

their jobs are assigned on the same basis as switchmen to eight hour watches. We maintain an extra board which is augmented by the Inland Boatmen's Union who supplies deckhands, bargemen, marine firemen, and oilers. Captains, mates and engineers are provided by stepping up qualified men who have been working in lesser capacities on regular watches. Promotion in the marine service is from deckhand to bargeman, to mate, to captain, and the senior captain is the master of the tug. Engine room promotion is from oiler to fireman to assistant engineer to chief engineer. There is only one master and one chief engineer to each tug. The chief engineer of the tug Hercules is R. Taft and of the tug Humaconna, A. R. Curtz-wiler. M. C. Silva is master of the tug Humaconna and Pat Kearney of the tug Hercules. Masters, captains, mates, chief engineers and assistant engineers must be licensed by the U. S. Government and are subject to Coast Guard Regulations. The regular crew on a tug consists of a captain, mate, engineer, fireman, oiler, two bargemen and one deck-hand.

The tug Humaconna operates 24 hours daily, except between 8 a. m. and 4 p. m. on Saturday, with steel barge No. 3 in tow. The Hercules operates from 11 p. m. to 7 a. m. daily, except Friday and Saturday, with Barge No. 1 in tow. Our stand-by barge is No. 2, which is used in emergencies. Each barge carries 13

average cars. In the rush seasons extra crews are occasionally called to operate the Hercules between 7 a. m. and 11 p. m. During the last war, in addition to working the tugs Humaconna and Hercules 24 hours each day, the marine service was augmented by the rental of Red Stack tugs to haul standby barge No. 2, which made a total of three tugs and barges operating 24 hours daily.

We are proud of our tugs, both of which were sea-going tugs at one time. The Hercules was built in 1907 at Camden, New Jersey, by Dialogue Bros., and her official number is 204801, gross tonnage 409, net 120. She has a TE type engine, CYIs 17, 24, 41; stroke 30, IHP 1,000; boiler SES type, diameter 15; length 12; maximum speed 10 knots; fuel capacity 85,400 gallons; cruising range 21 days; bunks 18; provisions, 30 days. She was purchased from Moore Dry Dock Co. in 1924.

The Humaconna's official number is 218071. She was built in Superior, Wisconsin, in 1919; tonnage 418 gross; 190 net; steel hull, length 142 feet, beam 27.5 feet; draft 14.6 feet; engine 1250 h.p.; two Scotch marine boilers, reciprocating engines.

Barges No. 1 and 2 were built by Kruse & Banks at North Bend, Oregon, in 1908. They are of wood construction with an overall length of 266 feet; net tonnage of 934 tons and gross 1,339 tons; beam is 39½ feet and draft is 12¾ feet. No. 3 was



Named after a tribe of Indians from the Great Lakes area, the Humaconna originally looked like this.

built by Moore Dry Dock Co. in 1928, is of steel construction, 258 feet long, with beam of 38 feet, draft 12½ feet and net tonnage of 1,200 tons.

Before the tug Humaconna was purchased, WP had the Virgil G. Bogue in service, a wooden tug of 750 h.p. She was sunk by the Point Lobos about nine years ago near the Coast Guard lighthouse at the entrance to the Oakland estuary. Captain Silva and oiler Melvin Swasey state the Point Lobos was known as a "hoodoo" ship, as one of her captains was found dead aboard ship,

apparently from a heart attack, a mate was found dead aboard, and there was suspicion that he had been murdered, while another crew member was killed as the Point Lobos was docked in Alameda during a strike. Then this jinx ship sank the Virgil G. Bogue, forcing the crew to swim ashore to safety. Later on the Point Lobos floundered on the rocks just out of the Golden Gate, where she lays to this day.

Many interesting stories could be told by our marine employees as some of them have worked on ships all over the world.

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