

PORTLAND'S NEW FIREBOAT THE GEORGE H. WILLIAMS DEMONSTRATES HER EFFECTIVENESS ON TRIAL TRIP



FIREBOAT GEORGE H. WILLIAMS WITH LOCAL AND VISITING OFFICIALS ON BOARD AFTER HER TRIAL TRIP.
—Photo by Kiser Bros.

Before a crowd of 5,000 people, who lined the docks on the water front and Burnside street bridge, the fireboat George H. Williams was given her first trial trip yesterday afternoon. The test was in every respect a success, and demonstrated that the fire fighter is all that her builders claimed for her. Briefly summarized, the more important points brought out by the test are as follows:

Speed Exceeds Expectations.
The boat showed a speed of 11 miles an hour—one mile more than had been expected.

From one of the monitors a stream of water two inches in diameter can be thrown a distance of 600 feet.

The vessel can whirl around in a space the diameter of which is not greater than her own length.

Her engines, boilers and pumps work to the entire satisfaction of the fire department.

Her maneuvering qualities are remarkable—she can dodge about in the harbor like an expert bicyclist in a crowded street.

"At the first big fire which breaks out on Portland's water front the George

H. Williams will pay for herself," remarked Ralph Cook, chief of the Seattle fire department, who accompanied the craft on her trial trip.

Will Prove a Wonder.
It was early in the afternoon when the snorting fire fighter steamed out from her berth at the foot of East Washington street. Captain Harry Emkins, one of the oldest pilots in the district, was at the wheel. Aside from the officers, crew and firemen, there were a few invited guests on board. Among them were: H. C. Wortman, H. W. Goddard, R. L. Glisan, C. F. Swigert, Robert D. Inman, Ralph Cook, chief of the Seattle fire department, J. C. Redmond, of Seattle, and J. C. Foyne, ex-chief of the Tacoma fire department.

At 1:53 the steamer left the steel bridge for St. Johns. This trip was made to test her speed and machinery. At 2:05 she passed the flour mills and at 2:21 reached the drydock, making the five-mile stretch in 28 minutes. It is estimated that at this rate she can make 11 miles an hour with little difficulty. Her builders did not expect the vessel to show a speed of more

than 10 miles an hour. Those who accompanied her on the down trip say that the craft behaved admirably, and in case of an emergency, they are confident that she will prove a wonder when it becomes necessary to reach a burning district on quick time.

Throws Tons of Water.
On her return to the harbor the vessel proceeded at a leisurely gait. Arriving at a point between the steel and Burnside bridges, she gave a water-throwing exhibition. Simultaneously she shot seven streams of water from as many different directions. At the same time she kept darting back and forth across the channel. Great volumes of water ascended several hundred feet into the air, deluging a broad area. Viewed at a distance the scene reminded one of a cluster of spouting geysers.

Passing steamers were given a good drenching. The proper range was easily judged and the Williams' powerful monitors did the rest, much to the apparent satisfaction of the spectators, who occupied points of vantage from which they could secure a good view of what was taking place.

Becoming restless, the steamer moved

up to that part of the harbor lying between the Burnside and Morrison street bridges, and once more gave a striking illustration of her capabilities. At the foot of Ankeny street a barge of gravel was being discharged, and amid shouts of laughter a hose was turned upon the men, who were doing the work. Although forced to retreat in disorder, the workmen took their drenching good naturedly.

Is Easily Handled.
Then the steamer began to glide over the water with the ease of a bird upon the wing. Water in mighty streams seemed to be issuing from aloft, forward and aft, from port and starboard. Conservative estimates placed the length of the streams at fully 600 feet. While her torrents were in full play, the boat shipped from one side of the harbor to the other, with no apparent effort, and turned around several times on the way.

She zig-zagged, "crawfished" and performed many other evolutions, which showed that she knows how to maneuver around in short order should occasion require it. The performance was completed when the Williams backed over to a point near her berth

and turned completely around in a space not greater than her own length. The act was greeted with cheers.

In the harbor were a large number of small boats paddling around the attraction of the hour, determined not to miss anything there was to be seen.

Only One Accident.
There was only one mishap to mar the occasion. The boat continued to throw water after she got into her berth. Sid Holgate, one of the firemen, was accidentally struck by a nozzle and had to be carried ashore. He is not badly hurt.

Seattle's Chief Enthusiastic.
Ralph Cook, chief of the Seattle fire department, was more than pleased at the showing made by the fireboat. He says:

"At the first big fire that breaks out on Portland's water front she will pay for herself. She works splendidly and will give a good account of herself. Our fireboat at Seattle has saved the property holders her weight in gold, and the Portland boat is her superior. The George H. Williams has capacity for discharging 6,000 gallons of water a minute, while ours has only a 5,000

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