



TOW LINE

Spring 1970

ON THE COVER—

MOOORE-McCORMACK LINE'S FOUR new Sea-Bridge class, fully-automated express cargo ships offer a fast, weekly service between our East coast ports and Continental Europe and Scandinavia. Each of these electronic controlled, 602-foot vessels stows breakbulk, containerized and roll-on/roll-off cargo with great efficiency. Our TOW LINE artist, Albert Brenet, depicts on the cover one of the "big four", the *Mormosky*, entering New York's Narrows.



Assistant Chief Joseph F. Connor

"More time is spent on preventing fires than extinguishing them." Although Assistant Chief Joseph F. Connor speaks for the Marine Division of the Fire Department of the City of New York his statement holds true beyond the waterfront as well. This issue of TOW LINE highlights the activities of our fire guardians of the port, the aquatic firemen.

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An aerial photograph of a waterfront area in winter. The foreground is covered in snow, with several circular structures and paths. In the middle ground, a large, multi-story building with a prominent tower is situated on the water's edge. The background shows a wide expanse of water and a distant city skyline under a hazy sky.

NEW YORK FIREBOATS

TOW LINE

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FIREBOATS

THE FIREBOATS of New York are legendary. Their heroic service in time of emergency, the men who man them and the work they perform are known to all those who look upon our harbor as a field of endeavor.

This is a true statement in general terms, but how many of us really know what goes on in the background, the "nuts and bolts" of making New York's outstanding fireboat fleet a reality? Not so many. In this issue of *TOW LINE*, we will endeavor to look behind the scenes and see how the job is done. This introductory story will review the organization, the men and the units. Other stories will take up the fireboats and how our own tugs have assisted as firefighters and spotters from time to time.

The Marine Division of the Fire Department of the City of New York is headed by Joseph F. Connor, who is an Assistant Chief in the Fire Department proper. He has five Battalion Chiefs assigned to his division. They are: Howard D. Borden, William J. Lanigan, Gilbert W. O'Neill, Anthony C. Ueberwasser and Thomas P. J. Walsh.

There is always one Battalion Chief on duty, commanding the fireboat fleet in the absence of the Chief in Charge, alert to respond to a fire or other emergency in any area of New York City waters.



Communications Central Office notifies the Chief in Charge of all major fires in the City and he responds at all hours to fires and incidents involving fireboats.

The Marine Division Headquarters are on the ancient and picturesque Pier "A" in the shadow of our own offices. This sturdy old pier juts out into the Hudson, almost pointing at the Statue of Liberty, at the very bottom of Manhattan Island. Marine Company 1 has its station on this pier.

Nine other fireboat stations are pinpointed throughout the five boroughs of New York City. They are all under the command of Chief Connor, who is, of course, one of the top officials under Robert O. Lowery, Fire Commissioner of the City of New York.

Marine Company 2 is at Bloomfield Street, a short way up the Hudson River side of Manhattan Island.

Marine Company 4 is at Fort Totten, Queens. Old Marine Company 3 was deactivated some time ago, and there is no company bearing that title at the moment.

Marine Company 5 is at the foot of East 90th Street, near the easterly entrance to the Harlem River and very close to Gracie Mansion, the residence of the Mayor of New York.

Marine Company 6 is down the East River at Grand Street, not far from where the little steamship *Savannah* was built in 1818 to become the first ship to steam across any ocean.

Marine Company 7 is on the Brooklyn side of the East River right under the Brooklyn Bridge at Fulton Street.

Marine Company 8 is also in Brooklyn, at the foot of 52nd Street, which is almost at the southerly end of the pier terminals on the Brooklyn waterfront.

Marine Company 9 is just across the Narrows at the St. George Ferry Terminal on Staten Island.

The sturdy water jet fireboat *Flame* is stationed at Neponsit, Queens, on Rockaway Inlet.



Robert O. Lowery
Fire Commissioner

The well-named fireboat *Blaze* is located at the Shellbank Basin, also in Queens, at the Northern edge of Jamaica Bay.

Under construction at the present time is a new 28 foot water jet fireboat with twin diesels and twin jets. This fast and versatile vessel will replace the *BLAZE* and *FLAME* in the Jamaica Bay, JFK Airport, and Sheepshead Bay area.

These are the brave and efficient units of New York City's waterborne Fire Fighters. Their responsibility covers 267 miles of waterfront comprising 428 piers and terminals in a port capable of handling more than 4,000 small craft and 15,000 ocean going vessels annually, a challenge of the highest order.

The office of Chief Connor is on the upper deck near the end of Pier A. Three Brenet Tow Line paintings and two Farrell line calendar paintings are among the pictures on his walls. A six-foot, glass enclosed mod-

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John T. O'Hagan
Chief of Department



NEW YORK'S FIREFIGHTING FLOTILLA — And How It Grew

(The Fire Department of the City of New York (F.D.N.Y.) maintains an extensive library in Long Island City where firemen may study and researchers may browse. We are indebted to Honorary Assistant Chief Clarence E. Meek, the man in charge, for the historical information contained in the following story.)

THE PORT OF THE CITY of New York, with its hundreds of miles of busy waterfront supporting the commerce of our nation and accommodating some 15,000 ocean going ships annually, not to mention installations vital to the security of the city, is guarded against fire from the waterside by eleven firefighting craft of the Marine Division of the F.D.N.Y.

New York's fireboats are of ultimate design and equipment born of something over a century's experience in marine fire fighting. From the days of sailing ships and wooden vessels and piers to the influx of iron and steel for construction, the firefighting requirements underwent substantial change. The evolution of the fireboat and their locations provide an insight into the development of the port.

New York City's first fireboat was hardly more than a large rowboat in which was installed a hand pump manned by a third of its 24 man volunteer crew. The craft was rowed to fires from a berth at Roosevelt (Peck) Slip but was not very effective, finally being dismantled in 1818.

By 1865 a professional paid Fire Department was established and the Board of Metropolitan Fire Commissioners chartered the steam salvage tug *John Fuller* on a "call basis" at a yearly rental, to respond to orders received from the land-based fire alarm telegraph circuit.

Professionals Succeed Volunteers

Used as a regular unit of the Department, the *John Fuller* was equipped with two Amoskeag fire engine pumps of 2000 gallons per minute capacity, fire hose and a variety of salvage gear. She was used until the first city-owned fireboat was commissioned in 1875.

The initial fireboat constructed for the F.D.N.Y. was the *William F. Havemeyer*, built by Wood, Dialogue & Co. of Camden, New Jersey and commissioned May 12, 1875 by Engine Company 43 at the Pike Street dock, East River. Later she was relocated at the present Marine Administration Division headquarters at the then "new" Pier 1, North River in 1879. The two Amoskeag steam fire engine pumps of the *Havemeyer* were rated at 3,000 gpm.

The *Havemeyer* was a wooden hull vessel. In 1882 a contract was awarded to Pusey & Jones of Wilmington, Delaware, for the first iron hull fireboat. She was the *Zophar Mills*, a two-stack vessel, 120 feet long with Clapp & Jones fire engine pumps of

6,000 gpm capacity. She served at Gansevoort Street, North River; 99th Street and Grand Street, East River and was disposed of in 1934.

The City of Brooklyn had called upon the F.D.N.Y. many times for help before building their own original fireboat. She was the *Seth Low*, a wooden vessel with a copper bottom and two propellers. Two Clapp & Jones fire pumps delivered 3,000 gpm and her crews was quartered aboard. She was stationed at Harbecks Stores Dock at the head of Furman Street but later relocated at the foot of 42nd Street, Brooklyn. January 1, 1916 she was taken out of service.

Castle Garden No. 1 Spot

Perhaps the most famous spot for any fireboat was the station at the seawall near Castle Garden. In the 1890's the fireboat *New Yorker* was the center of attraction. She was put in service February 1, 1891 but her station was not erected until 1895. With her Clapp & Jones and La France fire pumps, the *New Yorker* became the most powerful of fireboats, pumping a total capacity of 13,000 gpm.

When Admiral Dewey arrived at New York on the flagship *Olympia*, the *New Yorker* had the honor of leading the welcoming parade. She was stationed at The Battery until December 1, 1922 when reassigned

to Main Street, Brooklyn, where she was retired December 17, 1931.

The second fireboat of the City of Brooklyn was the *David A. Boody*. Commissioned in 1893 she was stationed at the North 8th Street dock, East River. Returning from a fire on February 13, 1899 she sank in the East River but was raised and reconditioned to continue service until December 17, 1914.

A new fireboat by name of *Robert A. Van Wyck* took her station at the foot of Grand Street, East River, June 1, 1898. She had been christened *William L. Strong* but changed before Mayor Van Wyck ended his term and changed again at the expiration of his term. She was a steel hull vessel with two sets of direct acting duplex pumps having a total capacity of 6,500 gpm. The *William L. Strong* served a half-century before retirement.

The New York Shipbuilding Company of Camden, New Jersey, built the next firefighting craft in 1903. She was the *Abram S. Hewitt*. On December 17, 1931 she was sent to Engine Company 77 and succeeded the *New Yorker* after the latter had seen 55 years of service.

Practically a sister firefighter of the *Hewitt*, the *George B. McClellan* was commissioned in 1904. Stationed at the foot of Gansevoort Street, North River as Engine 78, she made her last move to Staten Island as Engine 51 in 1949 and was finally disposed of in 1954.

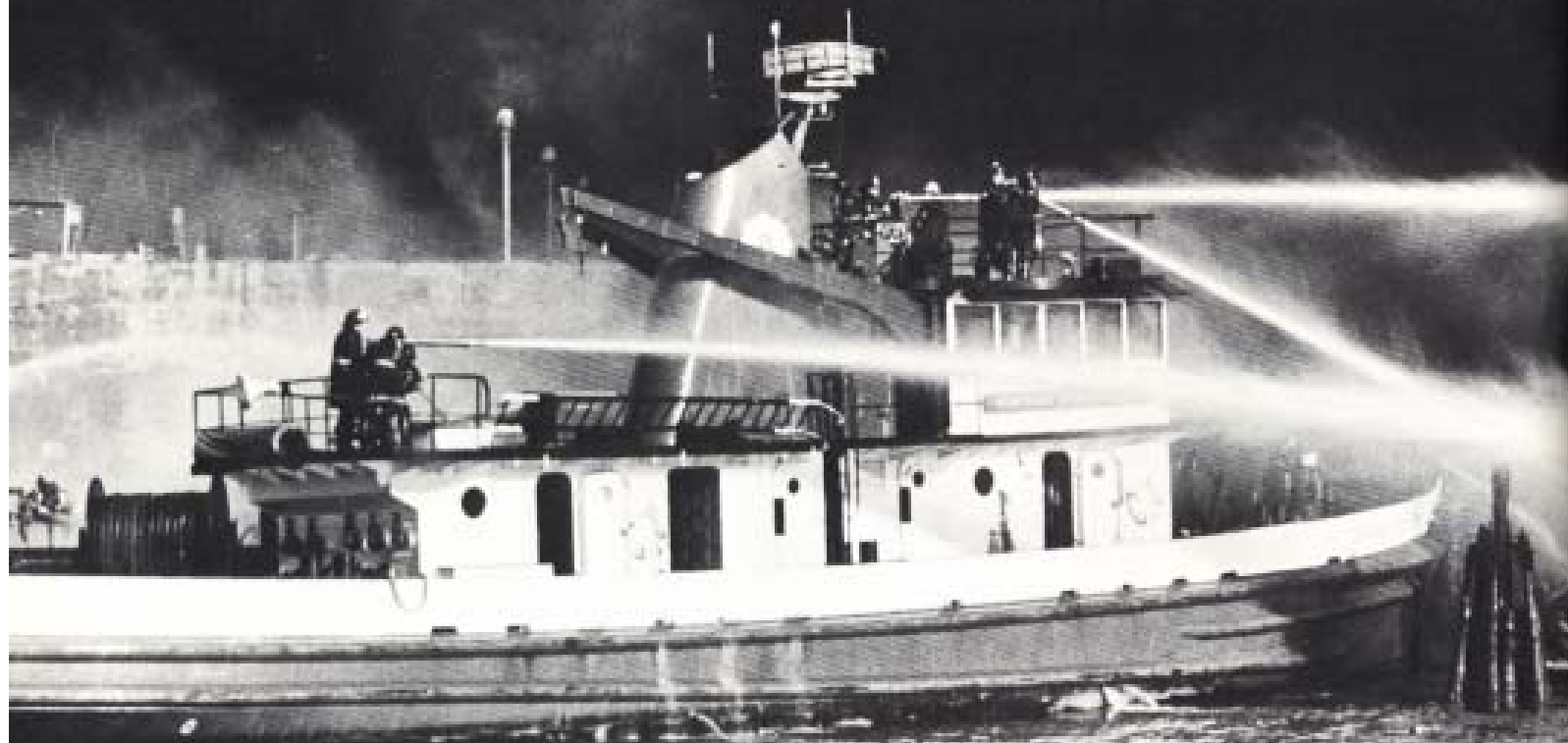
Both the *James Duane* and the *Thomas Willett* as sister firefighters were added to the fleet December 7, 1908. They were the first to be equipped with centrifugal pumps driven by steam turbines. It was also the first time that tower masts were installed on New York fireboats. With a total capacity of 11,000 gpm on each craft, a new class of firefighters had taken over. The *James Duane*, stationed at 35th Street, North River, retired in 1961 setting a record for continuous service at a single location. The *Thomas Willett* was also retired in 1959.

In addition to the *Duane* and *Willett*, the 1907 contract with Alexander Miller & Bros., Jersey City, included another firefighter especially designed for service in the Harlem River. Un-

(Continued on page 15)



FIREFIGHTING IN THE PORT



A LONG THIS EXTENSIVE WATERFRONT of New York are a great number of public and private installations from manufacturing plants and parks to wasteland harboring hulks of vessels of a bygone era. There are depositories of inflammables, piers and warehouses of modern and ancient vintage, shipyards both active and dormant which all present their own unique problems should fire start.

Attending these installations are all manner of water conveyance—tankers, passenger liners, general cargo and containerships, railroad carfloats, ferries and a host of others which also present individual problems should fire start.

Crossing the port's many waterways are bridges, tunnels, pipelines and conduits needing protection should fire start.

Not unlike the work of the harbor tug, where no two tasks are exactly alike, the fireboat and her crew find new problems with each major blaze.



The life hazard on the water is the primary concern of the firefighting forces, with thousands of persons on passenger liners and ferry boats, many hundreds on sightseeing and excursion vessels, commercial craft and pleasure boats underway in all sections of the harbor.

The monetary value of piers and other waterfront facilities amount to many billions of dollars. Shipping and cargo moving in and out of the harbor add billions of dollars more to the fire protection responsibility of the marine firefighters.

The New York port complex because of its high population density and enormous use of petroleum products is an extremely high fire risk area. For example, there are over 4 billion gallons of storage capacity for oil and oil products around the shoreline in 277 separate facilities. Pipelines carry upwards of 30,000 gallons of petroleum under the harbor waters each minute.

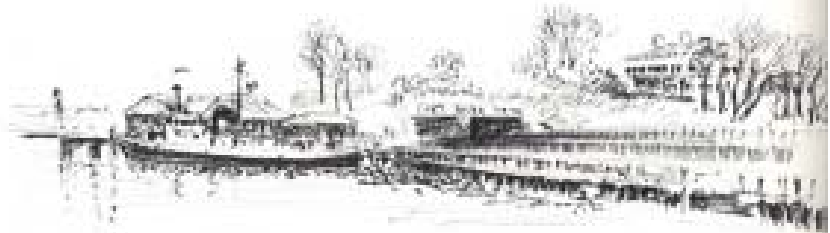
Petroleum tanker traffic in the area varies from day to day but can run as high as 100,000,000 gallons in transit at one time. During 1968 approximately 2500 tankers of all types entered the

(Continued on page 13)

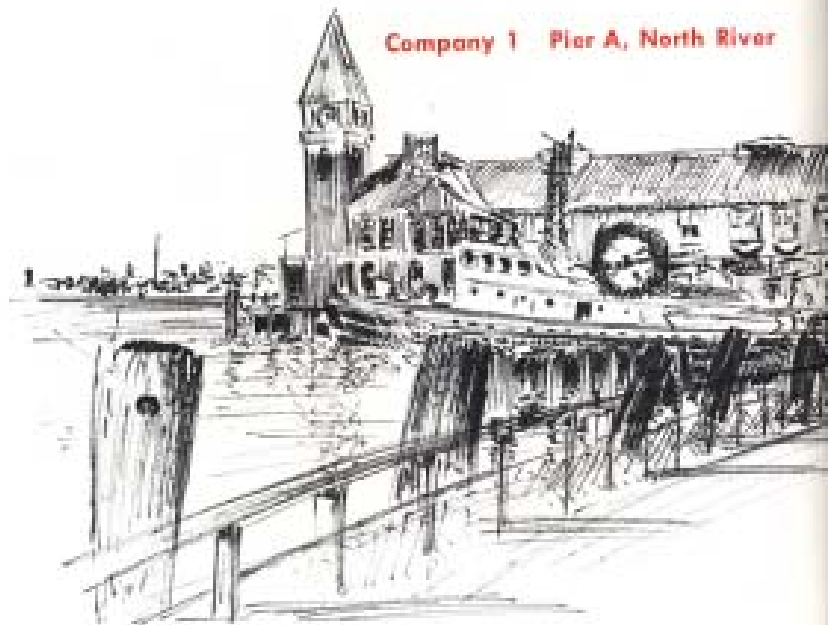
NEW YORK'S FIREBOA



Company 6 Grand St. E. R. Manhattan

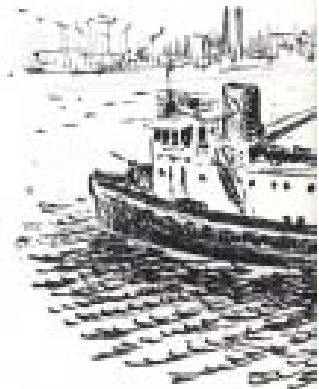
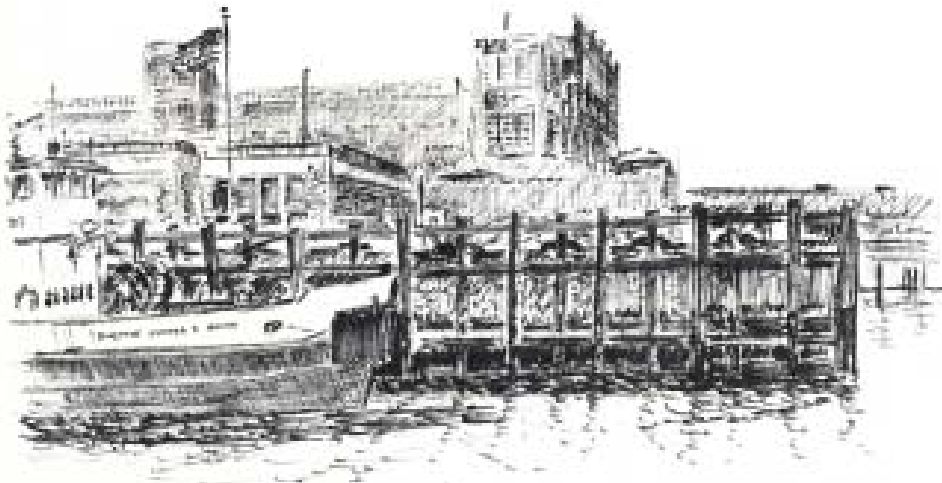


Company 5 90 St. E. R. Manhattan



Company 1 Pier A, North River

Company 8 52 St., Bklyn.



STATIONS

Company 7 Fulton St., Bklyn.



Company 9 St. George, S. I.



Company 2 Bloomfield St., N. R.



Company 4 Fort Totten, Queens





SHIPS IN THE NEWS—The *Lowrita*, top left, arriving on her maiden voyage for Luckenbach Steamship Company, agents for A/S Uglund Management Co., Grimstad, Norway. This 22-knot ship is the first of three sisterships to be put into operation this year for car transportation to the U.S. East and West Coasts and from the West Coast to Japan and Australia. Her Drive-on-Drive-off system allows cars to be driven on board through either of two large ports or one smaller sideport on either side. She can carry 3,200 Fiat 850 type cars. The middle picture is of Canadian Pacific's famed cruise liner *Empress of Canada*. Below, fireboats join in the gala welcome to the new *Korean Exporter*. She made her maiden arrival here January 30. Boasting a tonnage of 12,300, this clean cut new cargo liner is owned by the Korean State Line, of which Dover Shipping Agency is the representative.



FIREBOATS

(Continued from page 4)

el of the *Queen Mary* is opposite his large oak desk. Behind the desk is a framed montage of the eight active large fireboats.

There is also a large easel with a map of the five boroughs showing all the major petroleum storage places in the city. Behind that is a photo of the square rigger *Sagres*, the famed Portuguese training ship which called here in 1964.

"We are unique in the department our own marine repair shop staffed in several ways," he said; "we have by members of the division who are capable of doing all sorts of heavy repair work."

The Marine Division is remarkably independent and Pier A is its base for all sorts of repairs and maintenance.

"We can do about everything except dry docking," stated Lieutenant George K. Rathjen, officer in command of the Marine Repair Shop. His shops on the street level deck of Pier A are extensive and his trained men are most resourceful.

"We even have scuba divers who can go down and make check-ups when there's trouble. Not long ago we got something around the shaft on the Wilks. We couldn't even turn the shaft. One of our own men went down, got it off and we didn't have to take the boat out of service. Skin diving isn't really a part of their job, but my men take pride in their work and do it just the same," the Lieutenant added. The divers generally work off the *Smoke II*.

The Chief took us through Pier A on an inspection tour. We moved to the pier's end and looked into the finely paneled office that is occasionally used by the Fire Commissioner for special conferences. Years ago it had been the office of Commissioner Edward A. Cavanagh, when he was head of the Department of Marine & Aviation, before Pier A was used by the Marine Division of the Fire Department.

"Do you want to see the clock?" we were asked.

Pier A has been famous for the past fifty years for its four-faced tower clock. We climbed up a round iron staircase and found ourselves face to face with the man-sized works of this ancient timepiece. A memorial plaque noted that it had been presented on Dec. 25, 1918 by Daniel G. Reid to Murray Hulbert, Director of the Port and Commissioner of Docks.

The pendulum was a solid, bomb-like object of almost sinister appearance. Made by Seth Thomas, the clock rings on the hour and half hour, but most people on the pier are so used to it they never hear it strike. Neither do our tug men who frequently moor their boats at adjoining Pier I. It rang while we were below a few minutes later and neither Jeff Blinn nor your editor heard it.

The bell that rings is one level higher than the clock and we climbed up to examine it. About five feet in diameter, the bell was made by the Merritt Bell Company, Troy, New York. We were astonished to be able to look out from inside the cupola. The four faces of the clock are of glazed glass which can be seen through faintly. The Roman Numerals marking the four faces can be seen from inside, backwards, of course.

This clock is coddled, oiled, petted and otherwise taken care of by Fireman Andrew Matejcek, one of the Marine Repair Shop men who has that grand pride in his work, so evident throughout the Marine Division.

Next we met Pilot William K. Krumm, who is in charge of the division's pilot training program. Using Coast Guard courses, Pilot Krumm has six men regularly training under his tutelage. He teaches them how to maneuver, how to dock and all the things that a fireboat pilot must know. Training trips are run over courses both day and night, and radar drills are conducted en route.

Lieutenant Richard Cerrato was engaged in assembling a 200 page proposal to be submitted to the Federal Water Pollution Control Administration to demonstrate methods, tactics and techniques to control oil spills on the waters of New York Harbor.

"We have been doing a lot of work on this," he said. "There's never a dull moment. There was a bad oil situation over in Jamaica Bay. Some 8,000 gallons of gasoline had leaked out all over the frozen surface of the bay. It looked like Italian ice, red swirls on white ice."

"We didn't dare bring in a boat for fear the vapors might cause an explosion. We guarded against all possible sources of ignition, then let nature take care of this crisis by vaporizing the gasoline."

We moved on to chat with Fireman Dennis P. Scanlon, who is in charge of the training program for prospective Marine Engineers and apprentice Marine Engineers. As he showed us his packed shelves, we caught a glimpse of a brilliant red stack out the window of his office. One of the Division's fireboats was alongside the pier.

"Training keeps us busy," said Fireman Scanlon.

Courses in mathematics and diesel engines are regularly given, with some fifty candidates taking these courses. The once-a-week session lasts two hours. Other courses are regularly offered for license preparation and in the electrical field.

Then we met Marine Engineer Vincent P. Little, in charge of the Procurement Office, responsible for processing all requisitions from Marine suppliers, purchasing equipment and parts for repair work, preparation of specifications for bidding on shipyard and major repair work, and assisting in formulating the Expense and Capital Budgets for the Marine Division.

We looked in briefly at the Company 1 galley and quarters, and then were shown the Chief's mess room across the corridor. Chief Lanigan was having a sandwich. The mess table had a warm-looking red-checked tablecloth. Two more Brenet "Tow Line" cover pictures were on the pink-tinted walls.

"The decorating and maintenance of these mess rooms are all done by the men who use them," Captain Edwin J. Byrnes Company Commander of Marine Company 1 said.

Having made an almost complete

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FIREBOATS

(Continued from page 13)

circuit of the pier, we returned to the Chief's office, and chatted briefly about his own background and many accomplishments.

He joined the Fire Department as far back as January 1, 1938, and has served in all phases of its varied and interesting activities. He has been with the Marine Division since February 26, 1966.

While attending elementary school, he worked after school, and on weekends, for a florist whose principal business was delivering *bon voyage* flowers to big liners. "I went on all the great old liners," he said. "I was on the *Leviathan* many times and on the ill-fated *Morro Castle* too."

"One vivid memory I have is being late with a delivery for a liner backing away from the pier. On that occasion it was necessary to send the box of flowers up to the ship on a heaving line."

A 126,000-ton tanker, designed to carry 950,000 barrels of North Slope crude oil from the Alaskan port of Valdez to the United States West Coast, will be built for Mobil Oil Corporation by the Sun Shipbuilding and Drydock Company of Chester, Pennsylvania.

The downtown Manhattan skyline is being changed as it has never been changed before.

Mormacsun Sails

THE LAST OF Moore-McCormack Lines' four Sea-bridge class fully-automated ships, the *Mormacsun*, has sailed on her maiden voyage from New York to Continental Europe and Scandinavia.

The 602-foot long ship has a speed of 25 knots and is one of the most highly automated ships in the American Merchant Marine. Her electronic control systems can handle containerized shipments, conventional freight cargoes and roll-on/roll off cargoes. Captain Ray Sturdivant is master of the *Mormacsun*. Good luck and happy, prosperous voyaging to her.

RECOMMENDED READING

CAPTAIN FATSO by Daniel V. Gallery. Published by W. W. Norton & Company, Inc., New York, 1969. Price: \$4.95.

THIS LATEST HILARITY from a master of salty mirth, Admiral Dan Gallery, will have you rolling in the scoppers. This newest naval yarn unravels in the Eastern Mediterranean just prior to the rhubarb that closed the Suez Canal. Admiral Gallery has brought Bo'sun Mate first class John Patrick (Fasso) Giominni and his Gung Ho crew to a peak of outrageous conduct aboard an LCU left to shift for herself after orders are lost during the emergency which diverted the fleet from its war games to Vietnam. Captain Fasso decides to "commission" his LCU to "uphold the dignity of the Navy". As the *USS Turtle* she confuses Russian intelligence, flabbergasts an Egyptian gunboat and makes a formal, unexpected call on the port of Haifa. Washington top brass have no answers for the reports they receive of the actions of this "unknown" vessel but in their own inimitable way Captain Fasso and his crew wind up their exploits in a fashion familiar to Gallery fans. This yarn is more than well worth the gathering.

THE WORLD'S PASSENGER SHIPS by Colin F. Walker. Published by Ian Allan, Ltd., Terminal House, Shepperton, Surrey, U.K. 1967. Price: 63 shillings.

EVERY SEAGOING passenger ship of 750 gross tons or over and carrying 12 passengers or more in the world is included in this 304-page volume. Excellent photos are carried for over 500 of these entries, along with complete statistical information as to route, accommodations, owner etc. A ship index is included. The work is arranged in alphabetical order by country of ownership. The work is a "must" to every ship lover. It would seem to be a vital addition to the bookshelf of any company serving major liners.

EXODUS 1947 by David C. Holly. Published by Little Brown & Company, Boston, 1969. Price: \$6.95.

A TREMENDOUSLY interesting and factual story about a little ship that lived to play a very big part in history, this well-documented work is the full story of the steamboat *President Warfield*. Operated by the famed Old Bay Line on overnight service between Baltimore and Norfolk, this trim overnight steamboat had a career seldom equalled in marine history. After a good period of service in her original area, she was taken across the Atlantic and used off Normandy during the invasion period. She came through unscathed and returned to idle status in the

James River, Virginia. Her real story had yet to begin, but we will leave that for those who buy the book. In the few years left to her, suffice it to say that the *President Warfield* came to be one of the best known ships afloat and lived through one of history's saddest and most hectic adventures under the name *Exodus 1947*. Fine illustrations, a good index and excellent bibliography assure this work a firm place in any maritime bookshelf.

A COLD CORNER OF HELL by Robert Carse. Published by Doubleday & Co., 277 Park Ave., New York, N.Y. 10017, 1969. Price: \$6.95.

AUTHOR BOB CARSE lived through the Murmansk convoys he so well describes in this book. His story is now being worked on by Russian authorities who plan a moving picture based on this work. Author Carse, no stranger to Moran and to our tugs, is expecting to visit the Soviet Union to assist in the cinema project. The convoys to Murmansk delivered 16,000,000 tons of materiel to the Russian front during 1941-1945. The book is illustrated.

THE CUTTY SARK, HER DESIGNER AND BUILDER HERCULES LINTON, 1836-1900, by Robert E. Brestle. Published by W. Heffer & Sons, Ltd., Cambridge, England, 1969.

A DELIGHTFUL monograph about the man who built the famous Clipper ship *Cutty Sark*, now preserved in England as a museum ship, this little booklet was published on November 22 last, the 100th anniversary of the launching of the ship herself. A launching photograph is included, and must stand as a gem of early maritime photography. The work is rich in detail and most entertaining.

The Cunard Line has asked for bids on the construction of two new medium-sized passenger liners.

Austral Envoy

THE KEEL FOR the first of four C-6 class containerized vessels being built for Farrell Lines by Ingalls Shipbuilding Division Litton Systems, Inc. was laid March 12.

The vessel will be launched on December 29 and will be christened at that time the *Austral Envoy*. The names of the three Farrell sisterships will be *Austral Ensign*, *Austral Endurance* and *Austral Entente*. Each of these sleek new ships will have a service speed in excess of 22 knots, they will have a beam of 90 feet on a full load draft of 33 feet. They will be 668½ long and each will have a capacity of 872 twenty-foot long containers.

FLOTILLA

(Continued from page 6)

like her 132-foot long predecessors, the *Cornelia W. Lawrence* was equipped with two reciprocating steam pumps like the *Hewitt* and *McClellan* and had an overall length of 104 ft. For the first time a specially designed fireboat could operate in the Harlem River without signaling the bridges as her tower mast was omitted and she could pass under. She was first berthed at 135th Street but in 1952 was sent to Grand Street, East River. She was withdrawn from service in 1958.

The last New York City coal-burning fireboat was the *William J. Gaynor* put in service January 1, 1915. She was converted to oil burning in 1937 with engines developing 950 h.p. Her stations were 42nd Street and 37th Street, Brooklyn, until 1954 and her final berth, Staten Island. In 1961 she was sold at auction.

Oil Succeeds Steam

The first of the oil burners and the last of the steam fireboats was the *John Purroy Mitchel* commissioned as the flagship of the fleet December 1, 1922. With a 1,000 h.p. propulsion engine and centrifugal pumps directly connected to steam turbines she began her service adjacent to Castle Garden. *The Mitchel* was decommissioned in 1966 and put on the auction block and then the Marine Division was completely equipped with diesel craft.

Todd Shipyards in 1930 built the largest and most powerful gasoline-motor driven vessel for the Fire Service. The *John J. Harvey* was 130 feet long with five main engines and five 340 kw generators furnishing power to drive two propulsion units and four pumps with a total capacity of 16,000 gpm. In 1957 she was converted to diesel, resulting in substantial increase in speed and pumping capacity. She is presently stationed at the Foot of Bloomfield Street, North River as Marine Company 2.

The *Firefighter* is the largest, most powerful and completely equipped fireboat in today's fleet although not

the newest. Designed by Gibbs & Cox and built at United Shipyards on Staten Island in 1938, she is 134 feet long and powered by two V-type diesels of 1,500 h.p. each. She was assigned originally at The Battery, now at Slip 7, St. George Ferry Terminal, Staten Island.

Commissioned May 1, 1955 the *John D. McKean* was the second straight drive diesel fireboat to join the fleet. Built by John Mathis Shipyards, Camden, N. J., she has two 1,000 h.p. diesel engines and two 3-blade propellers.

Since the inception of diesel power, the design of fireboats has changed. Size and pumping capacity are no longer the most important considerations. Smaller craft, such as the 105 foot class, with great maneuverability and speed, equipped with separate propulsion and pumping engines have replaced the obsolete steamers.

Fighters

The *Harry M. Archer*, *Sylvia H. G. Wilks*, *Senator Robert F. Wagner* and the *Governor Alfred E. Smith* are identical in design except for some equipment variances. They all entered service between 1958 and 1961 and were built by John Mathis Co. as was the *John D. McKean*. They are equipped with twin 500 h.p. diesels for propulsion and a second similar pair of diesels for pumping. All are 105 feet in length.

To provide adequate protection in the shallower areas of the port, a new class of fireboat was added in 1962. She is the *John H. Glenn*, stationed at Fort Totten. A trim craft only 70' long with a 5' draft, she has triple screws and can develop a speed of 20 mph.

Two Special Unit Boats are assigned to the shallow waters of Jamaica Bay where there is a concentration of motor boats and other small craft bordering Kennedy International Airport and Floyd Bennett Field. These are the *Flame* and the *Blaze*, small and fast firefighters. The *Flame* is less than 18' long with a speed of 32 mph and the *Blaze* is 20' long with a speed of 35 mph.

Smoke II is the fourth fireboat tender in the history of the department. She was built in 1958 by Equitable Equipment Co., New Orleans.

FIREFIGHTING

(Continued from page 9)

Port of New York carrying over 20 billion gallons of oil and oil products. Supplementing the tanker traffic are offloading lighters and bunkering barges with a total capacity of over 40,000,000 gallons. Operating skillfully and aggressively, our harbor firefighters attempt to contain the blaze as close to its area of origin as possible. At the same time, of course, they must protect the surrounding area.

A brief summation of a few of the major fires of recent years will serve to illustrate the variety of techniques involved in fighting fires of differing origin under various conditions.

Naphtha Tanker Fire

In one of the worst ship disasters ever experienced in the port of New York, a tanker loaded with more than five and a half million gallons of highly flammable naphtha caught fire after collision with an empty tanker.

A major bridge was threatened as well as shore installations including an oil company terminal with many tanks containing inflammables. A major artery of the port was in danger of being blocked should the ships sink in the area.

U. S. Coast Guard and police launches, tugs and private boats were fully occupied with the recovery of persons in the water and shoreside firemen were busy setting up protection for shore installations when the first fireboats arrived.

As soon as the volatile substance burning so fiercely was identified as naphtha, a foam attack was ordered. Apart from controlling the fire on the water and at the ruptured tank of the vessel, the primary object was to separate the two ships thereby lessening the potential volume of fire.

Fireboat *Alfred E. Smith* upon arriving at the scene was ordered in

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As a personnel carrier the 52 foot craft will carry 40 men in her cabin at a speed of 22 mph and is equipped with a centrifugal pump able to discharge 250 gpm.

FIREFIGHTING

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between the burning vessels and, using all monitors to extinguish fire and cool down both tankers, acted as a wedge to force the ships apart.

With the *Firefighter* also maneuvering in between the tankers with her 20,000 GPM streams fully utilized, the light tanker was moved away by Moran tugs. The remaining fire on the tanker was quenched by another fireboat, the *John J. Harvey*, as the ship was being towed to an anchorage off Bay Ridge.

On the other vessel fog streams were used to cool deck plates and to protect the firemen once they were able to board her. Great quantities of foam were used to spread a suffocating blanket over the fire and its escaping vapors. Five fireboats were fighting the fire at various times during the nearly 12-hours it took before the last traces of flame were extinguished.

This vessel was eventually towed to Gravesend Bay where some 90% of her cargo was salvaged but the fire damage was so extensive that at the request of her owner she was sunk later in the Atlantic by the Coast Guard cutter *Spencer*.

Bulk Sulphur Fire

A vessel containing 2,000 tons of bulk sulphur destined for Bombay, India, reported a fire in her #4 hold on a Sunday morning while at dock in Brooklyn.

Her Master had already ordered some 50 cylinders of CO₂ discharged into the hold before the arrival of units of the Fire Department. The hold ventilation blowers were closed, exhaust ports and hatch pontoons were covered with canvass to retain the CO₂ gas.

Chief of the Department John T. O'Halgan, upon his arrival held a conference with the Captain of the cargo ship and, after a check that indicated no unusual heat conditions in either of the adjoining holds, it was decided to maintain a sealed hold and to discharge sufficient CO₂ gas to guarantee reduction of oxygen to a

point where combustion would be impossible.

Discharge of six cylinders per hour for at least 48 hours would be necessary, it was determined.

Constant air samples were being taken by men from fireboat *Alfred E. Smith* of holds #3, #4 and #5 until favorable readings were received. Hold #4, the fire hold, was opened and ventilated with portable blowers while longshoremen removed cargo down to the lower hold which contained the bulk sulphur.

A fog stream was used intermittently to prevent dust from rising as mask-equipped firemen dug in a pre-selected area and soon uncovered patches where the sulphur had burned. The fire was then completely extinguished.

No water was used for extinguishment purposes to avoid contaminating the cargo but 328 50-lb. cylinders of CO₂ were necessary to quell the fire.

Bulk Coffee Fire

A similar use of CO₂ gas was employed in another vessel which arrived in New York four days after a fire was discovered in her coffee cargo.

The ship's CO₂ system had been used to a limited degree but more CO₂ was introduced by the Fire Department both at anchorage and later at the vessel's berth.

It was not until two days after the arrival of the ship that the hold which had contained the fire was uncovered. Wood cribbing showed deep char and burned coffee bags and coffee attested to the fire.

No water had been used in fighting the fire and there was no damage to the vessel or to the remainder of the cargo. CO₂ used with patience had again extinguished a fire with a minimum of damage.

Fire on Liner

A passenger liner had a serious diesel engine room fire on September 7, 1966. An intense fire amidship in the engine room between the boiler room forward and the engine room aft quickly destroyed electrical cable creating a dead ship with complete darkness below the main deck areas.

A roaring fire raced up the fidley from the engine room bringing steel

bulkheads to white heat which ignited combustible materials on six decks above. These fires were brought under control with minimum use of water in passage ways, cabin spaces and public areas.

Fire fighters operating with breathing apparatus and portable lighting facilities worked in a dark, hot, smoke filled and gaseous atmosphere for many hours to stretch hose lines and apply foam on the burning fuel oil. After the fire was under control, there was no change in the trim of the vessel and stability was never a problem because of the judicious use of water and mechanical foam in the correct amounts and the right locations.

Every Marine Company has an area of responsibility referred to as their "Company District" where they methodically inspect piers, marinas, vessels, and other waterfront facilities so as to prevent fire. Violation orders are issued, reinspections are made and non-compliance is pursued in the courts when necessary. The great majority of shipping industry people are extremely fire conscious and very cooperative in correcting violations called to their attention. Rightfully so, more time is spent on preventing fires than on extinguishing them.

New "Star of the Seas"

A NEW STAR of the seas has been announced by Sun Line. She will be ready for service next spring and will operate in the Mediterranean and the Caribbean. Holland-America Line Agencies, Inc., represents the Sun Line in the United States. The new liner will be the largest of the fleet of "Stella" ships, with a tonnage of 15,000. She will have a speed of 21 knots, and will feature 100 staterooms with sitting rooms. These and her 200 other cabins will, of course, have their own private facilities. The new ship's swimming pool will be surrounded by 9,000 feet of deck space. Her main dining room will seat 450. Mr. Ch. Alex Keusseoglou, President of Sun Line, who announced details of the new craft recently, has been in the cruising business for over 25 years.



MANY TIMES MORAN harbor tugmen have been the eyes of the Marine Division of the Fire Department by being Johnnies-on-the-spot. The tugs' daily routines take them into nearly every nook and cranny of our port and tugmen are ever alert to spot a whisp of smoke or an open flame.

Some small fires have been extinguished on the spot by a tug's own firefighting equipment but her quick radio alert to the Fire Department has often sent fireboats scurrying to a conflagration well ahead of an alarm.

In the grave and disastrous collision between the tankships *Alva Cape* and *Texaco Massachusetts* in 1966, the original alert to the Fire Department came from Moran dispatchers on duty at the time. Three fireboats were well on their way to the scene before the first alarm was sounded from Staten Island. Moran tugs were able to assist in freeing the vessels and one, the *Julia C. Moran* under command of Captain George Sahlberg, was able to rescue 23 persons from the flaming waters through the heroic efforts of her crew members.

The fire which destroyed the Luckenbach pier at 35th Street,

Brooklyn, in 1956 was spotted by Moran dispatchers high in their 25th floor vantage point in 17 Battery Place which overlooks the harbor from Brooklyn Heights to Jersey City.

Almost at the same moment, Captains Robert Hayes of the *Carol Moran* and Philip Gaughran on the *Doris Moran* had seen the smoke and were headed toward the mouth of Gowanus Canal. The dispatchers called other tugs to assist as several ships were in immediate danger of catching fire.

In all, eight Moran tugs moved five ships to safety in addition to three carfloats and several barges. The holocaust was too intense to save the Luckenbach pier but prompt notification to the Fire Department and prompt action on the part of the tugmen saved much valuable property.

At the Pier B, Jersey City blaze in 1955 seven Moran tugs joined fireboats and other craft in fighting that spectacular fire which virtually destroyed the pier. One ship was towed to safety and the excursion boat *John A. Meseck* was moved out of harm's way.

As recently as this past December,



THE NEW Hansa Line containership *Goldenfels* began the company's new service March 9 when he sailed from Marseilles on her maiden eastbound voyage. The 14,400-ton vessel is 504 feet long and has a speed of 20 knots. With her sistership, the *Gutenfels*, she will maintain a sailing every other Tuesday from New York to Marseilles, Genoa and Leghorn, according to Joseph F. Daly, president of F. W. Hartmann & Co., general agents for the line in the United States. Hansa Line is making available 2,500 containers for the new service. Each ship can carry 457 twenty-foot containers.

Captain Chester Wee of the *Patricia Moran* received a commendation from Mr. A. Lyle King, Director, Marine Terminals Department of the Port of New York Authority for alerting a Moran dispatcher to a fire at Port Newark. This notification resulted in a quick response by the local Fire Department and a minimal damage to the Authority's Building No. 386.

Chief Joseph F. Connor, in command of the Marine Division of the F.D.N.Y. said recently, "Over the years Moran tugmen and dispatchers have been very helpful in promptly notifying the Fire Department in cases of emergency. It is a comforting feeling that we have these many eyes always on the alert. They are comparable to fire alarm boxes on the water."

OUR PURCHASING AGENT, Fred Coseglia, was written up in the Staten Island Advance not so long ago. As newspapers will do, they turned a lengthy interview into a de-

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'Second Generation'

THE ATLANTIC Container Line has placed four of its six new "second generation" container ships into service. With speeds in excess of 24 knots, and capable of carrying 750 containers, 880 automobiles and a wide variety of roll-on/roll-off cargo, these new twin-screw vessels cost \$11,000,000 each. The remaining two vessels are expected to be in service by the end of April. Four of an earlier class have been in service for two years.

The six new ACL vessels are named the *Atlantic Causeway*, *Atlantic Crown*, *Atlantic Champagne*, *Atlantic Cinderella*, *Atlantic Conveyor* and *Atlantic Cognac*. With the four first generation ships they provide a weekly service between the United States and European and Scandinavian ports. The new 18,200-ton vessels and their earlier companions dock at the new ACL terminal at the Elizabeth Port Authority Marine Terminal in New Jersey.

When all ten ACL containerships are in service, the line will provide regular weekly service between New York, Baltimore, Maryland and Portsmouth, Virginia in the United States and Bremerhaven, Glasgow, Greenock, Rotterdam, Southampton, Gotenburg, LaHarve, Liverpool and Antwerp.

lightful little tidbit which started as follows:

"Fred Coseglia of 49 Clove Lake Place, West Brighton, purchasing agent for Moran Towing and Transportation Co., the largest tugboat fleet in the world, could theoretically tie Staten Island in a sailors knot. Last year Coseglia bought enough rope and cable to literally encircle the Island"

New Fabre Line Ship

THE FABRE LINE container-ship *Helene Roth* arrived in New York for the first time on January 19. She is the fourth new containership the company has placed on the service linking our port with Lisbon, Barcelona, Marseilles, Genoa and Leghorn. Through its new fleet of 17-knot sisterships, Fabre Line can provide weekly container service offering dry cargo, reefer, open top and other specialized equipment. Columbus Overseas Agencies are the General Agents for Fabre in North America.



MARINER-ARTIST—This wonderful painting of our *Eugenia Moran* is neither an Albert Branst nor a Charles Evers masterpiece. It is the work of Captain Eugene E. O'Donnell, Master-Pilot of *Fireboat Engine 47*, of Boston. A third-generation shipping man, he took pleasure in keeping a log of the arrivals of Moran tugs in Boston. He also made numerous sketches, and then, one day while going to a fire, his log and sketches flew out of the Pilot House window and "there was no turning back," as he puts it. This painting followed a visit of the *Eugenia Moran* to Boston in June 1969.



CITATION FROM NAVY—Commander Thomas Bishop, USNR, shows here (right) receiving a Navy Department commendation from Admiral Francis Foley, Commandant, Third Naval District. The citation noted Commander Bishop's "performance in matter of great importance to the ship salvage and towing arm of our Navy." It mentioned specifically a West Coast harbor and coastwise towing survey he conducted in 1967, his services as a consultant in the *Ocean Eagle* oil pollution disaster in San Juan the following year and his work as a towing consultant for the past four years "contributing significantly in the area of special towing equipment." Commander Bishop in his civilian life is manager of our Port Newark office.

Captain O'Donnell's grandfather "was well acquainted with New York and the Moran Company," we learn from the letter that accompanied the painting. He was master of the Boston to New York passenger boats and later rose to be President of the Eastern Steamship Company. The Captain's father, Captain Charles J. O'Donnell, "journeyed to New York in 1925 to purchase the steam water tender *Mystery*. He was always grateful for the assistance he received from Admiral Moran, then a young man in the office. The Morans not only helped in matter of red tape, but sent their port engineer to do a thorough survey of the *Mystery* and he put his stamp of approval on her."

The old *Mystery* served Captain Charles O'Donnell and his T. Wharf Waterboat Company for the next thirty years, "another reason why the O'Donnell's are grateful to the Morans."

Captain Eugene O'Donnell, in describing his painting, noted that the Boston skyline has changed drastically in the past twenty years. "Where the Custom House tower (center-picture) was a lonely landmark above our skyline, it has rapidly been surrounded with taller buildings. Many more are planned. Our famous T. Wharf is no more, sadly, and that part of our waterfront, once busily engaged in coastwise commerce has become the dwelling place of landlubbers."

SMALL BUT BUSY GAY

by Steve Mondel

(Steve Mondel is a student at McKee Vocational and Technical High School on Staten Island. He caught the call of the tug from an article in *Popular Mechanics* on our Moran fleet and hopes some day to become a tug captain. So intense was his interest that he was permitted to spend a day on a working tug and the following article is his way of thanking the men aboard for their kindness.)

MOST PEOPLE associate the name *Moran* with the largest and most powerful tugs afloat. It is true that *Moran* does operate the largest fleet of modern and powerful tugs in the world but while the *Gay Moran* is not one of the most powerful tugs she has an endowment in both man and machine that give her a personality all her own.

I was lucky enough to go aboard the *Gay* to watch the crew at work as she shifted all manner of floating equipment around New York harbor. This is how my day progressed:

1100 hours: I spot the *Gay Moran* tied up at Pier 1, North River and speed up to the 25th floor of 17 Battery Place as quickly as possible.

1110 hours: I am introduced to Captain George Sahlberg, skipper of the *Gay*, and as we walk out of the Operations office I receive a few words of good luck.

Captain Sahlberg introduces me to deckhands Tommy Duran and Ray Taylor and Chief Engineer Ted Publicover aboard the tug. Lunch will be ready in a few minutes the skipper informs me so, while I wait, I am surprised to find the *Gay* has a great deal of radio equipment.

1130 hours: As we head upriver toward Pier 32 on an assignment, I have lunch and a chat with the crew. Especially Chief Publicover whose highly seasoned opinions on every conceivable subject keep the rest of the crew in a constant state of hysterics. Chef John Ramos had prepared an excellent meal of roast beef, sweet potatoes, boiled potatoes, broccoli, delicious turkey soup, bread and butter and coffee.

1210 hours: We have been lying alongside *Rudolph Crane Barge R-6* for several minutes. Our orders are to bring her alongside the French

freighter *Suffren*. As I wait in the pilothouse for the action I chat with the Chief about various things, especially tugs.

1315 hours: Captain Sahlberg starts the derrick moving slowly away from the pier bulkhead.

1325 hours: Alongside the *Suffren* we're waiting for her crew to secure the lines from the derrick. Both the Captain and the Chief try to signal the crew of the *Suffren* with a cacophony of sound from the *Gay's* twin whistles.

1353 hours: A crew member appears and is making an effort to tie up the derrick. As soon as the derrick is secure, we will maneuver a deck barge alongside her.

1402 hours: We move to the deck barge, *Witte 400*, which is owned by the Witte Equipment Company of Staten Island. Her number denotes her length, 400 ft.

A barge of this size can cause great damage if not properly handled but Captain Sahlberg is in complete control.

1430 hours: With the barge guided into position against the derrick this assignment is finished and Operations tells us to head for Pier 86. Another derrick, the *Weeks 501*, is to be shifted to Pier 62.

1445 hours: The tall, sleek stack of the *QE-2* is in sight as we pull into Pier 86. The *Weeks 501* is busy loading gangways and other equipment from the pier where the *S.S. United States* tied up after her sailing days were over late last year. Equipment that no longer will serve the great liner. I join other ship enthusiasts in the hope that one day she will be put back into service.

1607 hours: It has been a long wait for these vestiges of the great liner's many sailings from New York to be finally loaded on the derrick but we are now securing our lines and preparing to move her into the river.

1618 hours: As the *Gay Moran* moves downstream with the *Weeks 501* the sun is setting majestically behind the Jersey shoreline in a blaze of flaming orange.

1630 hours: Captain Sahlberg eases into Pier 62 and the men on the dock have the derrick securely tied up in five minutes. We now head downstream toward Pier 1.

1650 hours: *Moran Operations* call us before we reach the foot of Manhattan to give us another shift at Pier 6, Brooklyn.

1700 hours: We arrive at the Yamashita Line's pier to shift Pennsylvania RR Carfloat #177 to the port side of freightship *W. A. Weltevreden*. She is loaded with steam rollers and tractors and I wonder their destination.

1712 hours: It's a tight squeeze as Captain Sahlberg maneuvers the long carfloat between the *Weltevreden* and another freightship. Both ships are brightly lighted as longshoremen work to prepare them for sailing.

1720 hours: The job finished the *Gay* maneuvers to get out of the slip.

1730 hours: *Moran Operations* gives us orders to shift an oil barge, *Seaboard 88*, to bring her alongside the *Esso 17* at Constable Hook, Bayonne, N. J.

As we head toward Bayonne via Buttermilk Channel, the *Gay's* crew sits down to dinner. Tasty veal cutlets with mashed potatoes, green peas, macaroni and the ever present coffee attest to the culinary skill of Chef John Ramos. Surely tugs as well as other vessels run as much on coffee as on fuel oil; there is always a pot simmering on the galley stove.

1800 hours: Alongside the *Seaboard 88* we wait for further instructions. An *Esso* tug must first shift a barge away from the *Esso 17* so we can get alongside.

2004 hours: The *Esso Garden State* has finally shifted her barge and Captain Sahlberg uses the *Gay's* searchlight to guide him in with the *Seaboard 88*.

2105 hours: The *Gay Moran* has dropped me at the old Brooklyn ferry slip on Staten Island and has, herself, received orders to proceed to Buoy 30, off Governors' Island by which time she will receive other orders. Tommy Duran tells me that their next assignment could be anywhere around the port.

I hated to leave that wonderful, little tug. Although the *Gay* is the smallest tug in the *Moran* fleet, she and her crew are doing a great job in keeping with the company's slogan "The Best in the Business" and I wished everyone 'good sailing.'



MOORE-McCORMACK

AB-ent...