurated an era of modernization for the Fire Department. In his 21-year tenure, Chief Scott oversaw the shift to motorized fire vehicles, a modern alarm system, and the construction of modern fireboats. Scott pushed for a new fireboat for five years; his efforts were rewarded on May 6, 1924 when voters approved a bond issue authorizing the construction of a powerful fireboat "to protect the waterfront where assessed valuation was conservatively estimated at \$100 million." [4] A \$214,000 contract was let to the Los Angeles Shipbuilding and Drydock Corporation (now Todd Shipyard) in San Pedro early in 1925 for a 99-foot steel fireboat, to be named L.A. City No. 2.

The vessel was launched at 10:15 am on Tuesday, October 20, 1925:

A bottle of foamite across her bows sent the city's new steel fireboat skidding down the ways at the yards of the Los Angeles Shipbuilding & Drydock Corporation at high tide yesterday morning, a noteworthy addition to the port's facilities. The sponsor was Mrs. Ralph J. Scott, wife of the city's fire chief.... it will be a month before she is officially turned over to the Fire Department, and then the city will have a thoroughly modern, sea-going firefighter.... The craft was designed by G.N. Newby, marine architect for the builders, under operation specifications provided by the City of Los Angeles. [5]

The trials in early November were successful; "The fireboat more than satisfied expectations. Pumping with six engines, it threw 29 streams, aggregating 12,000 gallons to the minute." [6] The new fireboat was commissioned on December 2, 1925, and moved into a new firehouse at Berth 226-227, Terminal Island, built expressly for the boat and a 14-man crew.

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L.A. City No. 2 responded to numerous waterfront fires, including burning piers, docks, and wharves, shipboard fires, and burning waterfront buildings. The first major fire fought by No. 2 was aboard the steam schooner Sierra which caught fire laden with northwest coast Douglas fir on March 3, 1926, while unloading at the E.K. Wood Company wharf. [7] By 1940, the fireboat, "that mighty engine of fire destruction," was already a legend in the Fire Department:

It is and has been a splendid weapon against the ravages of fire in its own home waters, the second largest port in the U.S. As you look upon the...scene of its activity its enormous strength can be seen. "Big Bertha," that turret atop the deckhouse, can throw a stream from a six-inch tip for a distance of four hundred feet and needless to say can demolish almost anything but the most solid construction. Such strength has been needed on the waterfront where goods are stored in such quantities that if and when fire results it is of corresponding serious and difficulty....Los Angeles No. 2 is ready as ever to answer the call of any victim of the "Red Demon" that would destroy, whether it be ship or warehouse, or wharf; lumberyard or oil storage or barge.

Likened to a "great stallion at play," with the "deep-throated roar" of the engines the "pounding of mighty hoofs," and the "silvery spray of her high thrown water streams, the flying mane and tail," No. 2's whistle was the shrill "challenge of a champion. Confident of conquering power and waiting the next trial of her eternal adversary and immortal enemy--Fire." [8]

During the Second World War, No. 2 was painted grey and served as the primary harbor patrol craft, her crew constantly watching the channel entrance off the fireboat station. One wartime fire was of note. On October 21, 1944, toluene vapors leaking from the tanker Frederickburg were ignited by Navy welders working on two LSMs at Berth 233, Terminal Island. The flash fire ignited both landing craft, the dock, a crane, and the workers' automobiles parked on the dock. No. 2 responded immediately, and blasts from the 10,200 gpm "Big Bertha" swept the dock, blasting flames and cars into the harbor. The fire under the dock took seven hours of hard work to extinguish. The toll was \$250,000 in damage, 16 fatalities, and 35 injuries. [9]

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The next major fire fought by No. 2 was early in the morning of June 22, 1947, when the tanker Markay, loading butane at Wilmington, exploded, splitting the ship open and spreading a pool of fire across the harbor. Flames spread among waterfront warehouses, an oil terminal dock, and docks. An oil refinery, more oil tanks, chemical plants, and tens of thousands of homes were threatened. No. 2's crew conned the ship into the inferno: heat shattered three windows and blistered the paint as water was sprayed on the hull to keep her from burning. While dozens of pieces of equipment ashore fought the warehouse and Markay fires, No. 2, using the monitors (which one crewmember thought was akin to using "water pistols in hell") to blast away the flames on the water, made a frontal attack, gradually sweeping her way in and fighting for hours to stop the advancing flames and extinguish Markay. The toll was more than \$5,000,000 in damages and 12 fatalities, making the Markay fire one of the nation's worst waterfront disasters. [10]

A waterfront fire on March 17, 1960, was another noteworthy event in the fireboat's career. The fire at the Matson Terminal in San Pedro burned faster than the crews could extinguish it; wharf fires involved pulling up asphalt and wooden decking to fight flames in creosote-soaked wood and thick pilings. The \$65,000,000 blaze resulted in pioneering experiments which led to the adoption by the LAFD of scuba divers to deploy floating nozzles beneath the wharf to fight underwharf fires; the first equipment was designed and built by No. 2's crew and is still in use on the fireboat. The Matson fire, and the experiences with other wharf fires, also led to the installation of underwharf nozzles on No. 2 when the vessel was "modernized" in 1969. [11]

L.A. City No. 2 was 40 years old in 1965; that year, the fireboat was renamed in honor of the chief responsible for her construction, Ralph J. Scott. Scheduled to be retired in 1969, the fireboat, was instead modified at a cost of \$238,000; as a result, Ralph J. Scott was feted in a lavish 50-year birthday celebration in 1975. On December 17, 1976, the remodeled fireboat again fought a major waterfront conflagration when the tanker Sansinena exploded while loading bunker fuel. The tanker split in two and the deck house was thrown 200 yards ashore. Ralph J. Scott's powerful monitors were again employed to good purpose before Sansinena and the nearby wharf's fires were extinguished. The toll was nine fatalities, 46 injuries, and losses and damages exceeding \$21.6 million. [12]

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Ralph J. Scott was recently moved across the channel in San Pedro when her fireboat station was demolished to build new port facilities on Terminal Island; the fireboat is now moored at a temporary station adjacent to the Los Angeles Maritime Museum, while a new station is built at that site.

NOTES

1

A.C. Hardy, American Ship Types: A Review of the Work, Characteristics, and Construction of Ship Types Peculiar to the Waters of the North American Continent, (New York: D. Van Nostrand, 1927), p. 166.

2

Ibid.

3

Bill Dahlquist, "Fire on the Waterfront: A History of Fire Protection in Los Angeles Harbor (1542-1984)," The Firemen's Grapevine, (Los Angeles, California) July, 1984, pp. 22-23. Also see Paul Ditzel, A Century of Service, 1886-1986: The Centennial History of the Los Angeles Fire Department (New Albany, Indiana: Fire Buff House, 1986) pp. 73, 88-90.

4

Ditzel, op cit., p. 107.

5

Los Angeles Daily Times, October 21, 1925.

6

Los Angeles Daily Times, November 6, 1925.

7

Ditzel, A Century of Service... p. 109.

8

Stanley E. Halfhill, "Los Angeles Fire Boat No. 2," The Grape Vine, (Los Angeles, California) November 15, 1940, pp. 4-5.

9

Ditzel, op cit., pp. 133-134. Also see Bill Goss, "Explosion and Fire," The Firemen's Grape Vine, (Los Angeles, California) November, 1944, pp. 7-8.

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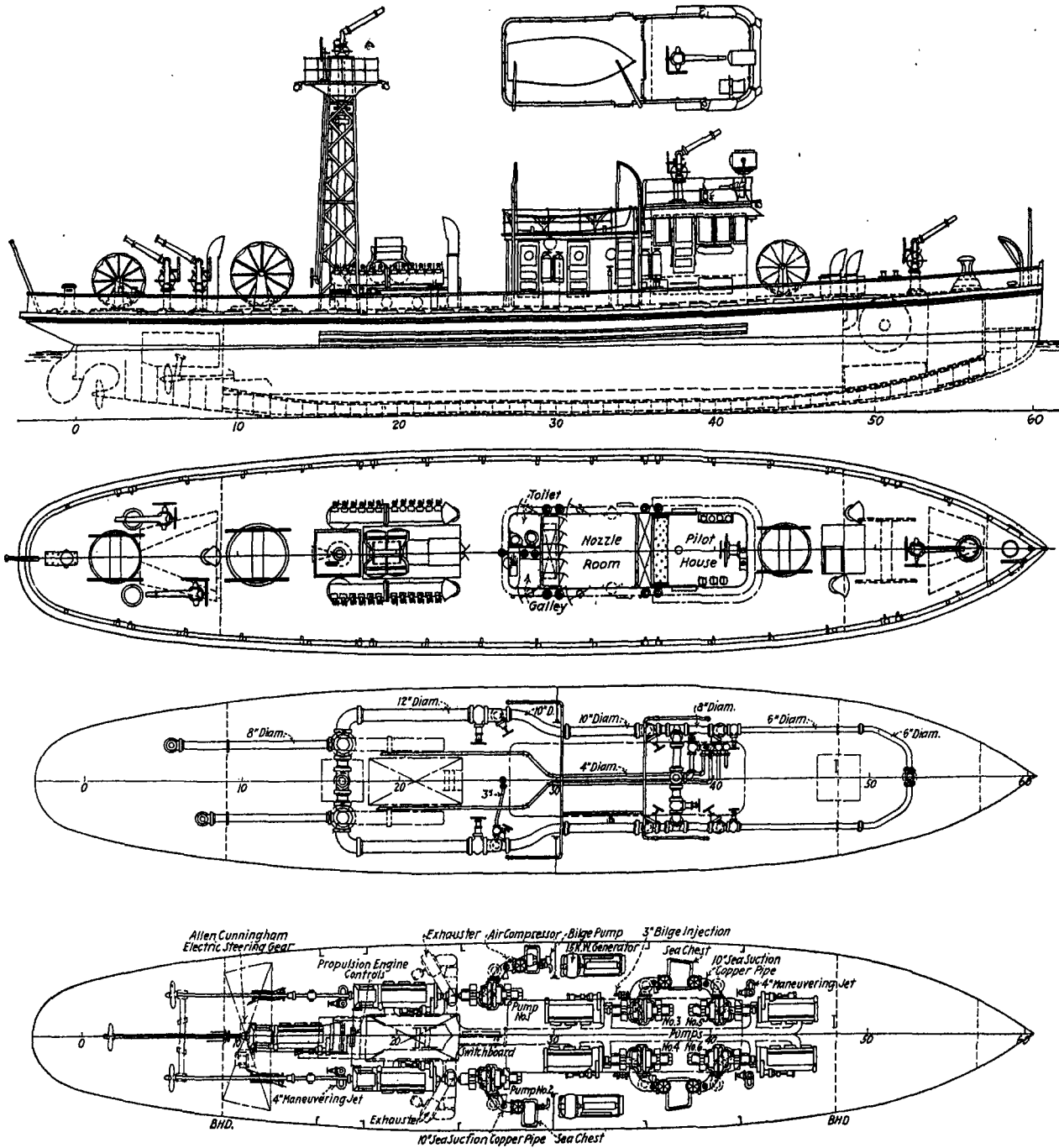
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10
Ditzel, A Century of Service...., pp. 138-141; also see Brainard Gray and Paul Ditzel, "Even the Water Burned," Male. June 1954, pp. 11-14, 51.

11
Ditzel, A Century of Service.... pp. 163-164.

12
Ibid., pp. 169, 199, 202-203.



Profile, deck, piping and hold plans of Los Angeles fire boat

FIREBOAT RALPH J. SCOTT
SAN PEDRO, CALIFORNIA
 Owner: LOS ANGELES FIRE DEPARTMENT
 ORIGINAL PLANS OF L.A. CITY NO. 2, NOW
 RALPH J. SCOTT, PUBLISHED IN AUG. 1925.
 Photo #1 by MARINE ENG. & SHIPPING, 1925
 Courtesy of: S.F. MARITIME NATIONAL HIST.