

# "Portland Fireboat Names And Specifications"

Source: Various

- **George Williams** – Mayor George H. Williams, Mayor of Portland from 1902-1905 was the namesake of the first fireboat. It was christened February 27, 1904, and served until 1927.
- **David Campbell** - Fire Chief David Campbell was instrumental in pioneering fireboats for the city of Portland. The George Williams was christened in 1904. Campbell began service as a volunteer in 1878 and was hired in 1885. He served as Chief from 1895 until his death in the Union Oil Fire on June 26, 1911. The first David Campbell was christened on January 26, 1913, one and a half years after Campbell's death. The second David Campbell would be christened in November 12, 1927.
- **David Campbell (2nd)** - The second David Campbell would be christened on November 12, 1927.
- **Mike Laudenklos** – Portland's Assistant Chief who was hired on May 1, 1885, and died of bronchial pneumonia on April 18, 1923. While not a service-connected death, his steadfast service warranted recognition. The Mike Laudenklos would be christened on November 23, 1927.
- **Karl Gunster** – Fire Lieutenant Karl Gunster was hired on December 22, 1913. He would die on June 15, 1921, of smoke inhalation at the May Apartments fire. He was also the standing President of the Portland Firefighters Association at the time of his death. The Karl Gunster would be christened on December 10, 1927.
- **Jack H. Luihn** - A civic minded merchant who helped raise money and awareness of the George Baker Emergency Car and led the campaign to create this ambulance boat. It would be Christened on April 26, 1936.
- **Karl Prehn** - A Portland Police Captain who served as Harbormaster when the Harbor Patrol was under the authority of the Portland Police. The boat was originally called the "Mulkey" and came to Portland Fire when the Harbor Patrol was transferred on July 1, 1973.
- **LV Jenkins** - A Portland Police Chief from 1919 to 1933 and again from 1946 to 1948. The boat was a Police Harbor Patrol boat transferred to Portland Fire on July 1, 1973.
- **Virgil Spencer** – Lieutenant Virgil Spencer was hired December 1, 1948. Virgil would die on October 29, 1966, in a dust explosion at the BP Johns Furniture Company fire. The Virgil Spencer would be christened on June 15, 1972.
- **George Williams (2nd)** - Continued naming from the first fireboat, the George Williams, launched in 1904. The (2nd) George Williams was purchased in 1983 and christened on September 23, 1983.

- **Vernon R. Buss** – Portland Fire Battalion Chief Vern Buss was hired July 1, 1952, and retired in August 1983. His innovation of the Marine Program for Portland Fire prompted the naming of this fireboat in his name. The Vern Buss would be christened November 18, 1996.
- **Jerry Richardson** - This rescue boat was commissioned on October 30, 2005, as Rescue Boat 17. It was re-christened with the name Jerry Richardson on June 30, 2025. Jerry was hired December 23, 1999, and died of occupational cancer on November 19, 2021. Jerry served as an officer at Station 17 during the time before his death.
- **Eldon Trinity** - This rescue boat was commissioned on December 7, 2010, and was christened the Eldon Trinity, named after two children who were thrown from the Sellwood Bridge by their mother. Three-year old Eldon Smith would die, while seven-year-old Trinity Smith would survive and ask that her brother's name be first in the naming convention.
- **Kwansem** – Named in the Chinuk language for “Always Ready, Always There.” The Kwansum would be christened on July 21, 2015.
- **Skukum Ats** – Named in the Chinuk language for “Strong Sister.” The Skukum Ats would be christened on July 21, 2015.

#### **Skukum Ats (2015 to Present)**

- Christened 2015-07-21
- Cost \$2,500,000
- Builder Oregon Ironworks
- Apparatus # 131
- Hull Aluminum
- Length 55 feet
- Beam 15 feet
- Draft 3 feet
- Gross Tonnage 45 Tons
- Net Tonnage ?
- Propulsion Engines Two Series MTU 2000 M84L Diesel Engines with jet pumps
- Pumping Engines Two Series MTU 2000 M84L Diesel Engines driving two Hale 8FGF pumps rated at 3,500 gpm each
- Pump Rating 7,000 gpm @ 150 psi

#### **Kwansem (2015 to Present)**

- Purchased 2015-07-21
- Cost \$2,500,000
- Builder Oregon Ironworks
- Apparatus # 130

- Hull Aluminum
- Length 55 feet
- Beam 15 feet
- Draft 3 feet
- Gross Tonnage 45 Tons
- Net Tonnage ?
- Propulsion Engines Two Series MTU 2000 M84L Diesel Engines with jet pumps
- Pumping Engines Two Series MTU 2000 M84L Diesel Engines driving two Hale 8FGF pumps rated at 3,500 gpm each
- Pump Rating 7,000 gpm @ 150 psi

#### **Eldon Trinity (2010 to Present)**

- Christened 2010-12-07
- Cost \$148,505
- Builder Munson Boats
- Apparatus # 53
- Hull Aluminum
- Length 32 feet
- Beam
- Draft
- Propulsion Engines Two Honda Outboard Motors

#### **Jerry Richardson (2005 to Present)**

- Purchased 2005-10-30 (christened Jerry Richardson on 2025-06-30)
- Cost \$348,045
- Builder Munson Boats
- Apparatus # 122
- Hull Aluminum
- Length 34 feet
- Beam
- Draft
- Propulsion Engines Two Mercury 350 hp Outboard Motors

#### **Vernon R. Buss (1996 to Present)**

- Christened 1996-11-18
- Cost \$432,857
- Builder Rozema Boat Works
- Apparatus # 51
- Hull Aluminum
- Length 46 feet

- Beam 15 feet 6 inches
- Draft 4 feet 6 inches
- Gross Tonnage 18 tons
- Net Tonnage 15 tons
- Propulsion Engines Two Detroit Diesel 6V92TA Engines with two screws
- Pumping Engines Two Detroit Diesel 6V92TA Engines driving two centrifugal pumps rated at 2,050 gpm each
- Pump Rating 4,100 gpm

#### **George Williams (second 1983 to Present)**

- Purchased 1983-09-23
- Cost \$208,950
- Builder Boat Works Northwest
- Apparatus # 50
- Hull Aluminum
- Length 40 feet
- Beam 12 feet
- Draft 3 feet
- Gross Tonnage 10 tons
- Net Tonnage ?
- Propulsion Engines Two Detroit Diesel 6-71TI Diesel Engines with twin screws
- Pumping Engines Two Detroit Diesel 6-71TI Diesel Engines driving two centrifugal pumps rated at 1,900 gpm each
- Pump Rating 3,800 gpm

#### **Virgil Spencer (1972 to about 1983)**

- Christened 1972-06-15
- Cost \$147,889.11
- Builder Rohr Corporation
- Apparatus # 54
- Hull Aluminum
- Length 43 feet
- Beam 16 feet
- Gross Tonnage 32.57 Tons
- Net Tonnage 22.00 Tons
- Engines Two Detroit Diesel 12V71N400
- Propulsion Twin Jacuzzi Jet PTO driven from engine pumps
- Pump Rating 6,000 gpm @ 150 psi
- Turrets 2

### **LV Jenkins (1968 to 1982)**

- Purchased 1968-04-15
- Cost \$39,992.18
- Builder Pacific Tank and Construction Company
- Apparatus # 53
- Hull Steel
- Length 33 feet 5 inches
- Beam 11 feet 1 inch
- Draft 3 feet 7 inches
- Gross Tonnage 9.85 Tons
- Net Tonnage 6.00 Tons
- Engines Two Detroit Diesel 453N
- Pump Rating 1,000 gpm @ 120 psi
- Turrets 1

### **Karl Prehn (1957 to 1983)**

- Refurbished 1957-03-13 - renamed the Karl Prehn at this time (formerly Mulkey)
- Cost \$55,079.57
- Builder Albina Engine and Machine
- Apparatus # 51
- Hull Steel
- Length 56 feet 2 inches
- Beam 16 feet
- Draft 4 feet 6 inches
- Gross Tonnage 32.66 Tons
- Net Tonnage 22.00 Tons
- Engines Two Detroit Diesel 8V71N
- Pump Rating 1,500 gpm @ 150 psi
- Turrets 2

### **Jack H. Luihn (1936 to ?)**

- Purchased 1936-04-26
- Cost ?
- Builder Victor Wiegand Strode and Fred Jones
- Apparatus # ?
- Hull ?
- Length 24 feet
- Beam 8 feet
- Draft ?

- Gross Tonnage 1,250 pounds
- Net Tonnage ?
- Propulsion Engines Ford Flathead V8 Engine
- Pumping Engines none
- Purpose Water Ambulance

#### **Karl Gunster (1927 to 1978)**

- Christened 1927-12-10
- Cost \$103,615.16
- Builder Baker Construction Company
- Apparatus # 52
- Hull Steel
- Length 87 feet 6 inches
- Beam 20 feet 6 inches
- Draft 7 feet 6 inches
- Gross Tonnage 80.5 Tons
- Net Tonnage 54 Tons
- Propulsion Engines Two V12 525M Cummins Diesels with twin screws
- Pumping Engines Two V12 525M Cummins Diesels driving 4 centrifugal pumps rated at 3,500 gpm each
  - Original Engines – 1927 – Sterling
  - Engine Replacement – January 1, 1962 – Hall Scott (aerial ladder added)
  - Engine Replacement - 1974 - Cummins
- Pump Rating 14,000 gpm @ 150 psi

#### **Mike Laudenklos (1927 to 1978)**

- Christened 1927-11-23
- Cost \$103,615.16
- Builder Baker Construction Company
- Apparatus # 52
- Hull Steel
- Length 87 feet 6 inches
- Beam 20 feet 6 inches
- Draft 7 feet 6 inches
- Gross Tonnage 80.5 Tons
- Net Tonnage 54 Tons
- Propulsion Engines Hall Scott
- Pumping Engines Hall Scott rated at 3,500 gpm each
  - Original Engines – 1927 – Sterling
  - Engine Replacement - September 1, 1961– Hall Scott (aerial ladder added)

### **David Campbell (second 1927 to 2021)**

- Christened 1927-11-12 to 2021-06-30
- Cost \$103,615.16
- Builder Baker Construction Company
- Apparatus # 52
- Hull Steel
- Length 87 feet 6 inches
- Beam 20 feet 6 inches
- Draft 7 feet 6 inches
- Gross Tonnage 80.5 Tons
- Net Tonnage 54 Tons
- Propulsion Engines Two V12 525M Cummins Diesels with twin screws
- Pumping Engines Two V12 525M Cummins Diesels driving 4 centrifugal pumps rated at 3,500 gpm each
  - Original Engines – 1927 – Sterling
  - Engine Replacement - October 1, 1961 – Hall Scott (aerial ladder added)
  - Engine Replacement - 1974 - Cummins
- Pump Rating 14,000 gpm @ 150 psi

### **David Campbell (first 1913 to 1927)**

- Christened 1913-01-26
- Cost \$125,000
- Builder Smith and Watson Ironworks
- Apparatus # ?
- Hull Steel
- Length 125 feet
- Beam 25 feet
- Draft 12 feet
- Gross Tonnage 242 Gross Tons
- Net Tonnage 154 Net Tons
- Propulsion Engines Steam
- Pumping Engines Two sets of 600 horsepower Curtiss condensing turbines each delivering 150 psi per pump.
- Pump Rating 12,000 gpm

### **George Williams (first 1904 to 1928)**

- Christened 1904-02-27
- Cost \$67,077.76
- Builder Willamette Ironworks
- Apparatus # ?

- Hull Wood
- Length 105 feet 6 inches
- Beam 25 feet 8 inches
- Draft 7 feet 8 inches
- Gross Tonnage 194 Gross Tons
- Net Tonnage 38 Net Tons
- Propulsion Engines Two Taylor Water Tube boilers (400 hp) with twin screws
- Pumping Engines Two sets American Fire Boat pumps
- Pump Rating 6,380 gpm
- Turrets 19

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