

TOW LINE

Fall 1964

ON THE COVER—



SOMETHING'S AFOOT whenever and wherever you see Moran tugs. These veritable harbingers of action may signal a ship's sailing or docking, the start or end of a long ocean tow or any one of a multitude of vital services they perform in our port. In this, Albert Brenet's latest masterpiece here reproduced as *Tow Line's* cover for Fall, our French marine artist has treated a subject of subtle action with boldness.

The S.S. *American Commander*, one of several of United States Lines' new, high-speed carginers, is about to raise another giant piece of machinery on her 70-ton boom and lower it into a hold.

Has not the artist caught the anticipation of this operation — even in the very ship herself — by the careful movement of the *Kerry Moran* and the barge? We think so.

If you like the effect, an art print suitable for framing will be mailed to you upon written request.

Brenet prints still available (in limited quantity) from *Tow Line's* last three covers are: *African Neptune*, *Farrell Lines*; *Mormacglen*, *Moore-McCormack Lines* and *United States*, *United States Lines*.



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TOW LINE

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NANTUCKET TEXAS TOWER TOWED TO SCRAPYARD

THE LAST OF THREE giant Texas Tower radar stations erected off the Atlantic coast as part of a then vital early warning network was suc-

cessfully blasted from its legs into the sea off Nantucket Island August 6.

Standing by were tugs *Eugene F. Moran* and *Diana L. Moran* with tow

lines already secured to the 6,200-ton triangular platform. Almost as the smoke and water spray cleared, the Moran scutugs were underway —

(Continued on page 4)

DAVID AND GOLIATH — Circling the scrap-bound Nantucket Texas Tower, the *Diana L. Moran* sizes up her assignment while out of sight the *Eugene F. Moran* stands by. Aboard the tower, a Lipsett Steel Company demolition crew prepares it for towing.



TEXAS...

(Continued from page 3)

towing the obsolete steel structure to the Kearney, New Jersey, yard of the Lipsett Steel Company.

Filled and sealed with a buoyant material as a safety measure, the unwieldy bulk was threaded through New York's harbor by assisting Moran tugs to its final resting place without incident two days later.

Thus ended a series of complex towing assignments in connection with these unique 'islands' which began on July 12, 1955. On that day Texas Tower No. 2 (No. 1 was never constructed.) left the East Boston shipyard of the Bethlehem Steel Company under tow of the *Marion Moran* (Captain James L. Barrow) and the *M. Moran* (Captain Earl H. Allen) for a pin-point site on Georges Bank — 100-odd miles off the New England coast. Primarily responsible for the success of this initial, two-day tow was Captain Francis J. Hughes, Moran's general operations manager at the time. (Mr. Hughes is now executive vice-president of the Curtis Bay Towing Company.)

Texas Tower No. 3 (the one off Nantucket) was constructed in South Portland, Maine, and left on the tow lines of tugs *Julla C. Moran* (Captain Vine Chapman) and *M. Moran* (Captain Einar Bergstad) August 9, 1956. The responsibility for the planning and coordination of this second 'legs and spuds attached' tow rested on Captain Hughes and Captain Leonard G. Goodwin, Jr., Moran's present manager of operations. It was 'eminently successful'.

The only tower to be towed to the placement site in two sections was Texas Tower No. 4 — spotted about 100-miles southeast of New York. Erected in by far the deepest water of all three (180 feet), its legs were 308-foot long, an impossible tow had they been initially attached to the platform. This flotilla — the platform, its three huge legs in horizontal position and a barge loaded with additional equipment — left Portland, Maine June 6, 1957.

The need for expert planning and seamanship for the long tow and for handling the heavy, awkward steel components at the erection site made this assignment the most difficult of the three. Captains Hughes and Goodwin conferred for months with the contractor's engineers prior to the flotilla's departure.

Five Moran tugs were assigned to the task of towing, positioning the tower and attending: *Marion Moran*, Captain James L. Barrow; *Cynthia Moran*, Captain Vine S. Chapman; *Joseph H. Moran*, Captain James W. Jenkins; *Diana L. Moran*, Captain Einar Bergstad and *Margot Moran*, Captain Mitchell Sullivan.

Certainly the labor and skill of all the men involved served a great purpose in our national interest although the career of these Texas Towers proved short-lived. They were a challenge that was fully met by Moran's towing experts.

KNOW HOW — The Eugene F. Moran and her consort, the Diana L. Moran, veterans of many coastal and ocean tows, make towing the Nantucket Texas Tower look easy.



John L. Tedaldi

John L. Tedaldi has been named assistant manager of operations for Moran. John, who has been the company's purchasing agent since 1953, is succeeded by Fred J. Coseglia, his former assistant. He joined the company in 1947 as secretary to Admiral Edmond J. Moran, chairman of the Board, after serving in the Pacific with the Navy during World War II.

Q4 Plans Maturing

Plans for the 58,000 ton Cunard superliner known in marine circles as the "Q4" are maturing. The Cunard Line announced recently that the giant vessel would carry passengers in three classes. A special feature made known at the same time was the decision to have all three dining salons on a deck above the main passenger deck. It was also announced that every passenger cabin will be fitted with baths or showers and toilets, and that there will be a very high degree of flexibility between First, Cabin and Tourist classes.

As yet unnamed, the big ship will have an overall length of about 960 feet, a beam of 104 feet and a draft of 31 feet. She will be powered by twin-screw steam turbines and will have a service speed of 28½ knots. To be fitted with stabilizers, the fully air-conditioned liner will carry a crew of 1,000 and about 2,000 passengers.

Plans and specifications for the new Cunard express liner with invitations to tender bids were sent September 9 to five leading British shipyards. Bids are due by the end of November.



Current Luxury Liner Building Program Reflects Public's Swing to Ocean Travel

PASSENGER LINERS CONTINUE to make news, with the year 1965 promising to establish a new post-war record for the maiden arrivals of new luxury liners.

Heading the list of new passenger ships for the North Atlantic are the twin 43,000-gross-ton Italian Line superliners *Michelangelo* and *Raffaello*. Both these great ships are due to make their maiden voyages in April.

The Home Line's new 34,000-ton *Oceanic* will arrive sometime in between, making April probably an all time record month for new trans-Atlantic liners.

In the same month the new Swedish American Line flagship, as yet not named, will be launched. She is due to make her first voyage some time in the latter part of the year. She will measure 24,000 tons.

The *Sagafjord*, first Norwegian American Line passenger ship to exceed 20,000 tons, is also due for completion next year.

A keel-laying date for the Cunard Line's new trans-Atlantic superliner is expected to be announced in the not too distant future.

Further evidence that the public's taste for ship travel is on the upturn may be found in the word from Japan that Toyo Yusen K.K. proposes the construction of a 50,000-gross-ton superliner for service between Japan, the United States and Australia. Present plans call for a ship capable of 35 knots. She would be triple-screw, and would have a passenger capacity of 2,500. If present thinking becomes a reality, this great new liner, largest ever to fly the Japanese flag, would be in service about the end of 1967.

The maiden voyage schedule for the new Italian Line superliners was announced recently by Dr. Antonio Premuda, general manager of the company in the United States and Canada.

The *Michelangelo* will sail March 25 from Genoa, calling at Cannes, Naples and Gibraltar on her way to

New York. She will arrive April 2.

The *Raffaello* will depart from Genoa on April 22, reaching New York on April 30. Each of the new ships has an overall length of 902 feet, with a beam of 102 feet and a height to the upper deck of 70 feet.

The new Swedish liner is building at the John Brown & Co. shipyard at Clydebank, Scotland.

THEY'RE COMING — A scale model (upper picture) of the new 24,000-ton Swedish American Line flagship now under construction, and (middle) the *Sagafjord*, Norway's newest liner, being launched recently in France, and (bottom) the new Italian Line superliner *Michelangelo* at her Genoa fitting out berth.



50 Years Ago Two of the World's Best Known Waterways Opened For Business; Panama and Cape Cod Canals Still Going Strong

TWO FAMOUS WATERWAYS celebrated their 50th anniversaries last August — the Panama Canal and the lesser known but highly important Cape Cod Canal. Countless Moran transits of both of these waterways have made them important to our company.

The first tow went through the Cape Cod Canal on August 12, 1914. A midget compared to the Panama Canal, whose half-century anniversary was celebrated August 14, the eight-mile waterway across Cape Cod has been of substantial importance to coastwise shipping. The idea of a canal here dates from revolutionary days.

George Washington had called for a canal in the area, remembering how he had been unable to send troops to New York by the outside route. Work began in 1909 and the total cost was \$13,000,000, a pittance compared to the \$375,201,000 the Panama Canal cost. Privately financed, the Cape Code Canal was bought by the United States in 1928.

Captain F. C. Decker, now living in Osbornville, New Jersey, was master of the Erie Railroad's seagoing tug *Albert J. Stone*, which took the first tow through Cape Cod. Earlier, on the canal's official opening day, he had taken the steam yacht *Alice* from New Bedford through the canal and back to New Bedford.

Eager to encourage traffic through the new canal, the owners, officially known as the Boston, Cape Cod & New York Canal Co., placed in effect a schedule of modest tolls starting at \$1.50 for commercial vessels less than 15 feet long. A vessel of 16 tons without cargo could make the transit for \$8.50. A free tug was provided to assist all tows and any vessels of over 100 gross tons, accord-

ing to the company's first rate card.

The Erie Railroad was proud of Captain Decker's achievement, and in their company magazine noted that the railroad had also been the first to run a milk train, the first to build and operate an all-steel mail car and the first to send a "train order from one point to another over a commercial wire by the Morse Telegraph Code".

The elapsed time for the *Albert J. Stone's* entire tow from Boston to New

(Continued on next page)



PANAMA TRANSITS—The Grace Line's *Santa Clara* (top picture) making the first transit of canal locks in 1914 (she did not go through the full canal); the *Ancon* (middle view) going through on the canal's 25th anniversary, and (bottom view) the *Cristobal*, which made the 50th anniversary ceremonial transit last August 15.

ABOARD SANTA MARIA—Panama Canal ceremonies on August 15 aboard the Grace Line *Santa Maria*, an historic assembly. Left to right: Captain A. De Snedt, former Governor Newcomer, former President Ricardo M. Arias, former Governor William Carter, former Governor Schloy, U. S. Ambassador Jack Vaughn, former President Ernesto De La Guardia, former President Ricardo A. De La Guardia, former Governor Edgerton, Foreign Relations Minister Gallileo Solis, Mr. Frank X. Zaimetz (Grace Line), former Governor John Seybold, Governor Robert J. Fleming, former Governor Clarence S. Ridley, former Governor Maurice H. Thatcher and former President Ricardo J. Alfaro.



Moran Atmosphere

Dear Sir:

I would like to thank you for sending me *Tow LINE* magazine. It is a unique publication and is most gratefully received at this end. It seems to convey the Moran atmosphere with it and it has given me a sort of feeling that I am in some way connected with the "M" fleet.

HYLTON P. DUNSTAN

Chingola, Northern Rhodesia

On The Menu: Liners

Senior officers of the First National City Bank and their guests who are privileged to eat at the bank's restaurants on the 51st and 52nd floors of the City Bank Farmers Trust Building, 22 William Street, have an extraordinary menu.

It is unusual, not only because of the fine selection of dishes (including a special low calorie lunch — with the calorie count given daily), but for another reason. The restaurants overlook New York's magnificent harbor, and offer a splendid vantage point from which to watch the arriving and departing ocean liners. The menu, capitalizing on this attraction, gives on its back a full listing of all outgoing and incoming passenger liners.

This feature was begun several years ago in response to frequent inquiries from out-of-towners. Now no one has to ask what ship is that. The menu tells all, listing the great ships by name, giving their lines, destination or point of origin and sailing or arrival time. Some months ago when a large number of First National City executives moved uptown, the liner listings were discontinued. Such a hue and cry arose that Robert G. Fuller, senior vice president, saw to it that they were resumed. The task of making up the copy of each day's menu is entrusted to Beatrice Thompson, his secretary.

"I would rather go by ship than any other way. I have always liked ships," she confided to your *Tow LINE* correspondent.

CANAL...

(Continued from page 6)

York was 52 hours. The tow consisted of three light barges.

Two official opening ceremonies took place July 29. The first water transit was made July 4, and was made by none other than August Belmont, chief financier of the canal and president of the canal company. Mr. Belmont rowed his own boat across the isthmus.

Just as the Cape Cod Canal is of great local interest, so the Panama Canal's story is one of significance to the entire world.

The opening of the Panama Canal saved 7,000 miles on the ocean voyage between New York and California. Through this spring 345,789 ships had passed through the Canal, the largest of which was the *Bremen*, 51,731 gross-ton flagship of the pre-war North German Lloyd. The modern-day British luxury liner *Canberra* holds the record for the highest toll paid by a passenger ship, having paid \$23,603 for a recent transit. The average toll is slightly more than \$5,000.

The widest commercial ships to go through Panama are the oil-ore carriers of the *Sinclair Petrolore* class. These 106.4-foot-wide ships had less than 20 inches to spare on each side in the canal locks.

The heaviest cargo taken through the canal was 49,658 long tons of coal aboard the *Nagano* in February of this year.

From the mechanical standpoint the Panama Canal remains one of the wonders of the modern world. The Panama Canal Company stated recently that "much of the equipment in use today is original equipment, installed more than 50 years ago".

The construction of larger and larger merchant vessels, however, has been one factor leading many to call for a new, larger waterway. There are now 103 vessels in the world too large to make the passage, with another 21 now building that will be too big.

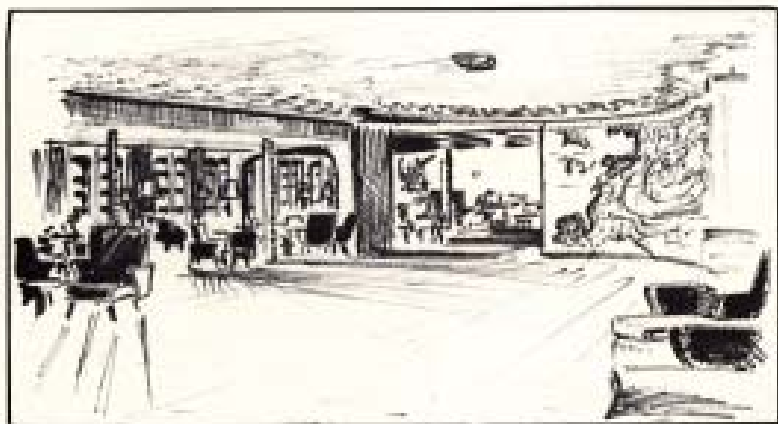
Over 500 ships cannot go through the canal fully laden because of the 38-foot draft maximum.

At least a half-dozen alternate plans are being studied, including both



THEN AND NOW — — Three vessels passing through the Cape Cod Canal. The top view shows the first tow, a tug and three barges. The Boston (middle view), crack overnight boat of Eastern Steamship Lines, making a lovely reflection in the canal. The Atlantic Cement Company's barge *Angela*, pushed by the mighty *M. Moran*, frequent modern users of this famous waterway.

completely new routes and rebuilding of the present canal in one way or another, according to the Canal Company.



**From the Editor's
Sketchbook**

Scenes aboard the world's largest and the world's fastest liners. The bridge of Cunard's Queen Elizabeth (top left); and two views of her grand ball room (bottom). The 'Navajo Room' aboard the United States (top right); and the grand lounge (middle left) and bridge (middle right) aboard this United States Lines flagship.





INDIAN ROPE TRICK — No this is no trick. It is the *Mohr*. Moran's deck hand tossing the heaving line to seamen on the *France*. That is not a lead ball at the uppermost end of the line, because of the danger of hurting somebody. What they do is to make a monkey-fist or Turk's head and soak it in paint to give it weight, George Minton tells us. It works fine. We are indebted to Conrad Milster for this action photograph.



MORAN AWARD — The Eugene F. Moran award, annually presented to an outstanding cadet at the United States Merchant Marine Academy, Kings Point, L. I., is accepted for Cadet Graham M. Hall by academy superintendent Rear Admiral Gordon McLintock. Making the presentation is Robert M. Loftus, manager, harbor sales, Moran Towing & Transportation Company.

PICTURE PAGE



BLUE AS A MAERSK SHIP are the eyes of this young lady visiting the Marine Museum of the Seamen's Church Institute. And, why not? Her name is **Vibeke Maersk-Moeller**. Miss M-M took time out from her duties at the Danish Pavilion of the New York World's Fair to give the 25 South Street (Manhattan) museum a whirl. There, among the countless examples of the ship model-maker's art, she found her namesake, the *Vibeke Maersk*.



THUNDERING WATER — One of the many fine photographs we could not publish with Professor Fred Shipley's two-part story of a voyage from Chicago to New York aboard the *Margot Moran*, as carried in two recent issues. This is from the *Margot* when off Thunder Bay, Lake Huron. The weather got a little "dusty", Fred said in his caption.

Sixth Grade Class Adopts Alcoa Ship

THANKS TO A FRIENDLY SHIPMASTER, the pupils of a sixth grade class in a school in Hendersonville, North Carolina, have a thorough and informed knowledge of a modern cargo ship.

The master is Captain Irby F. Wood, and his ship, the *Alcoa Runner*, was adopted by students in the Rosa Edwards School. The boys and girls devoted a 33-page issue of their "Basement Journal," to Captain Wood and his ship.

Thanks to the Propeller Club of the United States, which sponsors the Adopt-A-Ship program, the youngsters of this little North Carolina school have had an eye-opening experience of great value to them.

The blue-dittoed publication opens with an effective drawing of a vessel with two square sails and one that looks more like a lateen than anything else. She is called the *Alcoa Runner*. It proceeds with the names of the editor and her 23 assistants.

A foreward entitled "The Journal Journeys" describes how the attrac-

'Beauty Can Be Found'

"Fortunately, beauty can be found in small quantities," wrote Allan Keller in a recent issue of the New York World-Telegram and Sun.

"It doesn't have to be seen from the lip of the Grand Canyon or the edge of the Niagara gorge. It exists in glimpses of the Jersey Palisades snatched between tall buildings, or the bow waves of a Moran tug going about its business just beyond the stringpiece of a pier."

tive little booklet was passed to the typist, to the school library, to Captain Wood aboard his ship, to the homes of all the parents involved and so on.

The opening offering is a poem entitled "Cumulus Cloud," written by Captain Wood.

I love to lie supine on deck
And watch a cloud, a distant speck
Arise and take a pleasing shape,
Or thin and wane and dissipate.

(Space does not permit us to print the entire poem.)

The next page includes a poem by one of the student editors explaining the adopt-a-ship idea. A crude but clearly-recognizable drawing of the Alcoa house flag is also shown.

There follows a wide variety of short articles by the students on the services performed by the *Alcoa Runner*, on the ship's seamen, etc. Many are written in verse form such as Steve LaGrone's "A Voyage of the *Alcoa Runner*," which begins like this:

We slipped our lines from Mobile
one night
With a Venezuelan port as our
sight.
With my strong and sturdy bow,
The soft waves of the Gulf we
did plow.

Not bad for a sixth grader.

The entire book is a tribute to the imagination of the teacher and the children and a compliment to the patience and foresight of Captain Wood.

Long may the "sturdy and strong bow" of the *Alcoa Runner* sail.

IN MEMORIAM

Tow LINE's staff and employees of Moran were saddened by the death of Marion Moran Mattimore, wife of William B. Mattimore. Mrs. Mattimore died on August 18 after a long illness. A solemn Requiem Mass was offered in St. Patrick's R. C. Church, Bayshore, Long Island on August 22. Interment followed at St. Patrick's Cemetery, Bay Shore. She was the mother of Julianne, William B., Jr., Timothy J., Maria, Patricia, Margaret and sister of Helen Warren, Claire Epp, Eugenia Dwyer, Eugene F. Moran, Jr., and Joseph H. Moran II.

NUCLEAR MIGHT — The American Export Isbrandtsen Lines nuclear-powered *Sarahah*, being docked at Pier 84, North River on her maiden New York arrival, June 2. She is a joint project of the Maritime Administration and the Atomic Energy Commission. The beautiful atoms-for-peace ship was seen by large crowds on her first two European cruises, just completed.



Making Model Takes Six Men 400 Hours

A team of six men working in excess of 400 hours were needed to build the 30-inch model of the *Esther Moran* made recently by the Boucher-Lewis Precision Model organization.

Each man did his own special type work. One did the hull shaping. One did the painting and lettering. One did the metal working. Another made such fittings as the propellers. The attached photograph shows Angelo Casale. He was the rigger.

The model was commissioned by Robert B. Baird, whose wife is the



Esther after whom the tug was named. Mrs. Baird is a niece of Admiral Edmond J. Moran, our chairman of the board. The new tug was christened a year ago by the Admiral's daughter, Sheila Moran.

The *Esther Moran* is the fourth new 3,500-horsepower tug built for Moran in the past two years.

Captain Willis Safe

He made it!

Captain William Willis, 70-year-old American raftsman, completed the second leg of his 9,800-mile voyage across the Pacific on September 9. He landed at Australia, out of Western Samoa, happy to be alive.

The first portion of the voyage from Peru to Western Samoa was completed last November. It took 128 days and covered 7,400 miles. The passage to Australia took 72 days, spanned 2,400 miles, Mrs. Willis told *Tow LINE*.

(Editor's note: News of this happy conclusion to Captain Willis' great adventure arrived just as *Tow LINE* went to press. Mrs. Willis has promised us pictures and more details for our next issue.)



'Tugboat Fever'

Dear Sirs:

I have just finished reading Mr. Eugene Moran's book "Tugboat, The Moran Story", and I have come down with a bad case of tugboat fever. A more genuinely interesting and fascinating account of this great port of New York could not be written by anyone less familiar with and less intimately involved in the life of the harbor than a member of the Moran family.

As a native of New York and a devoted fan of all things nautical, I have long been familiar with the distinctive white "M" as it plied the harbor. Recently I had the good fortune to learn that it might be possible for a guest to spend a day aboard a tug as it went about its duties. I fervently hope it would not be too presumptuous of me to make this request. I would consider it a great privilege to be on the scene of an activity I have long admired from afar.

If it is not possible for you to grant this request, I would still like you to know that I recognize and appreciate the very great contribution Moran Towing has made to the port of New York.


SALVATORE A. GAGLIARDO
Whitestone, N. Y.


'Technical Library'

Dear Sir:

Request for copy of art-print of *United States*. Kindly refer to your very interesting and valuable journal *Tow LINE*. I am collecting material for a technical library of books on ships.

U. SHANKER RAO
Calcutta, India

 YES, WE HAVE—100,000 boxes of bananas arrived for the Standard Fruit Company in the temperature controlled holds of the motorvessel *Brunsgard* July 28. A maiden arrival salute to her master, Captain F. C. Moack, was followed by a perfect docking of the 21-knot newcomer at Pier 13, East River. Captain Earl Allen of tug *Maina Moran* performed the sunset docking. Built earlier this year in Hamburg, Germany for the W. Bruns Company of that city, the *Brunsgard* has been chartered by Standard Fruit for the East and Gulf Coast banana trade.

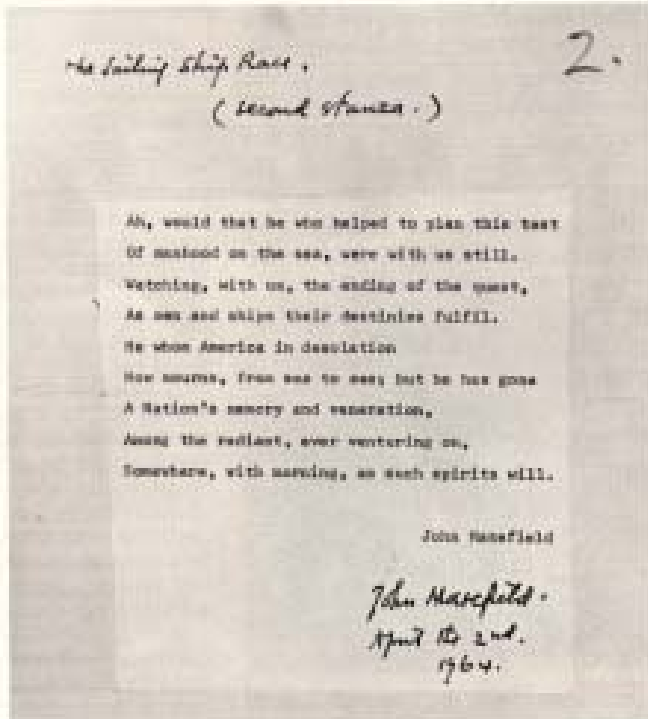
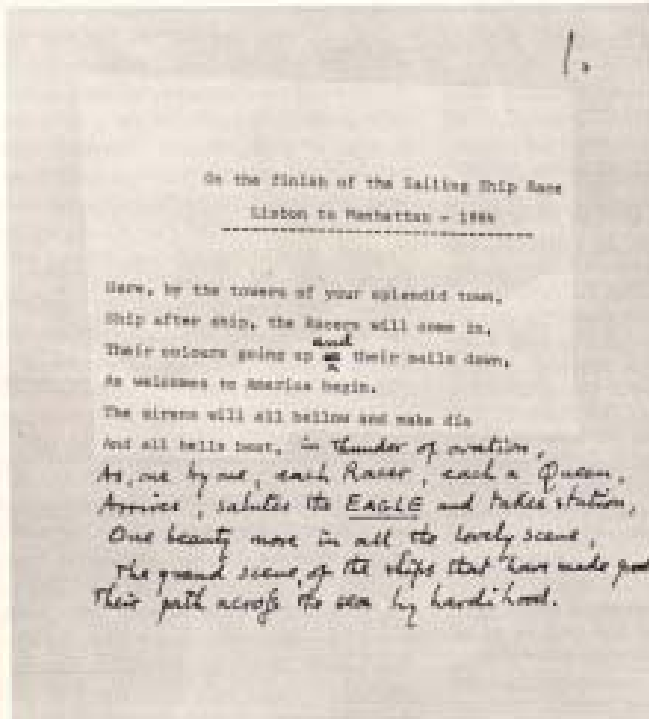
AUTOMATED SHIP—The *Marmacargo*, entering New York September 9 on her maiden voyage from the shipyard. During the voyage up from the Gulf she averaged 26.26 knots, at times going at a 30-knot clip, helped along by a favorable current. The 12,000-ton vessel was hailed as America's first fully-automated cargo ship. With her five sisters, she will have an operating speed of 24 knots. Captain Kenneth L. Chambers is master of this sleek-new craft, the first of Moore-McCormack's new "Constellation"-class cargo ships. She sailed September 11 on her first voyage to northern Europe, with stops at Rotterdam, Antwerp, Oslo, Gothenburg, Copenhagen and Gdynia. Named after the constellation Argo, the *Marmacargo* was built by the Ingalls Shipbuilding Corporation, at Pascagoula, Mississippi. She has a capacity of 665,300 bale cubic feet of dry cargo and over 40,000 cubic feet of refrigerated cargo space. 




OPERATION SAIL POEM BY JOHN MASEFIELD

The following two-verse poem was written especially for Operation Sail by Britain's famed poet laureate, John Masefield, at the suggestion of your editor. It is presented here for the first time in the

exact two-page form with Masefield's own corrections in ink and his page numbers and headings, not to mention signature and date. The work is dedicated to the late President John F. Kennedy.



(Editor's Note: It is interesting to observe that the Masefield poem is made up of six lines of original typing, six lines of the poet's handwriting, and nine lines of carbon typing. The typed portions are on white paper pasted over cream-colored lined sheets. The page numbers are in pencil, while all other handwriting is in ink.)

HELPING HAND—Moran tugs docked, shifted and undocked more than half the major sailing ships that participated in Operation Sail last July 14 at New York. Here (right) the tug Carol Moran, white bib on, gently nudges the Libertad, Argentina's sail training ship, into Pier 56. We thank Reino Sakki, of the Swedish American Line for this fine photo. Below, Captain Bernard Scherer, one of our best known pilot-captains is shown (hand to mouth), helping the famous Norwegian square-rigger Christian Radich to her berth at the bulkhead north of the Holland-America Line's Pier 40. 





Operation Sail



RECOMMENDED READING

DISASTER ON DEVIL'S BRIDGE, by George A. Hough, Jr. Published by the Marine Historical Association, Inc., Mystic, Connecticut, 1963. Price: \$2.00.

ONE OF THE most interesting publications ever put out by Mystic Seaport, this volume alone is worth the annual membership fee. A well-written story about a famous shipwreck, the paper-back book is the first full account of the loss of the steamer *City of Columbus* on Gay Head, Martha's Vineyard. The year was 1884.

What happened to the steamer's master, Captain Wright? Why had the helmsman forgotten to change course off Tarpaulin Cove? Why were no women or children rescued? The book is a complete one, with answers thought out for all these problems. The author was born in New Bedford in 1894 and knows the area. A lifelong newspaper man, his hobby has been digging up facts about the *City of Columbus* disaster. The marine world is fortunate to be able to relish the results of his passion. The shipping world should be grateful to Mystic for making this work available.

SONGS THE WHALEMEN SANG. By Gale Huntington. Published by Barre Publishers, Barre, Massachusetts, 1964. Price: \$8.50.

ANOTHER QUALITY book from Barre, this volume is beautifully produced and a fine addition to the marine bookshelf. Illustrated with a number of extraordinary examples of scrimshaw, the book contains sections on songs from Peru, songs sung as prayers at the start of a voyage, whale-fish songs, Greenland whale songs, whalemen's laments, songs of wounded whales. A major section is devoted to songs of the sea and of individual ships; there is another large chapter on songs of "sailors and maidens fair." Special sections deal with Yankee songs, as such, songs from the British Isles, parlor songs, and fragments of songs. A good bibliography and an interesting index of sources completes the book.

HARBOR VIEWS AND STATUE OF LIBERTY. Complete Guide to Sights and Satisfaction. Published by Pocket Books, Inc., 630 Fifth Avenue, New York, 1963. Price: 35¢.

THIS COMPACT little pocket book will be popular with the millions of World's Fair visitors. Edited by Lewis C. Frank, Jr., its 68-pages are jam-packed with interesting tidbits of information and history. Oriented to downtown Manhattan, the volume includes full details on the Statue of Liberty, about Battery Park, and has a fine section about the great ships of the harbor. An outline drawing of the skyline identifies all the major downtown sky-

scrapers, including the Moran headquarters building. The Brooklyn skyline is also identified. There is a section on tugboats, lighters and barges. A number of the illustrations were contributed by Moran.

YOUR PLACE IN THE MERCHANT MARINE. History, Training and Career Opportunities, by Robert Carse. Published by The Macmillan Company, New York, 1964. Price: \$3.95.

WRITTEN BY a real sailor, a man who loves the sea, this very attractive and

nice illustrated book is something of a guide for young men seeking maritime careers. With a fine foreword by Rear Admiral Gordon McIntock, superintendent, United States Merchant Marine Academy, it should serve as a stimulant to those eager to serve at sea. Chapters on the history of the merchant marine, on labor unions, on Kings Point and the state academies, an especially interesting one on the John W. Brown schoolship, and many others give solid facts and pointers about the maritime industry. Two of the photographs of large Atlantic liners in New York show a number of Moran tags in action.

'Doing Fine'

Dear Frank:

Greetings from Woods Hole!

Things are going well here. The regular skipper of *Albatross IV* was in an automobile accident in early April and I have made five trips on the vessel



as master. It has been an interesting experience . . .

CAPTAIN FRED DEZENDORF
Woods Hole, Mass.

(Editor's Note: Captain Dezendorf was long a member of the Moran family. He is now with the Fish and Wildlife Service's biological laboratory as their marine superintendent.)

'A Deeper Insight'

Gentlemen:

Last Friday I returned your film covering the towing of a dry dock section from Florida to Holy Loch, Scotland. Thank you very much for the use of the film which was enjoyed thoroughly by members of the Niagara Sailing Club at our monthly meeting.

Many of our members have seen your smaller units on Lakes Erie and Ontario and the St. Lawrence River, and I am sure that having seen this film depicting the work of the larger sea going units that they now have a deeper insight into the work which your company does so ably.

J. WARREN PETERA
North Tonawanda, N. Y.

NIPPON CLUB—Ladies from the Nippon Club aboard the French Line flagship *France*. The gentlemen in the foreground, from left to right, are John Downing, of Mitsui-OSK; I. Maeda, general manager of the same organization; Edward J. Hennessey, Moran assistant vice president, and Peter Rossi, of the French Line. Standing on the upper level at the extreme right for those with good eyes, is our own Jeff Blinn.



Hydrofoils' Fame Spreading Rapidly

"The hydrofoil ship is here."

These are the words of the British marine writer Philip Banbury. They represent his conclusion at the ending of a most interesting survey of the hydrofoil as a vessel type.

His study entitled "Daylight Under the Keel" is published in a recent issue of *Sea Breezes* magazine. Highlights of the article are as follows:

After 40 years of research, hydrofoil craft have been put into service in the waters of a dozen nations and have carried "many millions of passengers" without any serious accidents.

While hydrofoils have not yet been put to work in the open ocean, all the seas in which they are being used "have their fierce movements."

The hydrofoil has been pioneered by the Swiss firm of Supramar A. G., of Lucerne, whose first regular scheduled run began in 1954.

There are 50 large craft built to designs of this company in service today, carrying from 72 to 140 passengers. The study gives the full list, with routes, date of build and operator.

The Russians have gone off on a different tack, using a substantially different form of foil.

Some eleven Soviet hydrofoils are described, including one with a capacity of 300 passengers.

"No doubt many readers will look aghast at these pages," Mr. Banbury ends his attractively-illustrated article, "but once one gets used to the idea it seems the natural way for a ship to travel."

More on Hydrofoils

The Woods Hole, Martha's Vineyard and Nantucket Steamship Authority recently announced plans to provide speedy hydrofoil passenger service between the mainland and the two islands next year. The Authority has ordered two hydrofoil vessels from Atlantic Hydrofoils, Inc. to be delivered in 1965. Each will carry 70 passengers on a 60-foot hull driven by two 600-horsepower Cummins Diesel engines.

The Big Twenty-Three

In all time only 11 passenger liners have exceeded 50,000 gross tons in measurement. There have been another six of from 45,000 to 49,999 tons, and still six more of from 40,000 to 44,999 tons, including two now nearing completion. Can you name them all? We will publish the complete list, with tonnages, length and owners in our next issue.

'A Fine Subject'

Dear Sir:

I am enclosing a series of photographs taken by me on June 28, 1964 at the sailing of the *Canberra* from Pier 92, Hudson River. This beautiful ship



sailed at 6:00 P.M. on a quiet summer Sunday along the waterfront and she made a fine subject to photograph. The *Kerry Moran* is at the bow . . . If you find these photographs of sufficient interest to use in *Tow Line* feel free to do so.

PAUL GELLER
Kew Gardens, N. Y.

Moran Fleet List Compiled by Palmer

At long last we have a Moran fleet list. Prepared by Captain Earl C. Palmer, well-known to these pages, the list goes back to the *Ida Miller*, built in 1863 at Chester, Pennsylvania. Representing a tremendous piece of research, the fleet list shows 199 vessels as being owned by Moran over the past century-plus. Not included are some 125 other Moran-operated vessels which served under the Moran houseflag but were not owned by the company.

The longest tug in the list is the *Belle*, a favorite of founder Michael Moran. Built as an excursion boat in 1837 at New York, this 220-foot vessel was scrapped at Perth Amboy in 1897, when she was 60 years old. She measured 433 gross tons and boasted two tall stacks. Built for the Schuyler Line originally, she was sold by Moran to the Cornell Line.

The first tug to be specifically built for Moran was the *George L. Garlick*, new in 1878.

The first to bear a Moran name was the little 50-tonner *Maggie Moran*, of 1881, named after Michael Moran's wife.

The first named *M. Moran* was added to the fleet in 1887. There have been six so-named.

There have been seven tugs named *Julia C. Moran*, the first of which was built in 1902.

Captain Palmer, known as one of the nation's leading tug historians and twice president of the Steamship Historical Society of America, has done a masterful research assignment.

President Hayes

Gentlemen:

As master on the *President Hayes* I am a frequent reader of your *Tow Line*.

I take this opportunity to congratulate Moran Towing & Transportation Co., Inc., for their excellent towing service under their most able tug skippers.

In the "Round the World" service we meet many tow boats. It is my thinking that your "Moran Men" are tops in the field and a pleasure to have them "take charge" during New York operations.

I would greatly appreciate your Brenet paintings.

CAPTAIN M. H. SCHWARZBACH
Ben Lomond, California

YEARS 50 AGO

(Source: New York Maritime Register)

JULY 1, 1914—Steamer *Northtown*, owned by the Texas Company, and hailing from Port Arthur, Texas, is at Cramp's Shipyard at Philadelphia where she is being lengthened fifty two feet. After completion she will be renamed *Indiana*. The *Northtown* was built at Chicago, in 1901 and altered to a bulk oil carrier in 1902 by Morse Dry Dock and Repair Co. Her present register is 2008 tons.

JULY 8, 1914—Guilford, Conn. July 1st. Tug *Harold*, with two light barges, from New London for New York, is ashore on a sand bar at the North End of Faulkners Island; one of the barges broke in two and sank, and the other is safe; an attempt will be made at high water to float the tug. No lives lost . . .

JULY 15, 1914—Philadelphia July 7th, Tug *Columbia*, towing loaded mud scows was in collision last night with schr. *Fanny C. Bowen*, from Boston, which was in tow of tug *Arkus Hughes*; the *Columbia* had pilothouse and smokestack carried away, the schooner reported undamaged. Steamer *City of Panama*, 1046 net tons, has been sold to Rolph Navigation Co., and will be converted into a coal barge.

Sandy Hook, July 10th Str *Manchioneal* (Nor.) from New York for San Antonio, and steam pilot boat *New Jersey* were in collision outside the bar at 8:15 AM in dense fog: the pilot boat sank soon after the collision, the *Manchioneal* and the U. S. Dredge *Raritan* rescued the pilots and the crew. The sunken pilot boat lies about 200 feet from the entrance to Ambrose Channel, here two masts showing about fifteen feet out of water.

JULY 29, 1914—The Cape Cod Canal will be opened for regular commercial traffic at 8:00 AM July 30th.

AUGUST 19, 1914—The United Fruit Company has placed orders for thirteen new ships of the most approved type, six of which are for the English trade, and seven for the West Indian trade. These vessels are being built at Belfast, Ireland, and will be ready to place in commission in the spring and summer of next year.

AUGUST 26, 1914—The launching of the str. *Medina* for the Mallory Line took place at Newport News on Aug. 22nd. She is the second of the two new steamers ordered in conformity with the plans of the Mallory Line to enlarge its service to the Southwest. Both *Necker* and *Medina* were designed by Theo. E. Ferris and built by Newport News Ship-building & Dry Dock Co. The Hoffbrook Towing Co., of New York has added the large tug *W. S. Hoffbrook* to its fleet, which is well adapted to its work principally the transporting of steamships at the port of New York.

EARL C. PALMER



NEW FACE — Fred J. Cosoglia, Moran's new purchasing agent, welcomes a new assistant into his busy bailiwick. John J. White (right), a graduate of Iowa College, New Rochelle, N. Y., recently joined our company after leaving a post with the Royal Bank of Canada.

Old Favorite

Dear Mr. Braynard:

Just a note along with the photograph I promised to send you some time ago . . .

The tug *Mohawk*, owned by Upper



The *Mohawk*, ex *Kevin Moran* (4)

Columbia Transportation Company. I believe she was the *Kevin Moran* . . .

Once again, apologies for the long delay and thanks for the print of the *United States*.

JOHN D. HENDERSON,
Victoria, B. C.

(Editor's Note: She was the *Kevin Moran*, the fourth by that name. Built in October, 1943, at Orange, Texas, and sold in 1959 to the Pacific Inland Navigation Company, of Vancouver, Washington. She was originally named *Parochus* when first built by the Maritime Commission. Earl Palmer reminds us that there are other former Moran tugs in the Hawaiian Islands, Dutch East Indies, Bahrein, Suez, Freetown, Greece, Portugal, Argentina, Venezuela, Mexico and many other places.)

Life Savers Say: 'Don't Mention It'

No doubt there are unsung heroes working on Moran tugs. The stories of saving a life in the dark, swirling eddies around New York's docks at night seldom reach us until months (or years) later. In fact these acts of compassion are regarded so routine that the name of the rescued party is seldom noted. Such was the case at 1:00 A.M. on the night of July 14.

Moran Captain Charlie Sheridan had just stepped ashore to sail Black Diamond Lines' *Black Hawk* from Pier 1, Court Street, Brooklyn, when Captain Bob Begley (*Martha Moran*) heard shouts of 'man overboard'. By playing his tug's searchlight into the dark, Gowanus Canal water, Begley caught a man thrashing about between the ship and the pier.

Taking the most expedient course of action, Begley put the *Martha's* bow against the pier while deckhands Bill McLaughlin and Dennis Flynn hopped over with a light line. After a sure toss of the line, and aided by the searchlight's glow, the floundering man caught it and was hauled in abreast of the pier. Then, by sheer muscle power, the deckhands lifted him hand over hand up the several feet from the water to the pier's stringpiece.

He was a sailor who had lost his balance. They got him aboard his ship, not even asking his name — and went about their business of assisting the ship to sail.

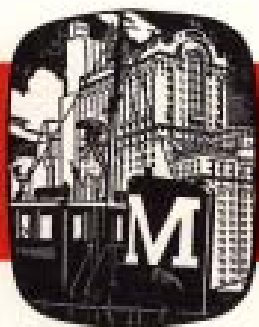
This time the heroes remained dry (It isn't always so.)

As our English cousins would say, "Good show".

Community Service

The New York State Maritime College has an active branch of the Steamship Historical Society, headed by Gale Muller, 1st classman. Cadet Muller is hopeful that his chapter can get research problems from the New York shipping industry. Have you a question involving America's maritime heritage? The college's library facilities are available to the shipping community.

ASHORE



AND AFLOAT

CAPTAIN JOHN JOHANSEN retired early this year. He was mate on the *Alice M. Moran*, one of three steam tugs remaining today in the Moran fleet. His career under sail and in steam spanned more than half a century.

Born on a small island (Hiso) near Arendal, Norway, in 1894, young John listened to tales of the sea told by the older boys until he could stand it no longer. He was 14 when he signed-on as cook for the crew of a 275-ton schooner named *Emmy*. For seven long months — they were long for a boy of 14 who had never left home — young John Johansen cooked and became more homesick. The ship carried feldspar to porcelain plants in Germany, bricks to Finland and brought kegs of oil back to Norway.

But John was only home a few months when again the sea tightened her grip. He shipped-out on the steamer *Hankon* in 1909. This time he qualified as ordinary seaman on the first of several steamers he worked aboard, carrying coal between England and Germany.

By 1911 he had followed in the footsteps of many Norwegian seamen and 'taken passage' to America. A berth on the *Dorothy* of the old Bull Line carried him between New York, Puerto Rico and Texas.

Captain Johansen's career on American tugs (coastal) began with the Munn Transportation Company of Philadelphia in 1914. Five years later he received his first license as master on steam tug *Charles Stewart*, a powerplant of the era — about 350 i. h. p. That same year (1919) the captain married a young Jersey City lass named Charlotte Petersen and continued working on various railroad tugs of the Reading, Erie and New York Central lines.

In 1927 he went to work on the *Mary P. McKenna* of the Meseck

Towing Lines and came to Moran with the merger in 1954.

In retirement Captain Johansen still collects photographs of ships and tugs although he lost an earlier collection aboard one of his tugs. The Johansens have two daughters and reside in Laurence Harbor, New Jersey at 262 Shoreland Circle.

Would you like to buy a boat?

Captain Carl (Bill) Morch, of the *Nancy Moran* is looking for someone to take over his *Good Girl*.

Known for his love of long, narrow, fast boats, Captain Morch has had much pleasure for the past four years with *Good Girl*. She is something of a super Star-class, measuring 6½ in width on a 30½-foot length.

As if this wasn't narrow enough for him, his next boat will be a South Sea Proa, measuring 30 feet in length and with a width of only 33 inches.

"You don't tack," he said, "you just shift the tack of the sail from one end of the boat to the other like the Polynesians did. You sail her both ways."

He would build her himself and already has the plans. They cost \$8. Some years ago he built his own snipe.

It isn't that *Good Girl* hasn't been fun, Captain Morch made certain to point out.

"I had a great time making a plywood ice box for her last year, my wife got a great kick out of it . . . she said it wasn't a project — it was a career, the ice box that is."

The ice box took all winter to make, and there was just ¼ inch clearance to get it down the narrow companion-

way when it was done. It will hold 50 lbs. of ice, and is made with foam composition and fiberglass insulation.

Captain Morch keeps the *Good Girl* in his back yard. His home is in West Islip, and his property backs up on one of those lovely little canals extending inland from Great South Bay. Since the *Good Girl* draws 4½ feet, Captain Morch has had to be careful sailing in the Bay, and has often



Capt. Morch

taken his craft to such places as Mystic, Connecticut, Marthas Vineyard and Block Island.

She has a new canvas deck, he said, and 24 pieces of deck hardware.

She was built in Quincy, Mass., in 1947 and there are about 30 others like her. Basically she is a good racing boat, a day sailer, although she can sleep two in her small cabin.

Who wants to buy a fine boat?

"The first four Brenet art prints (*France, United States, Mormacglen and African Neptune*) received prominent display and favorable comment at the Milwaukee Public Library" said a letter received recently by TOW LINE.

Captain Daniel J. Nelson, Sr. died June 13 at Nassau County Hospital on Long Island. He was 57. Father of a Moran senior dispatcher, Dan Nelson, Jr., Captain Nelson retired as Chief Inspector in the Office of Supervisor, New York Harbor (U. S. Army Engineers) in 1962. Born in Halifax, Nova Scotia, Captain Nelson chose to come to the United States in 1923. Pursuing a career on the water, he became a licensed master and pilot on both New York harbor and the Hudson River. Based on Staten Island, during World War II, he served in the Navy with many friends who are presently Moran pilots. Surviving Captain Nelson are his wife, Anna; son, Daniel, Jr. and daughter, Mrs. Geraldine Jacobs of Dallas, Texas.

Many Moran tug captains enjoyed last July's arrival of the tall ships during Operation Sail because they had begun their service on wind ships.

Chief Engineer Clarence R. Beale, of the *Nancy Moran*, is a case in point. His father, Captain A. W. Beale, was part owner of a number of sailing ships, including the *Marion Cobb* and the six-master *Edna Hoyt*.

"I used to go with him quite a bit," the chief said.

Born in 1916 in Marchias Port, Maine, Chief Beale knew and loved ships from his earliest days. He has served with Moran since 1935. The captain, his father, and his brother Joseph were all Moran men during World War II.

Captain Nelson L. Proctor, one of Moran's best known masters, sailed with Chief Beale's father. The chief served with Captain Proctor aboard the *Pauline L. Moran*, bringing her back from San Francisco after her period of Navy service had ended.

Chief Beale first went to sea on the yacht *Sea Pine*, a 154-foot diesel yacht owned by T. C. Hollander. His father was master. He then moved with his father to the *Harold Bisou*, another yacht. With her he made a voyage to the West Indies. It was a six-month scientific expedition studying sea life and such things as birds of paradise.

On these two vessels he served as an oiler.

Then came a brief period as a messman aboard the dredge *Sandmaster*, owned by Construction Aggregates Corporation.

His first association with Moran came about in an interesting way. He was living in New York with a friend of his father's. One evening a guest of his host came to visit. The guest was a General Motors "guarantee engineer", assigned to the new tug *Marie S. Moran*.

An oiler in the sleek and powerful new craft had quit. Clarence Beale got the job. That was 1935, and he has been with Moran ever since, with the exception of his time in the Army during World War II.

"I was in the Army 4 years, 8 months, 7 days and 15 minutes," he recalled with a smile.



Captain William T. (Bill) Hayes, master of tug *Kerry Moran*, appeared in Sidney Fields' "Only Human" column in the N. Y. Daily News, Saturday, June 20. The Fields' title for the article: "Romance With a Tug" is apropos of many of Moran's pilots and tug captains. This was Fields' second column recently on Moran men — Captain F. W. (Bill) Snyder preceded Captain Hayes.

It was a boy for Fred and Margaret Coseglia on July 3. Our purchasing agent's namesake, Fred Joseph Coseglia, Jr., weighed in at 9 lb. 15 oz. on his arrival at St. Vincent's Hospital, Staten Island. The Coseglia's (Margaret was former secretary to Captain Percy Walling, marine superintendent) also have a daughter, Diana Elizabeth, who was four years old July 11. Congratulations to the family at 49 Clove Lake Place, Staten Island!

Here we go again . . . July 6 at South Nassau Community Hospital, Oceanside, Long Island, a 6 lb. 12 oz. son born to the Lewis P. Blinns of 1811 Shipley Ave., North Valley Stream, L. I. Lewis is on our accounting staff and a member of the Moran bowling team. Mrs. Blinn is the former Sylvia Praschnik. Congratulations on the first-born.

Kathleen M. Finnegan, daughter of our veteran dispatcher Joseph C., has been graduated from Adelphi University with a BA degree. In the fall she begins study toward an MA and New York State certification at Alfred University. She wants to become a school psychologist.

ROLL-OFF BOWLERS — (Left to right) Ed Johnson, Salvatore Ruffano, Lew Blinn, Ed Balicky and Fred Morgana (6th, right) won two games from the Prudential Lines. But in the hotly contested Steamship Bowling League roll-off on May 20 it was not quite enough. When the smoke cleared, last year's champs (Moran) were still a half game behind both league leaders—Trinidad Corp. and Victory Carriers. Both had won 64 games. Present in the gallery (and photo) but not in the roll-off were Mike Bodlovic (5th from left) and Capt. Joe Dowd (right end), retired Moran dispatcher and former team regular. Not present was Ray Brauchle, a high-average team regular. At the 19th Annual SS Bowling League Dinner held June 4 at Hotel St. George in Brooklyn, Moran's keglers were second to none in trips to the awards corner. Prizes were: League 3rd Place; Team High Game — Ner (969); Individual 2nd High Game (Mike Bodlovic, 252) and Most Improved Bowler (Fred Morgana, 155-159).

The *Nancy Moran* was featured September 21 on Channel 13, New York, in a half-hour program entitled "Once Upon A Day," a repeat performance of the same show originally given last spring.

Captain Philip N. Jellie died July 13 in Ogdensburg, New York after a long illness. He was 78. Through the years Captain Jellie had made many friends on the Moran tugs, having served as pilot on numerous round trips between Oswego and Ogdensburg aboard the *Mary, Claire, Agnes, Sheila* and *Pauline Moran*. Surviving are his wife, Mary Tallon Jellie, four sons and several grandchildren.

MORAN'S 15th OFFICE OUTING

THE DAY began at eight for Moran golfers Lewis Blinn, Mike Bodlovic, Ray Brauchle, Lee Christensen, Art Gormley, (chairman of the outing), John Hesline, Ed Johnson and son, Harold, and Jack Metzner. On the White course at Salisbury (Nassau County Park), East Meadow, Long Island, Ray Brauchle was working on his winning 80 while some eight score more of Moran personnel and guests got things started in the picnic area. Again this year, transportation was by bus from 17 Battery Place or by private car from home. Franks, hamburgers, potato salad etc. followed by showers in the early afternoon brought the revellers within doors at The Salisbury Club. Games, gab and general pleasantries brightened the day until dinner at 5. Roast stuffed turkey with all the succulent trimmings of a seven-course undertaking and awards of grand and grab-bag prizes sparked the evening's doings. There was something for all but the big prize winners were Ed Johnson, an electric blender; Peter Moran, two box seats to the Mets; and Fred Morgana, an electric can opener. Consensus has it that a merry time was had by all.

Moran personnel and their guests shown in the photographs (Left to right, top to bottom) are: John Grudy; Eugene F. Moran III, Peter Moran, Patricia Lynch; Lewis Blinn, Sylvia Blinn; Bruce Carlsten, Bunny Dagati, Ed Johnson, Dina Weidman, Helen Balavich, Harold Johnson; Margarite Marshall, John Boyle, John Haugh, Ebba Haugh, Virginia Boyle, Ed Koloski, Frances Koloski; Nora Lascari, Della Lawlor, Margaret Craig, Vincent Craig, Frances Keegan, Helen Christiansen, Catherine Martin, Joan Taunton; Patricia Lynch, Ed Johnson, Margaret Craig; James Drudy, Jack Metzner, Elizabeth Drudy, Kay Metzner, Mrs. John Metzner, Mrs. Fred Schilling, John Metzner, Fred Schilling; Michele McQuillian, Fred Morgana, Roseann Iorio, Fred Coseglia, Peggy Ruddy, John Heslin, Ginny Sepe, Jerry Haloran; Alice Neary, Lillian Ellison, Frances Smith, Lillian Clark, Joseph Shriver, Mary Shriver, Mary Hammond, Catherine Walsh, Hilda McAuliff; Charles Cicio, Ann Southerton, Mike Bodlovic, Ray Brauchle, Lee Christensen, Margaret Karg, Salvatore Poerio; John Metzner, Mrs. Fred Schilling and Bruce Carlsten.





By ALBERT BRENET