

## NEWSLETTER

### Tug PEGASUS Debut:

At the 16th Annual New York Harbor  
Tugboat Race, 31 August 2008.



*Photo: Bernie Ente*

A blast was had by all at this year's tugboat race—especially the workers of the Tug Pegasus Preservation Project. Our volunteer crew worked for weeks to clean, paint and make traditional fenders for the tug Pegasus in time for the race.

The race was a perfect venue for our long holed-up 101-year-old tugboat to come out and compete. It took many years of work to get to this point. We have turned a corner and now face a new challenge: keeping the Tug Pegasus Preservation Project “underway.” Although the restoration is not complete, the tug is operational, and we are ready to program. Please see our event schedule on the website: [www.tugpegasus.org](http://www.tugpegasus.org)

### openhousenewyork

**4+5 October 2008**

Look for us on the Hudson and East Rivers where we will be participating in a “Chain of Ships.” In addition to *Pegasus* the ships will include the lightship *Frying Pan* and the fireboat *John J. Harvey*, Pier 66A [26<sup>th</sup> Street and the Hudson River], the lighthouse tender *Lilac*, Pier 40 [Houston Street and the Hudson River]; PortSide New York's tanker *Mary Whalen* and the Waterfront Museum's *Lehigh Valley Barge No. 79*, both in Red Hook, Brooklyn. *John J. Harvey* will ferry people from Pier 66A to Pier 40, where they can visit *Lilac*. The *Pegasus* will pick up visitors at Pier 40 and bring them to Red Hook to see the *Mary Whalen* and the *Lehigh Valley Barge 79*.

### 31 August 2008

Not the fastest, not full of space-age electronics and not quite completed, the tug Pegasus must have been the cutest: she got the “Little Toot” Award from the race committee. A great day for the tug *Pegasus*.



*Photo: Bernie Ente*

### TUG PEGASUS PRESERVATION PROJECT

The Tug Pegasus Preservation Project was created in 2000 with a charter from New York State and a 501(c)(3) corporation was established soon thereafter. From its inception, TPPP has had a twofold mission:

✎ the restoration and preservation of the 1907-built tug Pegasus, a maritime icon whose very existence tells an important story about the history of the Port of New York/New Jersey.



✎ the interpretation of the world around the tug Pegasus, by bringing the public out into the waterways of the Port. Naturalists, historians, and marine industry personnel can teach visitors about the harbor's value as a rich natural habitat, a historic waterway that shaped this city's history and a thriving commercial port crucial to today's economy.

## Wheelhouse Windows: Filling a Long-term Void



**Top:** Wheelhouse windows being installed.

**Above:** Wheelhouse roof getting a coat of epoxy over dynel. The result is a canvas-like surface, lasting many years longer.

Wheelhouse windows are the “eyes” of a tugboat. Rot and bad repairs destroyed Pegasus’s windows, and they had to be removed. Beautiful varnished mahogany windows with curved glass, designed to be in keeping with the boat’s original fabric, were recently installed. Funding from the Hudson River Foundation and the Hyde and Watson Foundation made this restoration possible.

Much of the deckhouse structure also had to be rebuilt. We were fortunate to receive support from the Ferris Foundation, the J. Aron Charitable Foundation Inc. and the Dibner Charitable Trust of Massachusetts for this work. The 1772 Foundation made a recent contribution that will be used for the restoration of the wheelhouse interior, for which we have most of the original pieces. We are

extremely proud of the work that has been done, and we are grateful to each of these foundations for their participation in the Tug Pegasus Preservation Project.



Photo: Jay Holmes

## Engine Room: WWII Machinery Still Strong



Our restored “Frankenstein” electrical board—believed to have been installed while the boat was still steam-powered.



Our newly installed vintage railing—salvaged from a steam tugboat wreck.

Many people have come forward to help save the machinery that was put into tug *Pegasus* when her then-owner, McAllister, removed the steam engine and dieselized her in 1954. Much of the equipment was WWII surplus, which was readily available at that time.

For example Mike Amato, who worked for General Electric for many years and was familiar with the workings of magnetic controllers for DC motors, made us the contacts we needed for such a piece. We now have a fully functioning control box which allows the No. 1 compressor to fully function.

Thanks to Mike’s work, tips from Vincent Borello and to information about our historic engine room provided by Bob Mattsson, who was an engineer on *Pegasus* during her McAllister years, we have been able to restore this beautifully built machinery of another generation. The engine room is shaping up to be a dynamic, living exhibit.

Water manifold, pump and pump motor—motor identified as a General Electric 1942 model.



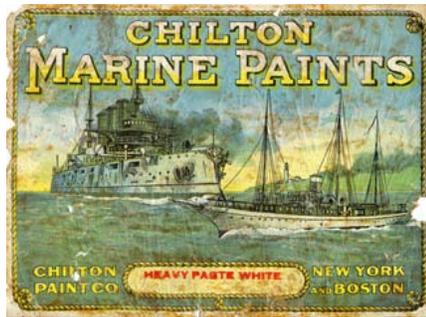
Domestic water system—copper tank made Jersey City, 1946



## Exhibits Aboard: Tug Signage from the Mid-20th Century



**Left:** This perfectly intact name tag has all the information needed to design a ventilation system. Utilizing a piece of machinery for its original intent, engine room blower, and with added ducting, ventilation for the compartment to aerate and preserve it.  
Note: the unit is from 1944



**Below Left:** The ordinary imagery on labels and logos look artful to us today.

**Right:** This cautionary sign was posted in the galley of *Lilac*, a 1933 retired USCG light house tender.  
Collection: Lilac Preservation Project.



## Programs: For All Ages



**MARITIME ADVENTURE PROGRAM:** Since 2002 the Tug Pegasus Preservation Project has run an offsite adventure-learning program with a maritime curriculum for teenagers. Our teens participate in restoration and preservation programs as well as learn navigation skills. These programs help the participants, who are typically from underserved communities citywide, learn how to handle challenges and to work as a team.

**TUG & BARGE TOUR:** We are planning an eight-week Tug & Barge tour in the summer of 2009 as part of the Hudson-Fulton-Champlain Quadricentennial celebration. The tug is, of course, the *Pegasus*; and the barge is the 1914 *Lehigh Valley Railroad No. 79*, also known as the Waterfront Museum, [www.waterfrontmuseum.org](http://www.waterfrontmuseum.org). The tour will consist of visits to eight Hudson River communities where we will offer tugboat rides and programs on maritime commerce and history as well as cultural events. The tour is being planned in close collaboration with local communities. In addition to support from each community, we have applied for a grant from the Hudson-Fulton-Champlain Quadricentennial Commission.

**TUGBOAT MUSEUM:** Working in conjunction with the New York Central 13, an 1887-built tugboat, the Tug Pegasus Preservation Project is planning to create a living museum that will be situated along the Hudson River, where the public will be able to tour exhibits aboard both boats. At a time when development pressures threaten the survival of our commercial waterfront, our goal to better inform the public and enhance public participation in the decisions that are being made. We believe the Tugboat Museum will be a compelling venue that will inspire maritime stewardship and good decision-making about our marine environs.

**VOLUNTEER PROGRAM:** We have a wonderful group of volunteers who have done a great deal of work. Volunteers range in age from 16- 73. People from various backgrounds participate on the restoration of the tug *Pegasus*. New volunteers are always welcome, on weekends and during the week. Please contact us to sign up [pamela@tugpegasus.org](mailto:pamela@tugpegasus.org) .



### Fender Making

Fender making was a traditional job for tugboat deckhands and crew members with spare time. Worn or chafed lines were saved and used for fenders. In the 1950s tires were added for extra protection as the contact between the tug and barge was then steel to steel instead of wood to wood as it had been in the past.



To make these fenders, tires are packed with rope, then served, or wrapped with rope, then “knitted” with half-hitches to make a big “purse.” Finally the whole thing is “whiskered.” The whiskers are made of short pieces of strand that are attached to the knitted hitches.



## Appeal: Pull for the Pegasus



**We would like to thank our funders. They are responsible for our growth. Their faith in us has enabled us to complete many areas of the restoration, rendering us operable for programming. Please see a full list of our supporters on our website. Happily they are too numerous to mention here.**

**We have had an exciting and productive year. We are asking you to help us keep it going: help us get to up the Hudson in 2009, help us provide education about the resources of our maritime, our harbor, and our traditions.**



## TUG PEGASUS PRESERVATION PROJECT

The Tug Pegasus Preservation Project is a NYS chartered, tax-exempt organization under Section 501(c)(3) of the Internal Revenue Code. Contributions are tax-deductible to the fullest extent of the law.

To Contribute: please make checks payable to: Tug Pegasus Preservation Project, 83 Murray Street, New York NY 10007. Or: donate by credit card at [www.tugpegasus.org](http://www.tugpegasus.org)