

TUG SATURN FULL HISTORY

GENERAL DESCRIPTION:

Registered length: 104.6'
Length overall: 117'
Registered Breadth: 24.6'
Registered Depth: 11.8'
Deep draft: 13 ½'
Gross tons: 252
Net tons: 171
Official number: 204605
Built: Neafie & Levy in 1907. Rebuilt 1956.



Main engine: Cleveland 16 278A, Rebuilt 1985 (Approx. 5,000 hrs.)
Original Main engine: Compound steam engine, 20-40 x 28, 71 nhp, and 500 ihp, built 1907 by Neafie & Levy, with one Scotch boiler, 14.9x 12,' 130 psi wp.

Horsepower: 1,700 hp
Reduction gear: Falk 2.5:1 with clutches
Generators: GM 3-71 30 kw DC
Cummins 60 kw DC
Battery bank: 110 volt battery bank in Forecastle

Electronics: Two VHF radios; Loran C; GPS, Radar

Fuel Capacity: 19,000 gallons
Lube oil capacity: 270 gallons

Deck machinery: Capstan
Two 50-ton Beebe push winches
Towing gear: Several hawser
Deck lines
Shackles

Berthing: 4 staterooms with bunks beds (sleeps eight). One berth pilothouse

Interior: Paneled mahogany. Hot and cold running water each stateroom and pilothouse.

Heat: Furnace with forced hot water. Two zones.

Comments: SATURN was once the pride of Eastern Towboat Corporation of Boston. Owner Doug Della Porta kept her very clean and well maintained. Unfortunately after his ownerships she sat neglected for the next six years (1997 to 2003).

In 2003 SATURN was purchased by Jon B. Johansen, who's mission was to save her from the cutter's torch. Over the last year Johansen has done a lot of cosmetic work. The pilothouse aft of the side doors has been chipped to bare metal, primed and given a final coat. The pilothouse starboard side and aft mahogany door was sanded and given four coats of varnish. The port side door needs to be replaced. The boat deck aft of the stairs going into the pilothouse was chipped to bare metal and primed. The starboard side and aft section of the main cabin was chipped to bare metal, primed and given a final coat. Almost two thirds of the upper portion of the rail was chipped, primed and painted. Base of the H-bitt chipped to bare metal, primed, and given final coat as well as upper and lower portions of capstan. A large section of the aft deck was chipped to bare metal and primed.

Mechanical: Main engine has been started periodically and runs very well. Only problem is the water rings at the bottom of the liners that allow cooling water to pass by. The GM 3-71 has also been started periodically and runs well. The Cummins has been totally rebuilt, but needs some minor work to get running.

She has excellent pushing ability and heavy for ship docking. Excellent length and rudder power for big barges.

History: Built of steel by Neafie & Levy in 1907, a year before the company went out of business. She was built for the Reading Railroad and named BERN. They owned her until 1952.

1907 – Launched

1914, 7 January - Collision

1916, 26 April - *NORTHRUP v. PHILADELPHIA & R. RY. CO. et al.* (Circuit Court of Appeals, Second Circuit. April 25, 1916.) V _N0. 241.

COLLISION <=71(2)—Tow AND Srrarroiunr DR.EDGE—FAULT or Towme Too.

A collision in Kill von Kull at night between a canal boat, forming part of a tow of 15 boats in tiers of 3, and a scow alongside a dredge engaged in deepening the channel, held due to the fault of one of the towing tugs in directing the casting off of the lines between the rear starboard boat, which was to be taken out of the tow, and the boat ahead of them continuing to push at the stern of the tow, which forced the latter boat out of the course of the tow and into collision with the scow. The dredge hold not in fault as obstructing the channel; it appearing that the l-e was a clear channel of over 400 feet on the side of the tow. [Ed. Note.—For other cases, see Collision, Cent. Dig. § 101; Dec. Dig. @) 71(2).]

Appeal from the District Court of the United States for the Southern District of New York.

Suit in admiralty for collision by George Northrup, owner of the canal boat Senator Rice, against the steam tug Bern, the Philadelphia & Reading Railway Company, claimant, and the Morris & Cummings Dredging Company, impleaded. Decree against the Bern, and claimant appeals. Affirmed.

Armstrong, Brown & Purdy, of New York City (Pierre M. Brown, of New York City, of counsel), for claimant—appellant. Park & Mattison, of New York City (Henry E. Mattison, of New York City, of counsel), for libellant—appellee. Everett, Clarke & Benedict, of New York City (A. Leo Everett, of A New York City, of counsel), for respondent—appellce. Before COXE and ROGERS, Circuit Judges, and HOUGH, District judge. ROGERS, Circuit judge.

This suit arises out of a collision, and the libellant sues as the owner of the canal boat Senator Rice. The libellant brings the suit on his own behalf as owner, and on the behalf of the underwriters on the boat, against the steam tug Bern, owned by the Philadelphia & Reading Railway Company. The injury to the Senator Rice occurred while that boat was in tow of the steam tugs Bern and `Wyomissing, and resulted in the beaching of the boat. The injury resulted from a collision with a scow alongside of a dredge in the channel of the Kill von Kull. The owner of the Bern filed a petition, under the fifty—ninth rule in admiralty (29 Sup. Ct. xlv), against the Morris & Cummings Dredging Company, alleging that that company was responsible for the injury to the Senator Rice.

On the night of January 7, 1914, the Senator Rice, loaded with 315 tons of coal, left Port Reading in tow, 'with other boats, of the steam tugs Bern and Wyomissing, bound for Thirty-Seventh street, East River, New York. The tow consisted of 15 boats, made up of 5 tiers of 3 each. The Senator Rice was in the fourth tier on the starboard; For other eases see same topic & KEY-NUMBER in all Key—Numbered Digests & Indexes

ROGERS, Circuit judge. The libel in this suit was filed to recover contribution from the steam tug Bern for damages which the libellant was compelled to pay by reason of a collision between the libellant's tug, P. R. R. No. 14, and the barge St. Gabriel, in charge of the Bern, at the Packer Dock, jersey City, on the morning of March 14, 1913.

In the District Court the Bern and N0. 14 have been held jointly responsible for the damage sustained by the St. Gabriel and the libellant has been allowed to recover from the Bern one—half the amount paid the owner of the St. Gabriel in the suit of Kate Dougherty against tug P. R. R. N0. 14. The amount paid under the final decree in the former suit was \$3,038.39. The decree in that suit was entered on January 20, 1914, and on January 5, 1915, this libel for contribution was filed. The Bern was not impleaded in the original suit.

The trial of the present suit consisted in offering the record in the former suit and calling of one witness by the Reading Company, a deck hand from the Bern, who testified that he heard no whistles from No. 14. On the morning of the collision the Reading Company's tugs Wyomissing and Bern had tied up a tow at the Packer Dock for the purpose of distributing the several boats in the North and East Rivers.

The two tugs left for this purpose. Later a dense fog set in, and the Bern, which had found her way back, was tied up at the dock, and her master had gone to telephone for instructions, leaving a deck hand in the pilot house in charge. The facts may be stated as follows:

The tug P. R. R. No. 14 had left Pier 4, North River, Manhattan, bound for Jersey City. The master of No. 14 was at the wheel, and a lookout was stationed on the bow. The tug proceeded sounding fog signals at intervals and keeping a lookout. When about midstream the fog became more dense; No. 14's engines were stopped, and she proceeded, alternately stopping and starting her engines. While so proceeding, the lookout made out a low-lying object in the water close under the tug's bow. The tug's engines were reversed full speed, but she came into collision with what afterwards proved to be the barge St. Gabriel at an angle of about 45 degrees. The St. Gabriel was damaged considerably and later sank.

In this thick fog the St. Gabriel and 17 or 18 other boats were hung up off the end of the dock. The tow was made up in 4 or 5 tiers of 4 boats in a tier, and extended down stream across the pier ends for 400 or 500 feet. The St. Gabriel was the starboard hawser boat, with 3 boats between her and the pier end, and was about 120 to 125 feet out in the river. The tug Bern was lying just inside the slip at the head tier of the tow, with her stern lapped about 10 feet on a Lehigh Valley boat, which was lying on the end of the pier. The deck hand, who was in the pilot house and in charge of the tug, admitted hearing several fog signals. He seems to have had no conception that it was incumbent upon him to give any warning of the presence of this obstructing flotilla. He admitted that the Bern was equipped with a fog bell, but he does not seem to have been aware that he was under any duty to use it in the fog conditions which prevailed. There can be no doubt as to the obligation which rested on the Bern to protect this tow. This court in the Jersey Central, 221 Fed. 625, 137 C. C. A. 349 (1915), stated the law as follows: V

1949: SATURN and her sister JUPITER (1902) underwent major refit at Spedding Shipyard. Their steam engines and engine room equipment were replaced with engines from two salvaged LSTs.

1952 purchased by Independent Pier Company of Philadelphia.

1956 – Owned by Tugboat Saturn Co. 1956.

1972 – Sank, but was quickly raised and repaired.

1980: Meyle family sold Independent Pier Company (which included SATURN) to McAllister and renamed MURIEL MCALLISTER.

198*: Sold to Eastern Towing Company, Boston and renamed SATURN.

1997: Sold to Testa

1998: Donated to Maine Maritime Academy, Castine, Maine.

2003: Sold to Jon B. Johansen/Melissa Terry, Winterport/Belfast, Maine.

2005: Jon B. Johansen sole owner.

2007: SATURN is placed in non-profit co-operation 'Friends of SATURN,' in the hopes to raise the necessary funds to get her totally refurbished and running so she can be taken to area museums and exhibited. Nominated to the National Register of Historic Places, with final meeting scheduled for April 2009.

REFERENCES

Adam,

For what I know of her, the Saturn start life as the Bern for Reading Railroad somewhere around 1916. She was purchased by the Meyle Family (Independent Pier Company) and ran in the Philadelphia harbor as the Saturn until 1980. When Mc Allister purchased Independent Pier Company tugboats, she then became the Muriel Mc Allister. About 1981-82 she was sold to a company in Boston that had earlier purchased the Jupiter from Independent Pier.

In the early 70's she sank at Independent Piers Pier 34 South. Independent quickly raised her and put her back on line. She was their flag ship.

Bernard Martin (05/01/2005) (linerunnerbb@aol.com)

Jon,

Independent Pier Company was own by the Meyle Family. They had lighters/barges, tugs & a stevedore company. The barges came along side a vessel from the opposite side of the pier, longshoreman would loaded them or unloaded them with cargo. Remember I am speaking of day's before containers, when everything had to be handle on a pallet. Piers where packed to the roof and barges where used all over the river as a extra warehouse.

Each tug was its own sub-company. If any accident or lawsuit went against a tug it was only that tug and not the entire company.

You may see something like this

Owner Tug Boat Saturn Company. Operator Independent Pier Company or a Meyle family name.

My great-grandfathers harbor tugs where the same, I have invoice that says "To Steamer Adriatic" then the services that, that tug preformed. In the early years of his company he or my grandfather, where the owners and operators, put as time went on each tug became their own company and either Martin Marine Transportation Company or P. F. Martin Company became the operator. I guess like always it was a matter of a lawsuit, even as early as the 1930's.

Bernard Martin (06/01/2005) (linerunnerbb@aol.com)

The Saturn as the Bern