

UNION HISTORICAL FIRE SOCIETY



DELAWARE VALLEY CHAPTER S.P.A.A.M.F.A.A.

THIS and THAT!

The UHFS has received a few notifications of undeliverable emails to members. The most common problem is the spam folder. I recommend reading an article on spam mail <https://www.inboxally.com/blog/why-are-my-emails-going-to-spam-and-how-to-avoid-the-spam-folder> which explains how to fix email deliverability issues. If you believe that you may not be getting emails from the UHFS (the last email sent on July 24, 2023 with information on the September's meeting at the Fire Museum of Maryland), please send an email to uhfs1975@gmail.com or call 484.452.4160 and leave a message. Emails will be resent to you if needed.

Don't forget to sign up for the next membership meeting at the Fire Museum of Maryland on Sunday, September 24, 2023. A follow-up email will be sent to remind you about the meeting. The sign-up date has been extended to Sunday, September 17, 2023 for attendance and box lunch selection. If you would like to attend the meeting, please click on the link below and fill out the required information. <https://form.jotform.com/231646717032150> Don't miss a great opportunity to visit a great fire museum with your fellow members! I hope to see everyone there!!



The UHFS has purchased 2 tickets for a Distillery Tour and Tasting in the historic Humane Engine #1 Firehouse at Five Saints Distilling in Norristown, PA. There will be a tour of both the first floor distillery and the original firehouse collection located on the second floor. This event will be held on November 2, 2023 from 6 pm to 9 pm. There will be a drawing for these 2 tickets at the conclusion of our meeting. Only one entry per person. The drawing is open to attendees either in person or on ZOOM.

The UHFS would like to welcome new member John Malool from Ridgefield Park, New Jersey who is a collector of Fire Boat memorabilia!!



UHFS Officers



Pledge of Allegiance



**A Full House
or should I say
garage?!?**



Show me your hand...





Eating like VIKINGS.....What UHFS does 2nd best.
#1 is the SPRING MELT!!



Photos courtesy of
Dave Traiforos



Social time after a BBQ lunch



UHFS youngest member, Jackson



WWW.UNIONHISTORICALFIRESOCIETY.COM

2024

ALLENTOWN SPRING MELT

The nation's premier fire memorabilia
auction and marketplace.

SAVE THE DATE

Auction

Sat. April 20

Marketplace

Sun. April 21

Agri-Plex at Allentown Fairgrounds
302 N. 17th Street
Allentown, PA 18104



SCAN ME



ALLENTOWN SPRING MELT



Show is hosted by the Union Historical Fire Society

NATION'S PREMIER FIRE MEMORABILIA SHOW

Over 300 vendor spaces available offering:

Gamewell & Fire Alarm Parts
Prints & Artwork
T-Shirts & Jackets
Badges & Ribbons
Radio Equipment
Presentation items
Lanterns
Helmets
Antique Apparatus Parts



Photos & Postcards
Lights & Sirens
Models, Kits & Toys
Fire Buckets & Extinguishers
Vintage & Used Bunker Gear
Hose & Nozzles
EMS Equipment
Books & Manuals
Who knows what you will find!

ONLINE VENDOR REGISTRATION

STARTS JAN 14, 2024



The 35th Annual FIREMATIC ANTIQUE AUCTION

SATURDAY APRIL 20, 2024

8:00 AM START TIME

FRIDAY PREVIEW 12-3 PM

SATURDAY PREVIEW 7-8 AM



Accepting new vendors, email us at springmelt.UHFS@gmail.com



ADA Accessible
Free Parking
Food Available onsite

www.unionhistoricalfiresociety.com

FIREBOATS

On November 12 and 13, 1896, during the fourth annual meeting of the Society of Naval Architects and Marine Engineers in New York City, the designers' discussed the concepts for powerful increased pumping capacity of fireboats and creating a new look along waterfronts. By the end of the year 25 of these boats went into service. Fourteen more would come online during the next decade.

Cities like Chicago, Philadelphia, New York, Boston, Brooklyn, Buffalo, Cleveland, Milwaukee, Baltimore, Detroit, and Seattle had fireboats either in service or had them ordered for service. Southern and Gulf ports were absent from the list of fireboats evidence of the south's slow recovery following the Civil War.

One fireboat in particular drew attention, being the largest fireboat of them all the "New Yorker" drew a great deal of attention. With its length of 125 1/2 feet long and a 26-foot beam had a 11 1/2-foot draft and displaced 470 tons. Made with of a steel hull it had two Scotch boilers, each with four furnaces and tubes purposely placed to maximize a high-water level. To save weight the "New Yorker" normally operated with one boiler while the other remained empty and in reserve for extraordinary firefighting demands requiring more steam.



The "New Yorker" had mounted a pair of vertical duplex (two-stage) pumps – two Clapp & Jones and built by the La France Manufacturing Co. the boat was rated at 11,530 gallons per minute (gpm) at 300 pounds per square inch (psi). The New Yorker had plenty of reserve power to do over 16,000 (gpm): the equivalent pumping capability of 14 land-based fire engines.

America's first steam fireboat the Boston's "William L. Flanders" which went in service in 1873 could pump 2500 gpm.

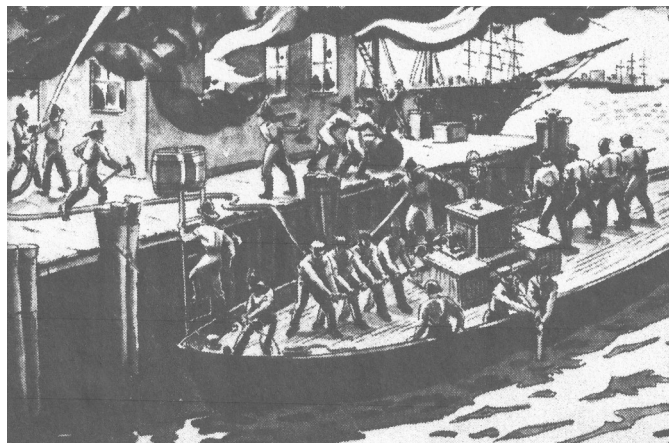
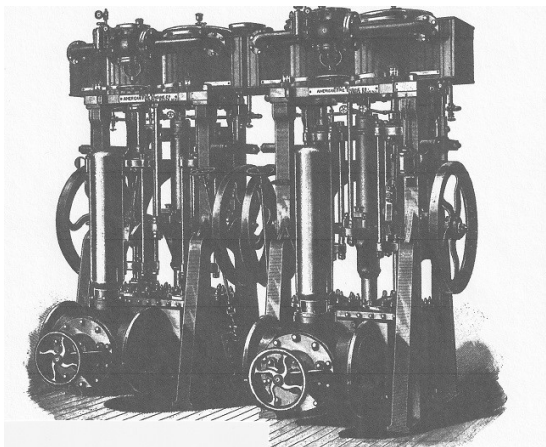
Some of the new features that fireboats were being manufactured with were as follows. Most of the fireboats ranged from 75 feet in length and had a median pumping capacity of 5000 gpm. Fourteen had wood hulls, the rest were steel. Buffalo's fireboats "George R. Potter" and "John M. Hutchinson" served to plow through ice to open the port for Great Lakes shipping and to occasionally rescue fishermen and sometimes their dogs from ice floes.

Pumps were mostly supplied by some of the best-known steam fire engine builders like Clapp & Jones, Hudson NY, the favored supplier Amoskeag Manufacturing Works, Manchester NH, La France Manufacturing Co. Elmira NY, Silsby Manufacturing Co. Seneca Falls NY and Thomas Manning Jr. & Co. Cleveland OH.

Ship to shore contact among fireboats was by megaphones, signal flags and lights. After 1900 a wire telegraph was introduced. Orders from the pilothouse were communicated to the boiler room by speaking tubes and annunciator pump telegraphs which were chain operated. Each wedge of the pie indicated an order start or stop pumps and pumping pressure increments beginning at 50 pounds and increasing to 250 or more. Coal was stored in watertight compartments on the port and starboard of the boiler area. It was supplied to the boiler room deck by at least one chute and from then was hand shoveled into the furnaces. The job was exhausting and there was little room for stokers to move around in. Below deck temperatures could exceed 130 degrees.

The old fireboats (before 1884) were simply tugs with the ordinary boiler capacity of a tug (and with a few water nozzles). In the new fireboats the idea was to get a large boiler capacity as possible. Naval Architects believed the boilers were still undersized because the pumps and propulsion engines could quickly exhaust the steam supply in boats other than the "New Yorker."

Fireboats to be most efficient for purpose for which they were built according to the Naval Architects was they should be of a size that are quick to handle. This consideration limits their length. To handle these boats a capacity of 6000 gpm is sufficient. That capacity will make two sets of duplex pumps 3000 gallons to set at a large fire requiring 6000-gallon capacity.



FDNY made a three-boat formidable attack. With the "New Yorker" as the flagship of the fleet was the forerunner with the assistance other boats the 2870 gpm "Havemeyer" named after a mayor and the "Zoller Mills" rated at 2400 gpm honoring the legendary foreman of Eagle Engine Company No. 13 made an attack on any fire where the boats approached as close as they could. All men were all protected. Those who maneuvered were in the Pilohouse protected by metal shields. The only men on the decks are those who would be handling the hoses. There was always one hose in readiness in case the boat itself caught fire. Having fastened alongside of a dock or wharf they turned on a heavy stream and knocked a hole in the building, so the men and hose could go right to where the fire was. If the fire was very hot, they would throw a heavy stream from their nozzles. If they wanted to change direction of the stream they could do so quickly (through swiveled nozzles). They could throw a 2-inch stream 200 feet and keep it elevated. They could tear their way through a warehouse, strip the joiner work off the deck of a ship or tear a lumber yard pile to pieces and throw it off the dock.

The fireboats proved their worth as floating pumping stations to supply shore fire engines and water main systems in high value districts well inland from dockside.

Make no mistake about it, the cost of fireboat upkeep, and labor costs of fireboat firefighters idling away hours and days between alarms offered compelling arguments against modern fireboats. Add to that the costs of building and operating waterfront fire stations to house firefighters. Fireboats became designed with on-board facilities for eating and sleeping. New York's "William F. Havemeyer" became a notable exception; the boat was crewed by a Captain, two Lieutenants, a Pilot, Two Marine Engineers and five firemen.

As the meeting of the fireboat designers ended, they anticipated more assignments that were certain to come during the first heyday of the fireboats. Strangely, they seemed only slightly impressed by the significance of their meetings and presentations.



Union Historical Fire Society

Delaware Valley Chapter

S.P.A.A.M.F.A.A.

www.unionhistoricalfiresociety.com

Meet us on Facebook at Union Historical Fire Society

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