PLANS DRAWN FOR NEW MODERN FIREBOAT
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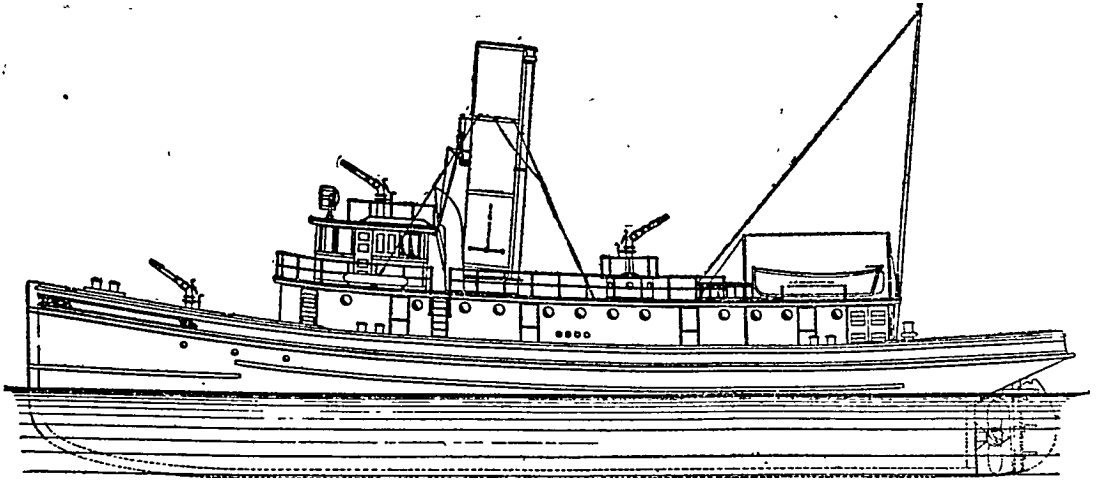
Important Addition to Protection of Water Front---New Boat Will Draw Two Feet Less Water Than One Now in Service.



SKETCH OF THE PLANS FOR NEW FIREBOAT.

Plans and specifications for the new fireboat for which Fire Commissioner Wells has been appealing since he took charge of the fire department two years ago last March, have been received by him and he will advertise for bids shortly. The new fireboat, he says, will be one of the best in the country and will have all the modern nautical fire-fighting equipment.

The department at present has two fireboats, but only one is in actual service. That is engine 44, the newer of the two, which was originally placed in commission March 6, 1896. Engine 31 is the reserve boat and is placed in commission annually when engine 44 is in drydock being overhauled and on other special occasions.

The fire commissioner and the chief of the department have always maintained that the water front did not have ample fire protection and that two fireboats should be in service constantly. Engine 31 has rendered good service in its day, but is not up-to-date. Engine 44 is located at Central wharf, taking that berth last spring.

A statement was issued yesterday by Commissioner Wells in reference to the new boat, in part as follows:

"A careful study of conditions on the water front of the city was made, before the designs were prepared, by the fire commissioner, Chief John A. Mullen, Supervisor of Fire Engines Eugene M. Byington, Captain of the Fire Boat Robert A. Ritchie and William T. Keough, consulting engineer and naval architect, who prepared the plans. Fire boats in other cities, both those in service and building, were also carefully studied, and it is believed that the new boat will be not only a highly efficient addition to the department, but the equal of any boat of her class. The boat is of smart and handsome appearance.

"The principal dimensions are: Length over all 113 feet 9 inches, beam 26 feet, draft 9 feet. The main hull will be of substantial construction to withstand severe winter service in the ice and through the draw bridges, and will be sheathed with copper below the waterline.

"The propelling engines are of the vertical, inverted compound type, driving a single screw. Steam will be supplied by two boilers of the Scotch type, 11 feet in diameter and 10 feet 9 inches long, designed for a working pressure of 140 pounds per square inch and fitted with forced draft.

"There are to be two fire pumps with a combined capacity of 6000 gallons of salt water per minute with a pressure of 175 pounds per square inch at the pumps.

"There are four large monitor swivel nozzles, two on the forward main deck, one on the top of the pilot house and one on the deckhouse amidship.

"There are 12 outlets for 3½-inch and 2½-inch hose, and the boat will be liberally supplied with all the modern appliances for fire-fighting.

"While the boat is but slightly longer than the old boat, it is expected that she will be an improvement in many ways. Drawing about two feet less water, she will be able to do valuable work at fires where it would be impossible for the older boat to go at all.

"The electric plant and searchlight will be valuable aids in the work of the boat. The old boat never had them, but the need of them has been felt many times."