

# "Fire Boats and the Harbor Patrol"

Source - Unknown, and Tyler Walthers, Portland Fire Retired

## PORTLAND FIREBOATS - by unknown

The fireboat debate was always one of rhetoric. It was not a question of “whether” there would be a boat, but of “when” and “who would pay for it.” In 1901 Portland was the number one exporter of wheat in the Pacific Northwest and the number three exporter in the country. Wharfs, constructed primarily of wood, stretched miles along the waterfront. A strong air current whipping underneath these wharfs made the rapid spread of any fire inevitable. After a yearlong controversy on whether a fire boat would be financed by subscription by local businessmen or by the City, the state legislature approved, on January 26, 1903, a \$60,000 levy for the Portland fire boat.

Initially the decision was made to use the money to refit the Ernest A. Hamill, a tugboat. It was not much of a plan, if for no other reason than that, with a 5 foot 6 inch draft, the Hamill would not have been able to float close in on the docks. Instead, the contract was awarded to the Willamette Iron and Steel Works in Portland for a large, steam-powered craft. Named for then Mayor George H. Williams, the apparatus was designed to pump 24 tons of water per minute and cruise at 10 mph. She was launched on February 27, 1904.

The Williams faced her first real test at a waterfront machine shop fire in September of 1904. At the sound of the alarm, she put out from her berth and steamed proudly under the Morrison Bridge, stopping opposite her objective. Her pumps were turned on but to the dismay of onlookers, especially her Captain, W. H. Whitcomb, who later was speechless with anger, a small trickle dribbled down her side. A stoker had failed to light a fire in the number two boiler.

The Williams sat idle until she built up steam then launched a magnificent stream of water, which proceeded to push her into the middle of the river. There she again sat building up another head of steam. Meanwhile, \$70,000 worth of real estate went up in smoke. Expensive mistakes are not easily forgiven and everyone from Chief Campbell down to the stoker, who was fired, paid heavily in the press coverage. Once the personnel problems were ironed out, however, the George H. Williams proved invaluable.

As the city grew, so grew the waterfront. After her initial problems, the George Williams performed admirably with the assistance of Harbor Patrol craft, which had limited firefighting capacity. In 1913 another fireboat joined the Williams, the David Campbell. Built by Smith and Watson Iron Works, the Campbell could pump 12,000 gallons per minute from her turrets. At her speed trials she averaged 16 mph. As with the Williams, the Campbell performed more like a showboat than a fireboat on her first call.



The Original Fireboat David Campbell in 1913

On July 31, 1913, while attempting to pump water onto the burning surface of the Steel Bridge she smashed into the bridge damaging her forward turret. A limited crew was assigned as the responsible problem. Unlike the Williams, the Campbell, with its more modern pumps and engines, required a larger crew than realized. This was soon corrected. Her response to an August 4 call was even more ignominious according to the Oregonian:

*"...For about 30 minutes... she was utterly unable to raise a 'vacuum', which is a technical way of saying she didn't throw any water." However, the Campbell proved her ability to take care of herself, even under the most humiliating circumstances, by gracefully steaming out into the river after the fire had been subdued by the engines. Those who watched the performance last night declare the new fireboat is in no danger from destruction from any fire that does not originate in her own hold."*

The Campbell, functioning properly, should have been able to put up water in three minutes. The crew claimed she was not functioning properly. Mr. A. F. Smith of the iron works who built the Campbell believed differently. In secret tests, his opinion was borne out. With the crew retrained, the Williams and Campbell thereafter successfully steamed the riverfront until 1927-28 when they were mothballed in favor of three new gasoline-powered craft; the new David Campbell, the Mike Laudenklos, and the Karl Gunster. Their specification:



*"Each fireboat will be 85' 11" long overall and will have a draft of only five feet six inches so it can get in close to a fire on the waterfront. The boats will be low, 12 feet 6 inches, so they can pass rapidly under bridges without waiting for draws to open. They will have speeds of 18 to 20 mph and will be capable of pumping 8,000 gallons a minute each, at 200 pounds pressure. All controls will be in the pilot house, so that one man can operate the boat and its pump at the same time."*

## **THE HISTORY OF THE PORTLAND HARBOR PATROL - by Tyler N. Walthers**

*The following is a document created on May 25, 1974 by Tyler N. Walthers, then of Engine 23A, as a project to satisfy his probation period.*

On July 1, 1973, the duty of patrolling Portland's thirty-plus miles of waterfront was transferred from the Portland Police Bureau to the Bureau of Fire. The decree of the City Council was not made without

protest by the police harbor patrolmen, but the economic advantage of consolidating the harbor Patrol and the Fireboat responsibilities muffled the objections of opponents.

In the following report, I have attempted to briefly sketch the history of the Harbor Patrol and the fireboats, followed by a more complete analysis of the events leading to the Police harbor Patrol - Fire Bureau Marine consolidation in 1973. A discussion of the present status of the harbor Patrol, as well as a summary, will complete the report. I regret that the photographs and clippings which were available to me during the compilation of facts for this report must remain in their scrapbooks. The Oregon Historical Society has three excellent scrapbooks, designated as #'s 235 A, B, & C, which provide the researcher more or less chronologically - arranged newspaper clippings dating from the earliest days of the Fire Bureau. I would heartily recommend that anyone interested in Fire Bureau history leaf through them.

### EARLY HISTORY OF THE POLICE HARBOR PATROL

Early accounts of the origins of the Police Harbor Patrol are conspicuously few. It appears that the Harbor Patrol was organized in approximately 1907. At that time, Portland was a rapidly growing harbor town, and there was a definite need for police protection on the Willamette River. While the Harbor Patrol was comprised of Police officers, it seems that the Dock Commission may have been influential in the policy-decisions of the Harbor Patrol.

One of the first (if not the first) Harbor Patrol boats was the *Elador*. Presumably, the *Elador* was involved in the 1921 rescue of 2½ year old Melvin Lawrence Campbell, who fell off a gangplank leading to his father's boat and floated beneath water for two blocks before being rescued and revived by harbor patrolmen. Mel Campbell is presently a member of the harbor Patrol, and is stationed at Fireboat #3 in St. Johns.

While rescue work was undoubtedly one of the early responsibilities of the Harbor Patrol, deterrence of crime was an equally important duty. As Miss Kris Kammer pointed out in a 1968 Harbor News article;

*Traditionally, waterfronts have been rough areas where bar room brawls were frequent and a town's "nicer folk" didn't venture after dark. Police departments had a busy time keeping up with the extracurricular dock area activity. During its history, Portland's harbor shared this infamous reputation as shanghaiing became big business and the unwary were liable to wake up some hours later with a headache and a new career.*

By 1924, the *Elador* was in poor condition, but the City Council would not appropriate funds for a replacement. Harbor Master Jacob Speier (who was also Superintendent of Dock Operations for the Commission of Public Docks), confronted Dock Commissioners with the problem. Since the Dock Commission had a vital interest in the protection of the docks, the Commissioners agreed to furnish a boat and equip it, if the city would buy and install an engine, and assume responsibility for the maintenance of the craft.

The hull for the new boat, which was named the F.T. Mulkey, was built by the Wilson Brothers of

Astoria. Karl Prehn, who succeeded Speier as Harbor Master in 1928, traveled to the Atlas Engine Company plant in Oakland, California to inspect the 110 H.P. four-cylinder engine in the making.

Even before she was officially commissioned, the Mulkey was pressed into service. In July of 1925, during the final tune up and the application of finishing touches, a fire call came in. The West Oregon Dock was burning.

*In their haste to be in the thick of it, Speier, Prehn and the other Patrolmen forgot that retaining nuts had been taken off the number 1 cylinder. The Atlas engine kicked over and, with a boom, an intake valve blew out and stuck in the engine house ceiling. Patrolmen dug the valve out of the wood, slapped it in, and cast off. The fire was a bad one. The Mulkey quickly moved four sawdust barges away, then went to the rescue of a fireboat (the original David Campbell) which had become jammed between a pier and a dolphin. The entire superstructure of the fireboat was aflame, and the Mulkey yanked the stricken vessel out and extinguished the flame with her fire turret.*



When the *Mulkey* was not being of assistance to the Fire Bureau, making rescues, or helping to suppress crime, the patrolmen were involved in other important work, such as keeping the harbor clear of ice. During the winter of 1929, there was ice floating in the Willamette for two months. If the freezing had become too severe the Port would have been closed, resulting in economic disaster.

*The Mulkey was fitted with a false prow and stern of sheet steel, and she broke ice for two months that winter, from the Ross Island Bridge downstream. She stayed afloat, but when she was lifted from the water, it was found that her stern cover had been shaved a full quarter-inch, and slivers hung out like a beard from her bottom planking.*

The *Mulkey* was a hard worker. For example, in 1943 she logged 12,905 miles and 1,497 running hours while responding to 665 calls for assistance. An example of the type of "criminal" call they received is described in the following passage:

*Captain Prehn said he once had a call from a ship captain who said he had been trapped in his cabin by an unruly crewman who threatened to kill him. The skipper and others had been successful in throwing the man in the brig, but they called for assistance to take the mutineer off the ship. The Mulkey was pressed into service to meet the ship. Captain Prehn and others boarded the vessel by a ladder and announced to the balky crewman that he had two choices on the way he wanted to be removed: either walk or be carried off feet first in a basket. The man chose to walk.*

At the time the *Mulkey* was commissioned, the Harbor Patrol offices were located at the foot of S.W. Stark Street. By 1930, offices and moorings at the foot of N.W. Hoyt served as headquarters, and later a location at the foot of S.W. Columbia was selected. As time went on, the patrol acquired two new boats, the *Bonnie* and the *Shingle*, and the vessel which was once the leading lady of the Harbor Patrol was relegated to workhorse status. And, despite the installation of a new engine in about 1950, the boat which was named after the first chairman of the Dock Commission was retired in 1956. That same year, however, the hull of a new craft (*Harbor Patrol #1*, later re-named the *Karl Prehn*) was built by the Dock Commission. The new boat, with engines salvaged from the bottom of the Swan Island lagoon where the landing craft of a naval vessel had fallen overboard and sunk, was the largest of Harbor Patrol fleet. The 36 ½ foot *Leon V. Jenkins* was built in 1968 with a speed of 17 mph, as compared with the *Prehn's* 13 mph top speed. Both boats were equipped with limited water pumping capacity. The *Star*, a small gasoline-powered craft built by harbor patrolmen in 1954, was the oldest of the three Harbor Patrol Boats still in operation by the time the *Jenkins* was commissioned.

Over the years, violence on the waterfront decreased, and the Harbor Patrol took on expanded duties, including the inspection of all ships in port as well as the periodic inspection of docks and moorages inside the city limits. From 1948 to 1966, the Harbor Patrol took water samples at four different locations on the Willamette River - from Oregon City to St. Helens - for the Sewage Disposal Lab and the U.S. Public Health Service. This early anti-pollution work was discontinued in 1966 when the U.S. Public Health Service acquired its own boat.

The changing role of the Harbor Patrol will be more fully discussed in the section on "The July 1, 1973 Consolidation," which will follow the next section on fireboat history.

## EARLY HISTORY OF THE FIREBOATS

While the Portland Harbor Patrol boats such as the *Mulkey* have traditionally been equipped with limited firefighting capacity, the Portland Fire Bureau's fireboats have always had the Primary responsibility of protecting the waterfront from the hazards of fire. Prior to the July 1, 1973 consolidation, the duties of fire bureau personnel working on the fireboats were basically limited to fire fighting.

Portland's first fireboat, the *George H. Williams*, was christened and launched on February 27, 1904 at 3:15 PM. The large steam-powered craft was named for the current mayor, and was the product of the efforts of Fire Chief David Campbell. Although the dimensions and pumping capacity of the *Williams* are not delineated in the old newspaper clippings, the photographs would suggest that it was nearly as

large as the three Campbell-class fireboats currently operated by the fire department. The crew consisted of a captain, a pilot, a first engineer, a second engineer, and two stokers. All of these navigation and engineering personnel were "civilians" or non-fire department members. The remainder of the crew, however, consisted entirely of an unspecified number of firemen to operate the turrets and other firefighting equipment. Captain W. H. Whitcomb, who for 27 years had been at the helm of Willamette River boats, was selected as the first captain.

By the time the *Williams* went into service, the need for a fireboat was profound. Although Chief Campbell had recommended that a new boat be built and patterned after New York City's the *New York* (with a capacity of 7,500 GPM and 15 streams), the Executive Board of the City decided in the spring of 1903 that it would be able to convert an older boat into a fireboat and thus reduce construction time.

The Board's decision to purchase a tug, the *Ernest A. Hamill*, and convert it into a fireboat at a total cost of nearly \$60,000 was extremely unpopular with nearly everyone even remotely associated with the welfare of the waterfront. The *Hamill* was an old boat with a 5-6 foot draft, which would not have been able to get close to the river banks for firefighting purposes. Also, the cost of purchasing and refurbishing it was comparable to the cost of a new boat. The Executive Board relented, and on September 19, 1903 the contract to build a first class fireboat from scratch was let to the Willamette Iron and Steel Works in Portland. Their bid: \$42,400. Thus, the city not only got a new fireboat, but one that turned out to be much less expensive than the *Hamill*.

Although the *Williams* was equipped with the most modern and reliable pumps manufactured by the American Fire Engine Company, she failed miserably at her first real test on September 3, 1904. A machine shop fire at the foot of S.W. Yamhill quickly spread to eight businesses and caused over \$70,000 damage. The *Williams* was unable to get water on the fire in time to prevent the loss due to the failure of a stoker to light the fire under the second boiler. The stoker was dismissed and Captain Whitcomb was criticized for ineffective leadership. Once the personnel problems were worked out, however, the *Williams* performed admirably at subsequent emergencies, and was joined by a new fireboat, the *David Campbell* in January of 1913.

The *Campbell*, another steamer, was named after Portland's late beloved Fire Chief who had died a few years earlier at a fire. Built by the Smith and Watson Iron Works, the *Campbell* had a 12,000 gpm capacity and a speed of 14-16 mph.

The *Campbell* served for 15 years, and the \$125,000 investment towards protecting the banks of the Willamette was a sound one. However, the *Williams* and the *Campbell* eventually gave way to progress, and were replaced in 1927-28 by three new gasoline-powered fireboats. The September 25, 1927 *Oregonian* gave the following account:

*Three Fireboats On Way - Launching set for soon after November 1. Baker Construction is pushing work; Inspection of Engines Made.*

*Portland will launch three new fireboats shortly after November 1, Lee G. Holden, Fire Chief, said yesterday, when work had progressed on the three boats to such a point that their size and*

lines were revealed to the layman. The three boats are on the way and work on them is being pushed by the Baker Construction Company. Steel plates are being riveted on the hulls and the engines for the boats are on the way or are being shipped. The generators, which will provide the electric lighting plants for the boats, are here. A.D. Merrill, naval architect, who designed the boats, recently made a trip east to inspect the construction of the engines for the boats. Each fireboat will be 85 feet, 11 inches long overall and will have a draft of only five feet six inches so it can get in close to a fire on the waterfront. The boats will be low, 12 feet 6 inches so they can pass rapidly under the bridges without waiting for the draws to open. They will have a speed of 18 to 20 miles an hour and will be capable of pumping 8,000 gallons a minute each, at 200 pounds pressure. All controls will be in the pilot house, so that one man can operate the boat and its pump at the same time.

The three new boats - The second *David Campbell*, the *Mike Laudenklos*, and the *Karl Gunster* - cost \$103,615.16 each, and all three were christened late in 1927. Because of the basic soundness of the boats and the ability of the crews to use the boats effectively, the three new boats resulted in relatively little controversy and have assisted in the extinguishment of numerous fires over the years.

The Fireboat *Virgil Spencer*, a 43-foot aluminum-hulled, jet-propelled fireboat was purchased early in 1972, at a cost of \$147,889.11. Named after a Portland fireman who died in the B.P. John Furniture



fire in the mid 1960's, it added greatly needed speed to the fireboat fleet. Although her 6,000 GPM pumping capacity is not as great as the three Campbell-class boats, the *Spencer* is nearly three times as fast, and can throw a great deal of water on the fire while awaiting the arrival of the larger boat. Unfortunately, the *Spencer* sank during a trial run in 1972 as a result of a manufacturing defect in an intake, which allowed the boat to take in water at the stern. Repairs and modifications were made to insure against a recurrence.

## THE JULY 1, 1973 CONSOLIDATION

By the late 1960's, it was clear that the threat of crime on the Willamette River had decreased. The Port of Portland had organized its own on-shore security force, and most private organizations utilized the services of "special patrolmen." The Coast Guard facility at Swan Island patrolled the river, as did the Multnomah County Sheriff's Office and the State Police. While the Harbor Patrol still performed important duties, they were rarely duties which required the utilization of armed police officers. Crime on the streets was on the upswing, and indications were that the Harbor Patrolmen could be better put to use patrolling the city in cars.

On the other hand, the duties of the fireboat personnel remained basically the same over the years. While the value of the property on the waterfront has increased many times over since the *Williams* went into service in 1904, there has also been a markedly increased emphasis on fire prevention. Given this climate, then, it is not surprising that the early 1970's resulted in considerable discussion regarding the possibility of shifting the Harbor Patrol duties to the Fire Bureau. Not to be overlooked, of course, was the fact that by having a fewer number of people performing the combined fireboat – Harbor Patrol functions than when the responsibilities were split, the city could save a good deal on salaries.

On May 25, 1971, Fire Bureau Assistant Chief/Executive Officer P.C. Leineweber issued a brief report titled, "Consolidation of Harbor Patrol and Fireboat Services." He noted that there were only two fireboats actively serving the city at that time, with the arrival of the *Virgil Spencer* anticipated in the near future. The fireboats provided 24-hour per day service. However, by this time the police bureau had already begun to de-emphasize the Harbor Patrol. Their manpower had been reduced from 23 men to 17, and their emergency service had slipped from 24 hours per day to 16 hours. Chief Leineweber also outlined the personnel savings which might be realized through consolidation (about \$110,000 annually) as well as outlining what the structure of the Fire Bureau Marine Division would be in the event consolidation should take place.

It was not until late in 1972, however, that major steps were taken towards accomplishing the consolidation. C. H. Edwards, an Administrative Analyst in the Office of Management services, prepared a report entitled, "City Waterfront Protection Services - Harbor Patrol," at the direction of the City Council. The stated objective of the November 22, 1972 report was to provide recommendations for maximum appropriate services at a minimum cost.

Mr. Edwards pointed out the duties of the various agencies patrolling the river. For example, the Multnomah County Sheriff's Office, through contract with the State Marine Board, is charged with the responsibility of enforcing the small boating laws (ORS Chapter 488) and is given state funds to do so. The Coast Guard, with two daily patrols, enforces federal statutes (especially regarding pollution), boards each ship which enters the port area and determines the nature of the cargo, etc. Both the Coast Guard and the Sheriff's Office also participate in rescue work, dragging and other non-police activities. The State Police protect against violations of the fishing laws.

The report concluded that there was a minimum of coordination among the various agencies, and that there was needless duplicity of functions. In addition, it seemed somewhat fiscally irresponsible to have the Harbor Patrol boats cruise by three fireboat locations (where the boats were generally idle) to patrol the Willamette and a small section of the Columbia within the city limits when the fireboat personnel could just as easily do this during their slack time. Edwards recommended the following guidelines, among others:

1. Boat 1 should be the command post
2. Boat 1 should operate on a 40 hour week - 3 shifts per day and 2 patrols per shift
3. The *Virgil Spencer* should be located at Boat 1 due to its speed
4. Boat 2 and Boat 3 should be on a 56-hour week, and should operate 2 patrols per 24 hour day
5. The *Jenkins* should be sold
6. Convert the *Prehn* to a fireboat



7. Sell 2 of the Campbell-class fireboats and modernize the other
8. Bring Title 19 of the City Code up to date and spell out the Harbor Patrol duties
9. Initial staffing should be by both firemen and policemen being, with vacancies being filled by firemen
10. Fire Bureau members should receive police training in firearms, arrest procedures, etc., and policemen should receive firefighting instruction.

In a memo to the Chief of the Bureau, James H. Riopelle, dated October 26, 1972, Chief Leineweber (who had reviewed a draft of Edwards study dated October 19, 1972) indicated that the consolidation plan was feasible, as long as certain premises were followed. For example, Chief Leineweber felt that the nomenclature, ranks of personnel, and basic organization of Fire Bureau-Marine must be consistent with the rest of the Bureau. He also recommended that all boats 50' in length or greater should have a crew of three men (officer, pilot, firefighter), and all craft over 20' in length should have a minimum of two men (officer and pilot). More important, perhaps, were his recommendations that the changeover be accomplished in orderly phases:

1. Change the City Code as necessary to effect the transfer of the Harbor Patrol to the Fire Bureau, and spell out the Harbor Patrol's responsibilities
2. Re-orient all the men who would be involved in the new Harbor Patrol regarding their new duties
3. Establish a Harbor Master's Office
4. Modernize and dispose of vessels as needed; also, purchase another high speed boat

Chief Leineweber appears to have favored an orderly and systematic consolidation. The situation, which everyone wanted to avoid, was one in which the Fire Bureau was simply told it now has the Harbor Patrol as one of its functions without any clear cut direction from the City Council as to how to proceed.

By the time Chief Riopelle advised Commissioner Ivancie by interoffice memorandum on January 31, 1973 that the consolidation could be accomplished, one of the major issues concerning the consolidation had emerged: should the Fire Bureau Harbor Patrolmen be armed? Chief Riopelle approached the question head-on:

*If it is the judgment of the City Council that the city must provide armed police officers to regulate the operation of pleasure boats on the river for several months a year, Harbor Patrol and Fire Marine Services should not be combined.*

Chief Riopelle's statement reflected the feelings of the firefighters' association. The details of consolidation from the Fire Bureau's viewpoint had also emerged at this time, as witnessed by the following observations by Chief Riopelle:

1. The Harbor Patrol would require the services of two fire inspectors
2. Since the MCSO receives funds from the Oregon Marine Board to enforce small boating laws, they should continue to perform this function

3. The Harbor Patrol would cooperate with the Coast Guard on pollution problems
4. There would be two patrols/day at each of the fireboat/Harbor Patrol locations
5. The *Prehn* should be used for VIP harbor tours and taxi service
6. The *Prehn* is not suitable for conversion to a fireboat
7. Only the *Virgil Spencer* is fully suitable as a combination patrol and fireboat
8. The *Jenkins* should remain in service as a drag vessel for a year
9. One Campbell-class vessel should be converted to diesel power and modernized, and one should be sold

In the middle of June, 1973, the City Council, by ordinance, shifted the Harbor Patrol from the Bureau of Police to the Bureau of Fire. The police officers who were members of the Harbor Patrol had attempted to dissuade the City Council without success. There were attempts to enlist the backing of various organizations, but with relatively little success. The Chief of the Police Bureau did not push the issue on behalf of the Harbor Patrolmen, and the Council was apparently not impressed by suggestions that waterfront would suddenly become a revived area of crime with the elimination of armed patrols. In an April 13, 1973 editorial, the *Oregon Journal* indicated that the proposed consolidation was not a consolidation at all, but merely a "penny wise and pound foolish" elimination of the Police Bureau's Harbor Patrol. A letter to the editor of *the Oregonian* by Charles Wallace (Port Agent, International Organization of Masters, Mates and Pilots, Offshore Division, 235 S.W. Front Avenue), which appeared in the June 10, 1973 edition read in part as follows:

*I can assure you of one thing - disband the Police Harbor Patrol and you can stand back and, watch the Port of Portland's waterfront have the highest crime rate in the nation. This will affect business, income and taxes.*

The Port of Portland, which chose to remain neutral on the entire matter, resisted the attempts by Harbor Patrolmen to enlist the Port's support.

It could hardly be alleged that the Fire Bureau in any way competed with the Police Bureau for control of the Harbor Patrol. On the contrary, Chief Riopelle flatly stated in his January 31, 1973 memorandum to Commissioner Ivancie that;

*Combining the two operations under the Fire Bureau will increase the Fire Bureau's burden and can be justified only because of the saving in the recurring cost of ten men, or about \$160,000 a year.*

The \$160,000 per year savings seems to have been the major factor in the Council's decision to go ahead with the consolidation along with the prospect of increased police manpower on the streets.

Although the Fire Bureau had clearly given considerable thought to the possibility of taking over the Harbor Patrol, the Council's final decision in the middle of June to consolidate gave the Fire Bureau only until July 1 to organize a new Marine Division. Melvin I. Brink, Battalion Chief in charge of the Fire Bureau Training Division, was named to the position of Harbormaster. Three captains were designated as Assistant Harbormasters, and two marine inspectors were assigned to the division.

There was a great deal of work to be accomplished in a short period of time. The situation was aggravated by the fact that the police officers were preparing to return to other duties and were not able to provide much assistance. Boat 2 was designated as the riverfront command post, while the Harbormaster's office was established on the ground floor of the main station, 55 S.W. Ash Street. Various dock equipment was moved from the foot of S.W. Columbia to Boat 2, and the former police boats were given a fresh coat of paint. The following locations for boats were established, along with assigned personnel:

- Boat 1 – *Virgil Spencer & Karl Prehn* – 1 officer, 1 pilot, 1 firefighter/deckhand per shift
- Boat 2 – *Mike Laudenklos & L.V. Jenkins & David Campbell & Engine 6* – 1 assistant harbormaster, 1 pilot, 1 engineer, 1 firefighter/deckhand per shift
- Boat 3 – *Karl Gunster & 18 foot Seaswirl* – 1 officer, 1 pilot, 1 engineer, 1 firefighter/deckhand per shift

Written standing operating procedures were quickly initiated to provide consistent approaches to the various situations which might confront the Harbor Patrol. Each of the three locations was given an assigned area to patrol twice daily. The hours of patrol are varied each day so that there will be no pattern of patrol for criminals to observe. Boat 1 patrols from the Steel Bridge south to the city limits. Boat 2



patrols from the north end of Swan Island and south to the Steel Bridge. Boat 3 patrols from the north end of Swan Island and north to the Willamette City limit. Although the City has annexed a small area along the Columbia, the Harbor Patrol relies on the MCSO patrols in this area. In the event of an emergency, of course, the Portland Harbor Patrol will respond. Should unusually extreme situations develop, the crew of engine 6 (located at Boat 2) can operate one of the boats at Boat 2.

Although the present Harbor Patrol is not armed, at least four arrests for waterfront theft had been made through April of 1974. Basically, however, the procedure is to notify the police department and have them dispatch an officer to the docks (and if necessary, have him board one of the Harbor Patrol boats) to investigate crimes and make arrests. To date, the fears that crime on the waterfront would skyrocket with the removal of armed patrols seem unjustified. According to Mr. Fritz Timmen, Marine Information Director for the Port of Portland, there has been no noticeable change since the Fire Department took over. While there was initially some apprehension by many persons, no one seems to be coming forward to complain of increased criminal activity. Two man crews from both Boat 1 and Boat 2 assisted the police department in the recent manhunt for Lewis Dewey Kennedy (April 24, 1974). Kennedy was suspect in a hit and run accident who escaped from two police officers, and

wounded patrolman Richard Huggins in the process of escaping. The two Harbor Patrol Crews searched the East bank of the Willamette by boat for Kennedy.

Hopefully, the presence of even an unarmed Harbor Patrol helps to deter crime, and this is definitely a goal of the daily patrols. However, the Harbor Patrol is more actively involved in the following activities, among others:

- Removal of deadheads (partially submerged logs) and other debris
- Assisting and towing disabled watercraft
- Rescue work
- Dragging for victims
- VIP tours
- Assisting with special events on the river, such as the arrival of the Rose Festival Fleet
- Notifying the Coast Guard of possible pollution violations
- Inspection work
- Firefighting

Although there are an endless number of situations the Harbor Patrol can expect to encounter over the years, the Fire Department has performed well against the challenges of the first year.

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