

THE ALERTER

**OFFICIAL NEWSLETTER OF THE
SEATTLE FIRE BUFF SOCIETY INC.
PROUDLY SPONSORED BY THE SFD
CHIEFS ASSOCIATION**



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The October meeting will be held at FS 14 on Thursday October 10th at 19:30 hrs.	SOCIETY OFFICERS PRESIDENT BYRON HARDINGE: HARDINGCO@CABLESPEED.COM V.PRESIDENT JOHN ODEGARD: JOCO93@MSN.COM SECRETARY MARC LORRAIN: M_LORRAIN@YAHOO.COM TREASURER STEPHEN FICKENSCHER: Skfick1@AOL.COM COMMUNICATIONS MIKE CLARK: mclk@centurylink.net

An announcement Byron Hardinge

For the members that would like their picture in the SFD 2020 yearbook please be at th November meeting for the group picture.

Minutes from the September Meeting

Meeting was held at station 25'

No official meeting held as not enough members were present.

President's Report: Bryon and Stephen went down to the Tacoma's Fire Buff meeting to see how it

was running. No meeting was held as it had been cancelled.

Vice-President's Report: No Report

Secretary's Report: The election was held and all officers are remaining the same for the next two years.

Treasurer's Report: All bills have been paid, and the balance in the account has been presented to the officers.

Buff Report: No Report.

Communications Report. No Report

New Business: Bob L. gave a talk on the visitors that came to town to see Seattle's Fire Department

and tour some stations. The guests were Bill Hattersley, and Mark Carr, Mike Quinn.

Dep Chief Walsh came and talked to the six of us.

No Old Business

Meeting adjourned: 2020 hrs.

Rehab Response Log for September

SDF RED		SHORELINE BLUE	N.SHORE GREEN	M.A. BROWN	
Date	Time Out	Dept	Address	Type	Responders
9-1-19	19:27	SFD	3911 PHINNEY AVE. N.	FIB	Buff-Com,SPRT4,9
9-2-19	17:48	SFD	4523 UNIVERSITY WAY N.E.	FIB	SPRT4
9-3-19	15:37	SFD	733 25 th AVE. S	FIB	SPRT4,5,6
9-3-19	17:31	SFD	762 HAYES ST.	FIB	SPRT4,9
9-5-19	05:39	SFD	5034 25 th AVE. S.W.	FIB	Buff-Com,SPRT,4,7,8
9-8-19	11:59	SFD	429 15 th AVE. E.	FIB	Buff-Com,SPRT5,9
9-14-19	17:19	SFD	9240 2 nd AVE. S.W.	FIB	Buff-Com,SPRT6,7
9-15-19	10:17	SFD	9401 23 rd AVE. N.E.	FIB	Buff-Com,SPRT4
9-22-19	08:27	SFD	1223 E. SPRUCE ST.	FIB	Buff-Com,SPRT4,5,8,9

SEATTLE FIRE DEPARTMENT-A LOOK BACK TODD SHIPYARD AUGUST 1, 1968

PROLOGUE

During the two decades of the 1960's and 1970's Todd and Lockeed shipyards, located on Harbor Island, were flourishing in work. The yards were repairing, renovating and doing general maintenance on Navy, Coastguard, Washington State Ferries and any other vessels that they could fit in, that needed work. During this work all kinds of fire hazards were a threat to the yard's safety.

During this 20 year time frame the Seattle Fire Department responded to 17 multiple alarms to Harbor Island including the tragic Thanksgiving fire which claimed the life of Henry Gronnerud of E15.

This is a story of another of the fires that struck Harbor Island .

THE FIRE

On the morning of August 11, 1968, for no particular reason, I threw my bunking coat and helmet into my car and set out for West Seattle to visit fire stations and get my recruit notebook signed off. As part of our probation were to go to each station and make out a route of travel to each from my assigned house.

As I walked into Station 32 and introduced myself the bell hit for a full response to Todd's shipyard. L11's crew quickly turned out and jumped on board their city service rig and responded toward 35th SW.

Within 2 minutes a 2nd alarm was sounded and E32 was gone.

Here is the response:

1019 E-36-14-19-13-4 L7-1 B5-1

1021 2-11 E29-32-10-27-3 L1 B2

1029 3-11 E30-26-1-5

1202 Special E14A-2A

The fire had gone to a 3-11 within 10 minutes. I decided to drive down there and driving while down the hill to Harbor Island you could see a large column of ugly brown smoke. When I arrived the scene was chaotic with engines pumping, yard workers and firemen using jack hammers, firemen using chainsaws and large yard fans blowing the smoke in every direction. It appeared that engines, on the scene, had laid manifolds down and every port had a line attached.

After walking over hundreds of feet of laid out fire hose and walking several blocks I found a chief and ask if I could help. He quickly said help those guys and pointed out 3 firemen struggling with a 2 ½" hose with a bulldozer on the end of it. A bulldozer is a nozzle shaped like an open port deluge sprinkler head which has no shut off. You can shut it down at the pumper, at the manifold or by a hose clamp which is the most often way you see it done. The nozzle head spins sending water in a 30' diameter. The nozzle is then lowered down into a hole cut into the pier and then pulled out and lowered again and repeated over and over. I think it was lowered and pulled up to make sure that the nozzle was not lowered and left in place because the nozzle may have been left under water due to possible high tide. When I reached the crew, they were already beat due to working with a heavy 2 ½" line as well as working in the heavy smoke. The hole that they were lowering the nozzle into had heavy brown smoke pushing out of it. If that wasn't not bad enough, other holes were emitting similar amounts of smoke as well as a large column boiling up several yards ahead of us.

While working, the smoke would shift and blow into your face. Let me tell you it was the worst stuff you could work in without masks, just tough it out. It would sting your eyes and cause large discharges from your nose followed by lots of coughing – hang on for the ride. At one point the wind lifted and I was shocked to see a Navy destroyer in the dry dock with smoke boiling up around it. All I could think about was if those blocks it was sitting on ignited, that ship could tip over. I was almost glad when the smoke covered it again.

After who knows how long, some firemen started shouting that 3 firemen had fallen through one of the holes and disappeared into the smoke. Another fireman told me to go find a ladder. Now, looking back 51 years, I will tell you I had a feeling of panic about me. First of all, I saw the hole they fell through and it was pushing smoke under pressure and I felt that surely they were dead and second of all, they wanted me to find a ladder to save them. Today, I would know that every engine has a ladder or two but then, with only six months in the company, I thought of only a ladder company having them. Off I went looking for a ladder company, which were not easy to find as there were only 3 on scene, and they were parked a good distance away. By the time I got back the lost members were

being pulled up a ladder that someone had found. As it turned out the 3 were saved when one grabbed a 4x4 on his way down and the other 2 landed in the sound in waist deep water as the tide was out. All three suffered minor injuries and smoke inhalation. They were very lucky and a "Tip of the Kelly" to those members quick action to pull them to safety. I might add it was not due to my action.

EPILOGUE

The fire raged on for several hours. It's my guess that the bulldozers confined the fire and the 2 boats (E3 and 4) put out the main bulk of the fire. Two Navy destroyers suffered heat damage and the dry dock also suffered some damage as well as damage from the holes cut into the pier planking. I had only one other serious pier fire on my time on the job and that was enough for me.

Thanks to the late Richard Schneider, Seattle Fire Department historian, for his help with this article.

Photos By Bob Lukas

King County Aerial Platform Devices

Bob Lukas Photos



Eastside Fire & Rescue spare 2004 E-One spare platform with 2000 GPM pump



Eastside Fire & Rescue's 1994 E-One Hush chassis with a 95' platform



Renton RFA's 2018 E-One 95' platform



Redmond Fire's 2018 Pierce Velocity 100ft platform



Valley RFA 2010 HME 1871 chassis by Rosenbauer, 102' Raptor Tower/Crane with body work by Metz 1500x300x20



Tukwila FD 2019 Pierce Velocity 95' tower

What's New at the SFD



2018 Ford F-250 Body work by TRIVAN of Ferndale, WA, Delivered 2019



2018 Ford F-250 Body work by TRIVAN of Ferndale, WA, Delivered 2019



Aid 14 has a new Aid Car, a 2018 Ford with body by Horton, delivered 2019

With the Boats



FB Leschi returning to Fire Station 5, 2019



C Shift conducting a drill with Rescue Boat 5 on Elliott Bay, 2019



Rescue Boat 5 approaching the Chief Seattle, June 2013

A Reminder

For the members that would like their picture in the SFD 2020 yearbook please be at the November meeting for the group picture.