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 Firefighter
other names/site number Fireboat Firefighter

2. Location

street & number St. George Ferry Terminal, Staten Island ☐ not for publication
city, town New York ☐ vicinity
state New York code NY county Richmond code 085 zip code

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☐ private	☐ building(s)		buildings
☒ public-local	☐ district		sites
☐ public-State	☐ site		sites
☐ public-Federal	☒ structure	1	0 structures
	☐ object		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)

Current Functions (enter categories from instructions)

7. Description

Architectural Classification
(enter categories from instructions)

Materials (enter categories from instructions)

foundation

walls

roof

other

Describe present and historic physical appearance.

☐ 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

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

Areas of Significance (enter categories from instructions)

Period of Significance

Significant Dates

Cultural Affiliation

Significant Person

Architect/Builder

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

☐ See continuation sheet

9. Major Bibliographical References

SEE FOOTNOTES CITED IN TEXT.

☐ See continuation sheet

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 # _____

Primary location of additional data:
- ☐ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☐ Other

Specify repository: Fire Department of New York

10. Geographical Data

Acreage of property .1 acre

UTM References

	Zone	Easting	Northing
A	18	578490	4499375
B			
C			
D			

☐ See continuation sheet

Verbal Boundary Description

All that area encompassed within the extreme length and breadth of the vessel.

☐ See continuation sheet

Boundary Justification

The boundary encompasses the entire area of Fire Fighter as she floats at her berth.

☐ See continuation sheet

11. Form Prepared By

name/title James P. Delgado, Maritime Historian
organization National Park Service (418) date January 20, 1989
street & number P.O. Box 37127 telephone (202) 343-9528
city or town Washington state D.C. zip code 20013-7127

The boat was originally painted black with a white superstructure, a buff-colored stack with black topping, and the monitors, hose reels, and bitts were polished brass. Now the boat is painted red with a white bulwarks; the superstructure is painted white with black trim. The deck furniture and equipment is painted red, including the decks, reels, bitts, and stack; all railings, ladders, and lights are painted black.

The vessel is equipped with her original four DeLaval two-stage centrifugal pumps, each with a rated capacity of 5000 gpm at 150 psi. The pumps, fed by a 27-inch tunnel running the breadth of the vessel, are driven by Westinghouse Marine DC 600-hp motors at 1500 rpm to deliver 20,000 gallons per minute of water at 300 psi to eight deck monitors; originally there were nine. As built in 1938, Fire Fighter carried a single 3000 gpm monitor mounted atop a riveted steel, hydraulically elevated tower mounted abaft the stack on the boat deck. The tower was removed in 1962 because it was unsafe and leaked oil. The rated capacity of the boat is conservative; tests when the boat was new produced 14,500 gpm at 218 psi with only two pumps in operation. The pumps discharge into a loop type fire-main system which ties into the monitors. Two monitors are rated at 2000 gpm; five are rated at 3000 gpm. Five monitors (also known as "deck pipes") are located on the "pipe deck" atop the pilothouse; two are located aft on the boat deck, and a single bow monitor is forward on the maindeck abaft the capstan. The bow monitor has a 5-inch tip and is capable of shooting out 6500 gallons, or 27 tons of water per minute. [3] The pumping capacity of a typical fire engine when Fire Fighter was built averaged 1000 gallons per minute; the fireboat produced 20 times as much water from an unlimited source, drawing directly from the rivers that surround Manhattan.

Two manifolds, located on the main deck, feed directly into the two monitors one deck above. The manifolds each have 12 gated outlets for 3-1/2 inch hose. Fire Fighter carries the hose in 50-foot lengths on three hose reels mounted on barbettes. There were originally four reels, but the reel at the fantail was knocked off when the vessel went under a pier and was not replaced. The reels have solid brass covers, now painted red, which protect the hose from hot embers.

Fire Fighter retains her original Diesel/electric propulsion system. Two three-bladed, 6-foot screws connect to twin Westinghouse Marine motors rated at 1000-hp at 425 rpm at 600

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volts. Fire Fighter is capable of reaching 16 to 17 knots. The motors are connected to twin Winton/Cleveland 16-248, 16 cylinder, V-type Diesel engines rated at 1500 hp each at 750 rpm. The engines each directly connect to three DC generators on one through shaft. The first is a 900 KW at 600 volts generator that runs either a propulsion motor or two pumps. The second is a 170 KW at 450 volts generator that runs one or more of the propulsion motors or the air compressor located one deck up. The third is a 40 KW at 120 volt generator used as an exciter for the other generators and to power lights and auxiliaries on the boat. The main engines are started either by air or by battery. The Diesel/electric system is quick reversing, has enhanced manueverabilty, fast response and accurate speed control. Fire Fighter's propulsion is controlled from the pilothouse, replacing the "middleman" system of telegraphed signals between the pilot and engineer found on earlier boats. Fire Fighter was New York's first Diesel/electric fireboat and the first equipped with pilothouse control. [4] The vessel also has twin rudders, another feature that enhances manueverability.

Fire Fighter's Diesel/electric system was unique enough to rate special discussion by Westinghouse, manufacturers of the vessel's power plant, in 1938:

> An elaborate control system was provided, the central point of which involves a complete set-up switch control group, comprising a number of cam operated switches manipulated by a single handwheel. By means of this handwheel it is possible to make the proper field and armature connections for the various combinations of generators and motors. For instance, when going to a fire, the set-up is arranged so that each 900 kw generator supplies full power to one of the propulsion motors. Power for excitation and auxiliaries is taken from the 40 kw generators. When the vessel arrives at the scene of the fire, the set-up is changed by turning the handwheel so that each 900 kw generator supplies power to two of the pump motors while each of the 170 kw generators supplies energy to one propelling motor, giving sufficient power to maintain the position of the vessel and to manuever as required. [5]

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Below decks, Fire Fighter is divided into three compartments. Forward and immediately abaft the collision bulkhead is the galley, which is equipped with sink, cabinets, and a hot plate. Aft of the galley is the forecastle, with bunks for three firefighters and lockers. A head with separate showers is located aft of the forecastle to port, alongside a companionway running aft to the engineroom and a ladder running above to the main deck.

The main deck is slightly elevated at the bow. The foredeck mounts an electrically driven capstan, which can also be manually operated with capstan bars, bow monitor, and forward hose reel. Two bitts are mounted at the bow, from which hang the traditional rope matt fender of a tugboat, a necessary feature when pushing up against docks or burning vessels. The deckhouse occupies much of the main deck.

The deckhouse is divided by a companionway into two separate sections. Forward, the deckhouse houses two compartments. The "gold room," where the brass nozzles and fittings are kept, has a workbench and a stairway up to the pilothouse. The builder's plate and Fire Fighter's "Gallant Ship" award are mounted on the aft bulkhead on either beam of the stairway. Another starirway leads below to the forecastle. Aft of the gold room is a compatment where the carbon dioxide fire suppression system tanks for the engineroom are stored with the vessel's jackhammer and air hose. The jackhammer, powered by an electrically-driven compressor, breaks concrete and asphalt pier surfaces and is an original feature of the fireboat. Mounted on the outside of the forward deckhouse are the brass nameboards of the vessel; forward is the bell, inscribed "Fire Fighter, 1938."

The after deckhouse is separated into two compartments; forward is a narrow space where turnout gear is stored next to the air intakes for the engineroom. Aft is the boiler room with the vessel's original boiler. The Diesel-fired boiler, manufactured by the Brownell Co., of Dayton, Ohio, heats the vessel and de-ices equipment. It originally steam-heated the manifolds feeding the fire lines on deck during the winter. The heating coils were removed during the last overhaul in 1982. The boat deck overhangs the deckhouses and runs aft to the manifolds. Beneath the deck is a hose reel for 1-1/2-inch hose. The manifolds, originally built with 24 connections for fire hose but now reduced to 18, also feed two boat deck monitors.

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The boat deck mounts the pilothouse, stack, and the "pipe" deck. The pilothouse is equipped with original engine controls, brass wheel, chart table, and a couch on the starboard side aft. The "couch" has its original box-springs and serves well for short rests during protracted firefighting duty; Fire Fighter has battled waterfront blazes for more than 30 hours. The wheel, a Brown Telemotor No. 698 manufactured by the Hyde Windlass Co. of Bath, Maine, has its original instructions framed and mounted on the port bulkhead. There are 17 rectangular windows in the pilothouse; 8 raise and lower with the original "ratchet" system, while 9 were modified in 1982 to roll up and down with handles. Now pale yellow, the pilothouse interior was originally painted with false "wood grain."

Aft of the pilothouse is the boat deck. The boat deck mounts a rack which holds the nozzle wrenches; the boats, both Boston Whalers, are stowed to port and starboard of the rack. At either side of the stack are electric winches that power the davits; they were manufactured by the Silent Hoist Winch & Crane Co. of Brooklyn, New York. Fire Fighter additionally carries an inflatable rubber boat. The overhanging pipe deck ends at the stack; two stairway at the aft end to port and starboard of the stack and another at the pilothouse lead to the pipe deck. On the boat deck, abaft the stack, are the marks left from cutting away the hydraulic tower and its hoisting motor. The tower hinged at the base and rested, when lowered, on the boat deck and a brace near the fantail on the main deck. Immediately abaft the tower base are the two boat deck monitors and Fire Fighter's flagstaff.

The pipe deck mounts five monitors; the two forward monitors are 2000 gpm and the three aft are 3000 gpm. The fireboat's horn, radar mast, and a single 1,500,000 candlepower searchlight are mounted forward. Aft at the stack are two small floodlights. On the starboard side of the stack is the pipe deck telegraph, which signals pump pressure needed by the firefighters to the engineers below. The stack mounts the white maltese cross of the fire service with a "9," signifying Marine Company 9.

Retaining a high level of integrity, Fire Fighter is essentially unchanged from her launch in 1938. The removal of the tower and the loss of one hose reel are the only visible modifications to the vessel. Regular, systematic maintenance has kept her in excellent condition, and damage incurred while firefighting is quickly repaired. The last major overhaul was in 1982, when the

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fire mains were replaced in-kind and the vessel was hauled, sandblasted, and painted. A fully-equipped fire fighting vessel with considerable power at her disposal, Fire Fighter carries all of the equipment an engine company on land does, including hook ladders, an oxy-acetylene torch, resuscitator, basket stretcher, and a variety of axes and other cutting gear. The vessel's only deficiency is the lack of foam tanks; Fire Fighter currently carries her foam in 5-gallon containers. Considered a classic of industrial design by her crew, Fire Fighter is expected to last another 50 years in service. [6]

NOTES

1
James P. Delgado, "Evaluative Inventory of Large Preserved Historic Vessels in the United States," (Washington, D.C.: National Park Service, 1988), entry for Fire Fighter.

2
New York Herald Tribune, August 27, 1938.

3
Jim Murray and Al Trojanowicz, "The Fire Fighter-Protecting New York Harbor for 50 Years," Fire Apparatus Journal, V (4), July 1988, pp. 8-12.

4
Ibid., pp. 9-10.

5
H.C. Coleman, "Much Marine Electrical Progress During 1938," The Marine News, March 1939, p. 25.

6
Murray and Trojanowicz, pp. 11-12.

THE DEVELOPMENT OF THE AMERICAN FIREBOAT

The concept of using vessels to fight fires on other vessels and along a port's waterfront dates to mid-18th century London. In the United States, pumps and hand-engines were placed on "floats" or small boats as early as 1809, when New York firefighters did so. Fireboats were the direct result of the Industrial Revolution, specifically the development of marine steam. The 19th century development of large-volume marine steam pumps provided sufficient pressure for effective firefighting. The first steam pump afloat used to fight fires was placed aboard a barge in London in 1852. Harbor tugs and towboats, the most common steam-powered vessel type in any given harbor, became 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. New York's first fireboat, for example, was a tugboat under contract to the port for firefighting. The need for full-time fireboats and for maximum capability for combating serious blazes on wooden ships and waterfronts of the late 19th and early 20th century compelled many fire departments in port cities to design and construct their own fireboats. "Owing to the comparatively temporary nature of American building construction, the fire-boat has been developed in the United States more rapidly than in foreign countries, and to-day the boats of largest capacity are to be found over here." [1] While fireboat development did not blossom until after 1888, as early as 1896, marine architect H. De B. Parsons, speaking before the Society of Naval Architects and Marine Engineers, noted that "Fireboats are of such importance to all marine cities, that they are properly regarded as a permanent and indispensable feature of their fire equipments." [2]

The origins of fireboats are reflected in the general form and design that distinguishes American fireboats through 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." [3] 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 was developed. The basic

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form remained unchanged with few exceptions save more modern pumping and delivery systems, a shift from wood hulls to steel, and adapting fireboats from steam to gasoline, and finally to Diesel/electric power.

CONSTRUCTION AND CAREER OF FIRE FIGHTER

The Port of New York rose to prominence as the preeminent American port in the aftermath of the War of 1812 and a subsequent influx of British goods, all of which entered the United States, as did most 19th century emigrants, through the Narrows. Commanding American maritime trade since the 1830s, New York boomed as the nation's shipbuilding center just prior to and during the Civil War. [4] After 1865, maritime trade boomed while shipbuilding declined in New York. America's principal gateway for European trade, New York remains the principal port in the United States. Protection of shipping and the New York waterfront has always been a high priority for the port, which has 267 miles of usable waterfront serviced by more than 396 piers capable of handling 11,000 ocean-going vessels. [5]

Not surprisingly, New York was the first American port to use waterborne firefighting equipment. In 1809, New York's volunteer firefighters placed a hand-pump aboard a rowboat. In 1865, soon after establishing a regular, paid fire department, New York's Board of Metropolitan Fire Commissioners contracted for the services of the salvage tug John Fuller as an "on-call" fireboat. The first fireboat built expressly for New York was the wooden-hulled William F. Havemayer, commissioned on May 12, 1875. In 1882, Zophar Mills, New York's first iron-hulled fireboat entered service. The first steel fireboat built for New York was William L. Strong in 1898. New York commissioned the port's only gasoline-powered fireboat, John J. Harvey, in 1931. [6] Modern developments in fireboat design and construction were assiduously followed by New York. In the aftermath of the successful adoption of Diesel/electric power to fireboats, New York laid down and built the nation's most powerful Diesel/electric fireboat, Fire Fighter, in 1938.

The New York fireboat fleet boasted 9 vessels in 1937. Hypothetically, these fireboats could deliver 77,500 gallons per minute. But the boats were scattered along the waterfront. The most powerful was John J. Harvey, then seven years old and rated at 16,000 gpm. Two strong-willed New Yorkers wanted a bigger and

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better boat, however. Naval architect William Francis Gibbs, designer of ocean liners and World War II Liberty Ships, was also a fire buff. Gibbs designed New York's firefighting "super pumper." Wedding his interests, skill and ambition, Gibbs approached New York Mayor Fiorello H. LaGuardia in 1937 with a proposal for what was then the most powerful fireboat yet designed in the United States. LaGuardia approved the proposal, perhaps to boost employment during those Depression years. War was imminent in Europe, too, and New York's active shipping role in the First World War indicated a need for increased fire protection in a soon-to-be-booming harbor.

The contract to design the fireboat was awarded to Gibbs and Cox, Gibbs' firm, while construction of the vessel was awarded to United Shipyards of Staten Island. Laid down as Hull #856 in late 1937, the new fireboat was built of steel at a cost of $982,574.85. [7] Completed in the summer of 1938, the boat was launched August 26, 1938. Christened Fire Fighter by Eleanore Grace Flanagan, daughter of a fireboat officer, the new fireboat was heralded as a utilitarian vessel by Mayor LaGuardia. The name, he explained, was selected to honor New York's firefighters and not the Mayor, as was usual when christening fireboats. [8] For the next two months Fire Fighter trained crews on daily cruises, breaking routine once for a demonstration of her capabilities for dignataries aboard the fireboat and the public ashore on October 3, 1938. At 9:00 am, November 16, 1938, Fire Fighter entered service at Engine 57 at New York's Battery. The boat remained at Engine 57 until the mid-1950s, when she shifted to Engine 223 in the Bush Terminal, Brooklyn. In 1967, Fire Fighter was relocated to her present berth at Staten Island. [9]

The first call to duty came on the evening of November 19, 1938, when Fire Fighter responded to a drifting barge on the North River. The first fire fought by the vessel was aboard the British freighter Silver Ash on January 23, 1939. Fire Fighter spent 13 hours battling a stubborn fire in the freighter's rubber cargo. Fire Fighter responded to many fires and waterfront emergencies in the 50 years that followed; three of these fires -- SS Normandie in 1942, El Estero in 1943, and Esso Brussels/Sea Witch in 1973 -- brought considerable attention to the fireboat. The most famous fire fought by Fire Fighter was that aboard the liner S.S. Normandie in February 1942.

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The French luxury liner Normandie, interned and seized by the United States following America's entry in the Second World War, was undergoing conversion to a troopship at New York's Pier 88, North River when she caught fire on February 9, 1942. A welder's torch reportedly ignited kapok-filled life jackets. The flames spread as workers fought them for several minutes. At 2:49 pm, the first alarm sounded. Hundreds of firefighters arrived from land companies and aboard fireboats. Fire Fighter, alongside the stricken liner, poured water into the burning hulk throughout the evening. On the morning of February 10, as Fire Fighter's monitors kept working, Normandie capsized, coming to rest on her port side. The liner was beyond salvage, but the fireboats had contained the fire, keeping it from spreading along the waterfront.

On April 24, 1943, Fire Fighter responded to another wartime blaze, this time aboard the Panamanian freighter El Estero. The 325-foot vessel, moored at the Caven Point Dock at Bayonne, New Jersey, had finished loading 1,500 tons of incendiary bombs, depth charges, half-ton blockbusters, small arms ammunition, and high-octane aviation gasoline. As El Estero backed away from the pier, a boiler flare-back set fire to the oily bilges. Within minutes the ship was engulfed in flame, and "New York City was only minutes away from imminent disaster." Two other freighters lay nearby, loading ammunition. A tank farm at Bayonne and another at Staten Island, if ruptured, would fill the harbor with millions of gallons of burning gasoline. The only chance lay in scuttling the ship to put out the fire before the explosive cargo blew up. At 6:20 pm, El Estero was cut loose and pulled away by two tugs. The burning vessel was followed by Coast Guard fireboats and Fire Fighter, which had arrived on the scene with John J. Harvey soon after the first alarm. Moored to El Estero, Fire Fighter poured water on the burning ship. Suddenly El Estero lurched, throwing burning debris and cargo on the fireboat's decks. Fire Fighter cast off but returned when the freighter did not capsize. Radio broadcasts warned area residents to stay clear of their windows as the fireboats poured water into the ship for two hours, slowly filling her. Finally, at 8:45 pm, El Estero listed to starboard and capsized a half mile northwest of Robbins Reef Light, sinking in 35 feet of water. The danger was past. [10]

In 1946 Fire Fighter fought the fire that destroyed Staten Island's St. George Ferry Terminal. Responding to another waterfront fire on December 3, 1956, Fire Fighter was the first

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fireboat on the scene when fire consumed the Luckenbach Steamship Pier at the foot of 35th Street in South Brooklyn. As the fireboat manuevered to attack the flames, an explosion on the dock blew most of her crew into the water, injuring most and seriously damaging Fire Fighter. This was the only major mishap suffered by the fireboat. Fire Fighter was quickly repaired and returned to service. The boat successfully combatted a fire aboard the aircraft carrier USS Constellation at the New York Naval Shipyard in Brooklyn, on December 19, 1960. The fire was extinguished after 17 hours' work, but 50 shipyard workers were killed and 336 injured. [11]

New York harbor's greatest danger in recent years has come from tanker fires. More than 4 billion gallons of petroleum products are stored along the shore, and in 1968, approximately 2,500 tankers entered the harbor. [12] Not surprisingly, many of Fire Fighter's recent fires have involved tankers. In 1966, Fire Fighter rushed to the scene when the tankers Alva Cape and Texaco Massachusetts collided. Fire Fighter's most recent major shipboard fire was the blaze that followed the collision of the container ship Sea Witch and the tanker Esso Brussels after midnight on June 2, 1973. Sea Witch suffered a mechanical breakdown and rammed the anchored tanker midships, igniting highly volatile Nigerian crude oil. Both burning ships drifted under the Verazzano-Narrows Bridge as Sea Witch's survivors moved aft and the men aboard Esso Brussels leapt into the oily water. Fire Fighter was first on the scene, sweeping flames from the water with the bow monitor while searching for men in the water with the fireboat's searchlights.

Fire Fighter edged up against Esso Brussels and poured water on the burning tanker as rumbling explosions tore through her. Sighting survivors on the fantail of Sea Witch, Pilot Matthew T. Fitzsimmons, Jr. eased Fire Fighter up against the container ship as heat scorched the paint from the fireboat's bow. Three men were rescued in the daring move and Fire Fighter raced to Brooklyn's 69th Street Pier. Returning to the fire, now joined by other fireboats, Fire Fighter worked well into the next morning. Esso Brussels' fire was extinguished by dawn, the two vessels were separated, and Sea Witch was beached. It took two weeks to fully extinguish her fires. Ship and cargo losses totalled $23 million; 17 men died. For her critical role in fighting the fires and risking all to rescue Sea Witch's crew, Fire Fighter and her crew were awarded the 1974 American Merchant

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Marine Seamanship Trophy. On May 22, 1975, Fire Fighter was presented with the Department of Commerce's "Gallant Ship" Award, the highest honor that can be accorded a merchant vessel, citing the extraordinary seamanship and heroism displayed by the crew. Fire Fighter is the only fireboat to win this award. [13] The last major fire fought by the vessel was in 1980, when Fire Fighter and several other boats battled a tenacious hazardous-waste dump fire at the Kill Van Kull, Elizabeth, New Jersey, for 30 hours.

Fire Fighter is the most famous fireboat in the United States. A popular exhibit at the 1939 World's Fair in New York, Fire Fighter was also the subject of a popular and long-lived Revell plastic model, the only American fireboat so honored. The fireboat has also been featured in children's books, numerous articles, and leads parades welcoming arriving ships into New York harbor. Fire Fighter was seen by millions during the televised "Tall Ships" parades celebrating the Bicentennial in 1976 and the rededication of the Statue of Liberty in 1986. Honored by a special 50th birthday celebration on October 13, 1988, at South Street Seaport, Fire Fighter remains highly visible speeding to fires or waterfront rescues. [14]

NOTES

1
Charles C. West, "Centrifugal Pump Fire-Boats," Transactions of the Society of Naval Architects and Marine Engineers, Vol. XVI (New York: Society of Naval Architects and Marine Engineers, 1908), p. 211.

2
H. De B. Parsons, "American Fire-Boats," Transactions of the Society of Naval Architects and Marine Engineers, Vol. IV (New York: Society of Naval Architects and Marine Engineers, 1896) p. 49.

3
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.

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4
See Robert Greenhalgh Albion, The Rise of New York Port, 1815-1860 (New York: Charles Scribners Sons, 1939).

5
"Marine Companies, Fire Department, City of New York," (ca. 1960). Also see "New York Fireboats," Tow Line, XXIII (1) Spring 1970, pp. 4-9, 15-17.

6
"New York Fireboats," p. 16.

7
Jim Murray and Al Trojanowicz, "The Fire Fighter: Protecting New York Harbor for 50 Years," Fire Apparatus Journal, V (4), July 1988, p. 8.

8
New York Herald Tribune, August 27, 1938.

9
Murray and Trojanowicz, p. 11.

10
Edward F. Oliver, "Scuttle the Ship!," Naval History, II (2), Spring 1988, pp. 40-41.

11
Paul Ditzel, "Fireboats," (1988) Manuscript in publication; also see and Murray and Trojanowicz, p. 12.

12
Ibid.

13
Ditzel, op.cit.

14
Murray and Trojanowicz, p. 12; also see "50th Anniversary Celebtration for FDNY Fireboat Fire Fighter," FDNY Official News release, October 13, 1988.