



"MIGHTY Z" TRIBUNE

"HAPPY HOLIDAYS"

Newsletter chronicling the exploits of the salvage tug Zuni-Tamaroa

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HAPPY HOLIDAYS TO ALL

By Bill Doherty



TAMAROA Unit
Patch - from the
1980's.

Whew! Another year has come and gone. The big event for 2007 is the fact that we finally moved to Virginia. Now we need to go after all those organizations who promised to support us once we moved to the "OLD DOMINION."

We're not out of the woods yet and continue to need your help. However, we've made some new friends and connections since we have moored in Virginia. About a mile down the road, the Aircraft Carrier USS CARL VINSON is in dry dock. Several members of her crew have come down and begun to help us out.

We are currently negotiating with Richmond for a mooring facility. We all hope it works out for the New Year.

Vital Statistics

By Harry Jaeger/ Rich Cunningham

For the Calendar year to date 12/15/2007, we recorded 2,704 volunteer hours. The most significant project was the installation of the 1940's-1960's helm to restore the bridge. We also restored the 1MC system. Another watershed event was the moving of the ship from Maryland to Virginia where we hope to increase the volunteer base.

Last but not least, in the calendar year 2007, we decided to rename the Foundation, the Zuni Maritime Foundation and go in the direction of restoring her as the Zuni, her original persona, due to among other reasons that the Zuni is the sole surviving ship from the Battle of Iwo Jima.

TAMAROA SHORTS

BY THE CREW

From JOHN GLOWA 2/21/02

I enjoyed the stories posted so am adding my own. We were on our way back from the CG Yard after testing the vessel Vindicator and the cracked screw was on our minds. Some divers that we had go down in Mexico found it shortly before. I was BMOW at the time and we were steaming north to Newcastle when an engineer buddy of mine told me that we had just sprung a leak, a fountain as a matter of fact. Apparently an FN was making his rounds and checked into shaft alley when he realized that water was shooting up some 4 or 5 feet. All he had was his thumb to try and plug the hole that had sprung somewhere under the shaft. A crew was organized to plug the thing as best they could and a watch was set from that time on until we returned home. As far as I know that wedge is probably still there. We all had the distinct feeling that that hole and the screw were the deciding factors in the Decom that was decided very shortly after the incident.

FROM BILL DOHERTY 4/6/2002

"The public only sees romance and gallantry and heroic deeds in cavernous ships like carriers or battle wagons or sleek greyhounds of the sea like destroyers. But a TUG, why save a tug?"



1947 Tamaroa – Note the 01 deck extension is missing in this photo.

In 1996, I went to one of the annual fleet weeks in NYC. The Tam was moored on the starboard side of the Intrepid then. I stood on main deck of the Intrepid looking at the rusted, abandoned Tam. My two boys were there with me. As I was telling my sons a couple of Tam sea stories, a couple walked by with a young boy in tow. The boy was fascinated by the Tam. She had a borrowed Navy 3"50 on her gun deck at the time. The boy says to his father "Oh, look a battleship!" The father said "that's not a battle ship, that's just a tugboat" and proceeded to move on. "Just a tugboat", I nearly, yelled. "Let me tell you about this tugboat". Well I stopped them and gave them a detailed history of the Tam. After they realized their transgression, they had a different view of the old girl.

We will have to overcome the "just a tugboat" syndrome. It is important for everyone on this board to note to people who may laugh at our efforts that there are other boats worthy of note, work boats such as the Salvage Tug Tamaroa or the Fireboat John J. Harvey in NYC played a vital role in allowing America to become what she is today.

TAMAROA SHORTS (cont.)

BY: The CREW

FROM BILL DOHERTY April 9, 2003

I'll probably regret telling this story, but what the heck. A week or two after I reported on board in October of 1967, I was walking toward the bow on the starboard side. As I was heading up to the bow with an arm load of gear, I passed the Gunny, Gunner's Mate 1/c Brogan. I greeted him and he responded "good morning sunshine", well I nearly had a fit. I mean listen, when you get a nick name, at least it means you have been accepted by the crew, but Sunshine??? Egad!!! At any rate, I asked him "why did you call me sunshine? His reply was that every time he saw me, I was smiling.

Not exactly a great nickname on a tug that looked like a rough and tumble home, but hey, it worked :-)

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FROM AARON EPSTEIN April 10, 2003

When I reported aboard the Tamaroa in Sep 87, I was a very young kid of 18 ready to conquer the world so having extremely short hair and a very young fresh face and very large ears. I was destined for a great nickname. So as I mess cooked for the first thirty days of my new life a veteran SA named Aschoti was filling me with a bunch of crap and pulling fast ones on me. He keeps looking at me telling me I needed a nick name; well a commercial had come on the TV about a Christmas carol tape/cd and White Christmas came across the screen.

Seaman Apprentice Aschoti looked at Bing Crosby and then looked at me and smiled,.... that was it, the new kid with the big ears just earned his nickname and after 16 years there are still a few who remember.

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The late VADM Bill Rea, skipper of the Tam in the mid 50's.



The Tam moored adjacent to the Intrepid about 1996. Note the incorrect 3"/50 installed on the gun deck.



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