

TOW LINE

Spring 1966



ON THE COVER—



American President Lines' 'round-the-world cargo liner *President Jackson* is our cover for this issue of *Tow Line*. She is designed to carry up to 12 passengers in great luxury, in addition to a goodly amount of cargo. She operates on the service begun nearly 45 years ago by Captain Robert Dollar, and is a worthy successor of the many fine ships which APL has put on this route.

At this writing APL was beginning another major phase in its fleet reconstruction, with the keel laying of the *President Van Buren*, first of five "Seamaster" cargoliners. The "Seamaster" class ships will be used on APL's trans-Pacific service. They will be 572 feet long on an 82-foot beam and with a displacement of 21,200 tons.

Albert Brenet's painting of the *President Jackson* leaving New York harbor is another in his brilliant series of egg tempera works commissioned by our company to memorialize the great ships that call at the port of New York. We are happy to let you know that M. Brenet is again coming from France to do a series of paintings for *Tow Line*, his third group. This time we expect he will devote himself chiefly to new passenger liners.

A limited supply of prints, in full color, of the *President Jackson* are on hand. If you would like one, write us and let us know.



Moran's European Agents. ENGLAND: James A. McLaren & Co., Ltd., 87 Bishopsgate, London, E. C. 2; SCOTLAND: Henry Abram, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Henning Astrup A/S, Fridtjof Nansenplass 4, Oslo; Birger Gjestland A/S Kong Oscars Gate 62, Bergen; DENMARK: Jorgen A. Rasmussen, 33 Amaliegade, Copenhagen K.; SWEDEN: A. B. Sandstrom, Stranne & Co., Postbox 2219, Gothenburg 2; FINLAND: O. Y. Lars Krogius A. B., Box 18, Helsingfors; BELGIUM: Wm. H. Muller & Co., S. A. 21, Rue de la Bourse, Antwerp; GERMANY: Ernst Glassel, GmbH, Altenwall 21, P.O. Box 305, Bremen; SPAIN: Rafael Navajas, Alameda de Recalde 30, Bilbao; ITALY: Paolo Scemi, Piazza Portello 10 (P.O. Box 1857), Genoa; GREECE: National Hellenic American Line, Venizelou Street No. 10, Athens.



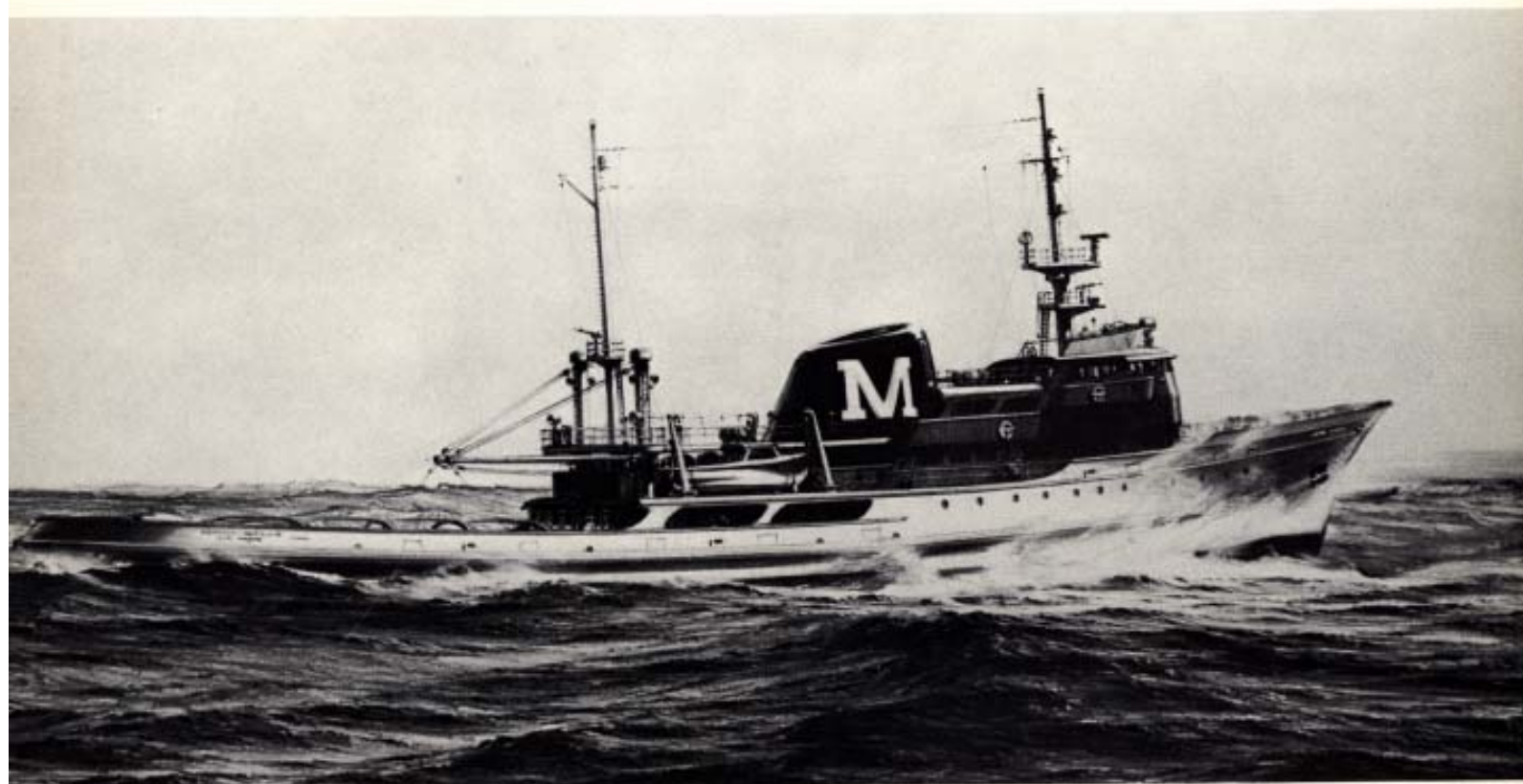
TOW LINE

Vol. XIX, No. 1 Published by Spring, 1966
MORAN TOWING & TRANSPORTATION CO., INC.
17 Battery Place, New York 4, N. Y.
Cable Address: MORANTOW

Frank O. Braynard, Editor

Jeff Blinn, Associate Editor

(Unless otherwise noted, material published herein, if originated
by this magazine, may be reprinted with the usual credit line)



By Charles Evers

SUPERTUG ALICE L. MORAN ENTERS GLOBAL SERVICE

THE ALICE L. MORAN, world's most powerful ocean tug, has been delivered to the Moran International Towing Corporation.

Powered by four General Motors diesel engines and with a brake horsepower of 9,600, the new craft will enter world-wide towing and salvage service as this issue of TOW LINE is distributed. To have a length of 211 feet and a beam of 42 feet, the twin-screw giantess will have a cruising range of 17,000 miles — plus. She is


named to honor the wife of our Chairman of the Board, Adm. Edmond J. Moran.

The hull fabrication was begun October 2 by the Kure Shipbuilding & Engineering Co., Kure City, Japan. The launching took place last January. The new craft is truly a remarkable vessel from many standpoints. Her propellers, for example, will be giants, having a diameter of 15 feet. She will have a speed in excess of 17 knots. Her tonnage will be 1,200 gross. Her

equipment includes an automatic towing machine with double drums carrying two 3,600-foot wire cables. With a clipper stem, raised fore deck, split-level pilot house and bridge superstructure and two masts, she presents a streamline silhouette.

An extraordinary vessel from every respect, the *Alice L. Moran* will have a complete inventory of everything necessary to aid any of today's large vessels and the power to tow any floating unit any where.



 **TAUT TOW LINE** — This dramatic and most artistic camera shot was taken by Captain James W. Jenkins. He made the picture from aboard his tug, the 3,500 hp *Marion Moran* en route from Rio de Janeiro to Baltimore last January. Under tow is the fine looking Mexican oil tanker *Presidente Juscelino*, of Petróleos Mexicanos, which is being brought to the Maryland Dry Dock Company yard.

Venezuelan Line

The Venezuelan Line has opened new offices at Pier 2, Hudson River. The fifty-two year old line began as a river passenger and freight service on the famed Orinoco. Today their sleek gray-hulled ships are a familiar sight. They are distinctive throughout the world for one particularly interesting feature. Each ship has her International radio call letters clearly spelled out on either side of the bow under her name. We thank Bill Sheehan for calling this to our attention.

A Cover Speaks

Dear Sirs:

On behalf of the officers and crew on board *m.v. Gorredijk*, I would like to express my personal gratitude for the beautiful pictures of the *Gorredijk* (anglicized as *Gorredyk*) you sent to me through the Holland-America Line, New York office. We never expected anything like this and we are very grateful. Once again my deepest thanks to your company for their courtesy extended.

W. F. TH. LUNENBURG
Master *M.V. Gorredijk*

In Memoriam

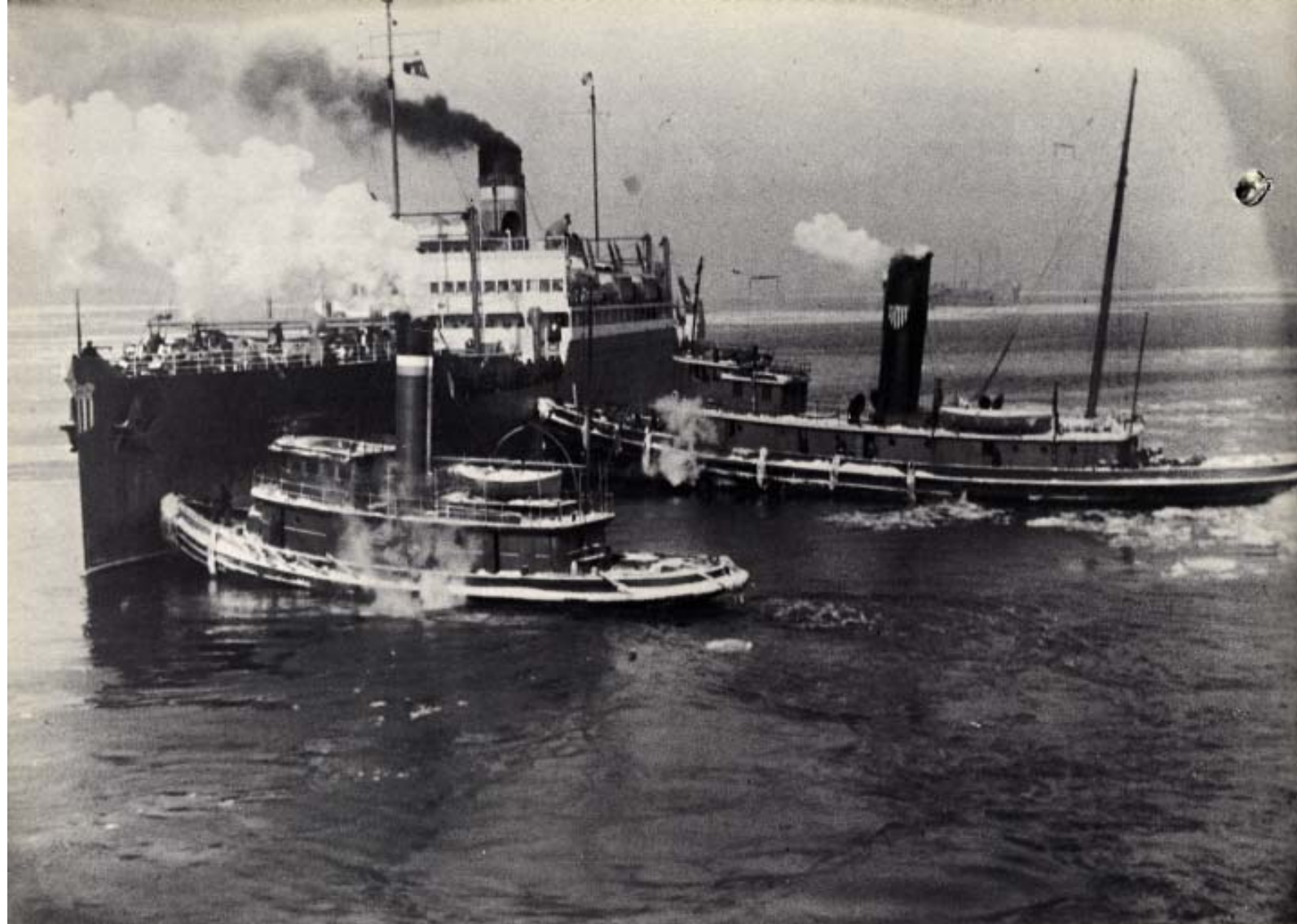
The loss of four men aboard the *Patricia Moran* last January was a shock to everyone in the Moran organization. Not since 1918 has a fatal accident taken place aboard one of our fleet. The Moran management wishes to offer its heartfelt thanks to all those who have written in with their words of sympathy to the families of those who were lost: William Morton, Gotfred E. Nilsen, Charles Munsees and William Naess.



Maiden Arrival

GREAT LINERS PASSING — The day the North German Lloyd's *Europa* made her maiden entry into New York port was a busy one for our harbor. The German liner passed two other major trans-Atlantic liners which were outward bound as she made her triumphant way up to Pier 88, Hudson River. At the top she is seen passing the beautiful, white *Empress of Canada*, of Canadian Pacific, whose maiden arrival was covered in these pages not so long ago. And then, framing the Statue of Liberty, we see the *Europa* and the magnificent *Oceanic*, of Home Lines, heading out on a cruise. When the *Europa* and her entourage of tugs and small craft reached the uptown liner pier area they passed the American Export Isbrandtsen liner *Independence* in dock and the superliner *United States* at her pier. The docking at Pier 88 is shown below. The *Europa*'s first eastbound trans-Atlantic voyage is set for April 28. Since her maiden arrival in January she has been on a series of Caribbean cruises.





Great Liners of the Port of New York – No. 2

(Second of a Series)

FOUR NAMES HAD SHE — The sturdy World War I troopship *Cambrai*, 7,555 gross tons, with 1,000 American soldiers aboard, leaves Brooklyn Army Base in 1925 for China, the Philippines and Hawaii. This remarkable little liner had four names and as many lives. She is best known as the *American Traveler*, of the American Merchant Line, a United States Lines subsidiary. The 436-foot-long vessel was briefly named the *American Exporter* when taken by U. S. Lines in trade for the old ex-German *Republic*. The *American Importer*, ex *Somme*, was a part of the interesting exchange. Built in 1920 the *Cambrai* was one of that extraordinary series of ships which were designed with bows and sterns just about identical to confuse submarines. They had no rake to masts or stack, part of the disguise. The aim was to mislead the enemy as to which direction the vessel was steaming. The *American Traveler* became the Belgian-flag *Ville d'Arfon* at the outbreak of World War II and was promptly sunk. This picture is included here as a salute to Captain R. Haight, master of the present *American Traveler*, a World War II C-2 of United States Lines.

Illuminated Arrow On Ship's Foremast

THE *MOERDYK*, new Holland-America Line freighter, is equipped with visual directional signals for increased navigational safety. The signals operate like directional signals

on an automobile, with small lighted arms extended when needed from one or another side of the car, the ship line noted. The *Moerdyk's* indicator is a single one. It is 19 feet long and consists of a steel arrow pointed at each end and attached to the foremast. It is illuminated by a row of lights. When the ship is within sight of another and intends to alter course,

the arrow lights are turned on indicating the new direction. The lights, controlled from the bridge, are switched on at the same time that blasts are given by the whistle. Captain A. Vreugdenhil, a former Royal Holland Lloyd Line ship master, has a patent on the new indicator, which has been recommended by the Royal Netherlands Shipping Association.

Profusion of Fish Use 'Moran' Reef

A PROFUSION OF MARINE LIFE has come to call "home" a man-made reef off Fire Island in 70 feet of water, according to a recent report by a skin diver.

The reef involved was created by rock and rubble from the Moran dump board on the East River, and the project was designed to attract fish. Our participation was under the direction of Eugene F. Moran, Jr., Vice-President, Moran Towing Company.

Underwater photographer Jack Brewer, of Easton, Pennsylvania has described his findings in "Underwater Naturalist," the bulletin of the American Littoral Society, published at the Sandy Hook Marine Laboratory, The Highlands, New Jersey.

"The holes and hiding places of the Fire Island reef have attracted a great number and variety of fish," Mr. Brewer noted. The reef is about two miles east-south-east of the Fire Island inlet.

"I was pleasantly surprised to find an abundance of lobster, sea bass, squirrel hake, flounder, cunner and

ocean pout, a few goosefish, conger eel and tautog, plus several kinds of colorful invertebrates," the diver wrote.

"The sea bass were seen most often hovering motionless, except for the rhythmic 'braking' action of their pectoral fins, under slight overhangs of ledges. When I moved in for close-ups a bass would retreat slightly under the ledge but not try to actually hide itself in a hole. Apparently these shallow depressions proved more satisfactory as homes to the bass than the numerous deeper caves in the rubble."

Mr. Brewer was taking something

'An Old Friend'

Gentlemen:

We wish to thank you for the 1966 Tide Tables which are always put to good use by Flotilla 10-9 (U. S. Coast Guard Auxiliary). All our boats are based on the Hudson River and the fact that these books cover the local area makes them particularly useful . . . It is a curious fact that whenever we are out on water patrol or even on a cruise whenever we pass a Moran tug we feel that we are seeing an "old friend."

STANLEY W. BRADLEY
Nyack, N. Y.

of a chance as his following comment indicates:

"Holes along the bottom of the reef contained sizeable lobster. Instead of withdrawing hurriedly into their caves at my approach . . . this fellow is ready to take on all comers."


The rocks and rubble were dumped from Moran barges under the authorization of the U. S. Army Engineers, with the cooperation of the Jones Beach State Park, the State Conservation Department and the Coast Guard.

'50 Years at Sea'

Dear Mr. Braynard:

Now that the year 1965 is coming to an end I beg you to accept my most sincere thanks for your thoughtfulness by sending me your excellent magazine *Tow Line* which I enjoy very much. As you may remember I was skipper on the training ship *Danmark* for 30 years. Now I am retired because of a weak heart and am under my wife's command. I spent 50 years at sea, 40 years in sailing ships, so you may understand that I still am interested in all concerning the sea and the men serving there. Your magazine keeps me well informed for that I am grateful . . .

CAPT. K. L. HANSEN
Hellerup, Denmark



GREAT HARBOR — New York is a great harbor, a great natural seaport, and this splendid air view shows it off. The new Verrazano Bridge is a perfect entrance monument. Here may be seen the lovely *Gripsholm*, Swedish American Line, passing out. The photograph is by Charles Fennar, of Charles Brothers Studios. Clearly visible in the background skyline are the new Chase Manhattan Bank, the Empire State, Radio City and Pan American towers. Moran headquarters is the last major building on the left edge of lower Manhattan.

A V-4 Tugman's Story Remembered

Editor's Note: One of Moran's major contributions during World War II was the operation of 49 V4 tugs, 1,600-ton powerful craft that were 195 feet long and crewed by a total of 1,500 men. The contribution made by these tugs to the success of D Day and the invasion of France would make a fine book. Now, 22 years later, as historians are more and more abandoning the broad brush for the microscope, it is our pleasure to present below the well-documented recollections of one who served at Normandy on one of these V4 vessels. He is Terrence G. O'Connor, of our harbor sales department.

"WE SAILED under secret orders," Terry said. "There were 36 men in the crew and perhaps a dozen Navy gunners. It was May 19, 1944, and of course there were all kinds of rumors as to where we were going, particularly when we found ourselves part of a tremendous convoy forming off Montauk Point. There were two other V4 tugs with us and I don't know how many freighters and oil tankers."

This voyage and the experiences that follow were the third phase of the war for Terry. He had joined the Navy in 1942, but had been "surveyed out" because of an old spinal condition (see our story in TOW LINE for June, 1954). He had then served as a civilian with the Army Engineers in Labrador, again being "retired" because of his back.

He joined the Moran staff, met Captain Earl C. Palmer, who was directing the V4 program, was given a quick introduction into the business of ship payrolls and paper work and was off aboard the *Point Cabrillo*, a V4 tug. This was late in 1943. Transferring in April, 1944, to the *Black Rock*, another V4, he felt himself an old hand aboard her when the vessel got her "secret orders".

D-Day

From Terry's standpoint the voyage over was uneventful, although not many people can boast of having crossed the Atlantic by tug.

The *Black Rock* took only 15 days to make the passage, going round the lower tip of Great Britain and drop-

ping anchor off Lee-on-Solent, on the English Channel. This was the control port for the vast armada of tugs and floating docks and other strange craft that made up the brilliant scheme to create a landing port on the coast of Normandy where nature had failed to make any natural harbors.

Terry went ashore on ship's business. Everything was moving quietly and calmly at Tug Central Headquarters, despite the fact that it was D Day minus three. But, of course, very few knew that, certainly not the purser on one of the hundreds of tugs assembling in the area. Neither did Terry know at the time that the officer in charge of the entire artificial harbor operation was Captain (now Rear Admiral) Edmond J. Moran. He only met Captain Moran once, and that was when he had some papers to send back home to Captain Palmer.

On June 10, D Day plus 4, the *Black Rock* set out across the Channel. She had a great massive concrete object in tow, one of many built to be sunk off Normandy as part of the outer breakwater giving some protection to the man-made harbor facilities. They were attacked only once en route to the beaches off Arromanches, France, where they arrived in the very early hours of June 11. At the beachhead there was lots of smoke, the sound of ack-ack fire and the arcs of tracer bullets could be seen. Two heavy cruisers were bombarding the shore. It was a most precarious position to be in. The American army tugs to which they were to hand over the concrete caisson were engaged elsewhere.

They waited all day, watching the fireworks. "Some bodies of those who didn't make it floated by us out to sea."

"I couldn't stay down below," Terry said. "We watched from on deck, occasionally going below for a cup of tea, a sandwich. We were at

anchor perhaps half a mile from the shore. We laid there overnight. It was a pitch black night."

The tugs finally arrived, relieved the *Black Rock* of her massive companion and disappeared into the smoke. Terry and his crew were happy to be able to observe the French shore receding.

The *Black Rock* continued to deliver concrete caissons through June 25, and then went around to Rosyth, up to Firth of Forth, to pick up what her crew came to call their secret weapon. No one seemed to know what it was. They towed this odd shaped ship-like object to London. It proved to be quite an ordinary old battleship or cruiser cut down to the waterline. Just what it was ever used for Terry never found out.

They observed in late July a strange flying object making a most unusual sound passing fairly low over their mast and headed for England. It was a V2 bomb, Germany's secret weapon.

Then back to the Normandy beachhead with more caissons.

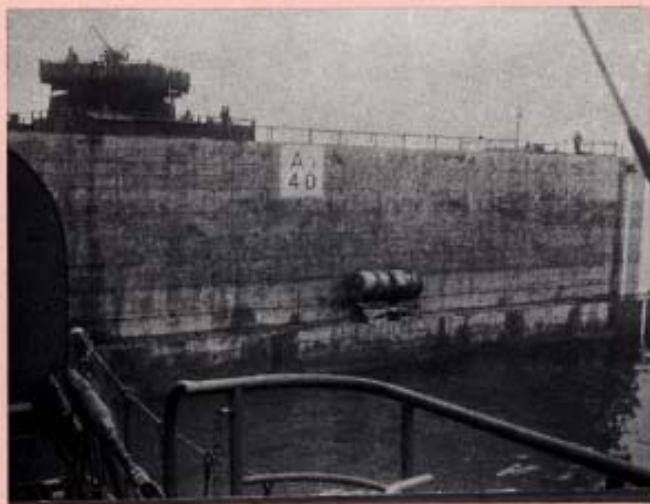
It was both a nerve shattering and boring experience, with moments of great peril and long stretches of close confinement, food with very little variety and little shoreleave. Terry was lucky for occasionally he could get ashore to forage for something to give their menu a little variety such as home-grown tomatoes. The English people were friendly, courageous, he remembered particularly.

French Soil

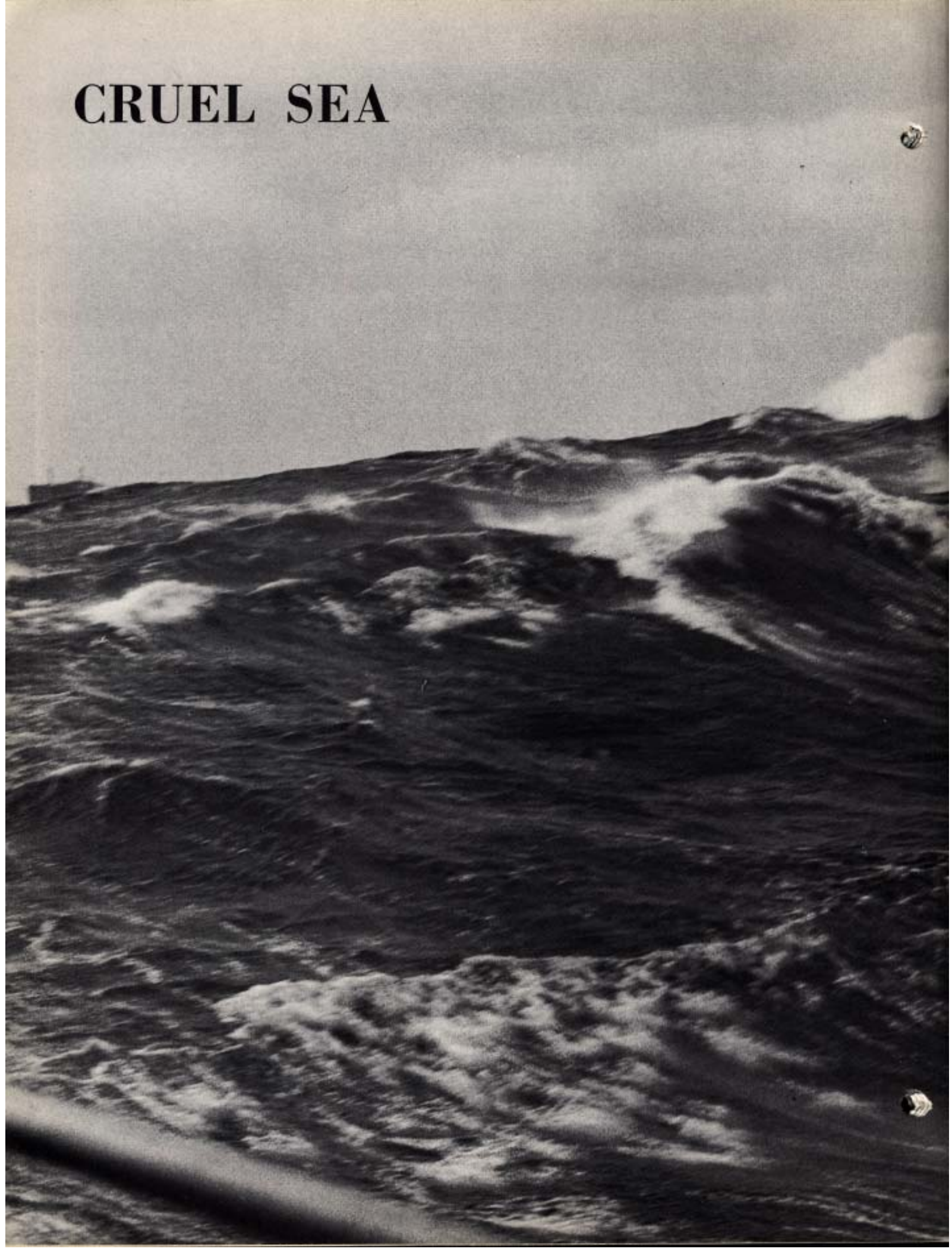
In August they had a welcome break in the routine when the *Black Rock* was assigned to tow a damaged Liberty ship away from the Solent to a shipyard in Wales. From there they were given two floats of pilings for Cherbourg. With them on this assignment was the V4 tug *Gay Head*, with Captain Frank Hughes in command, another man who was to

(Continued on page 17)

NORMANDY SCRAPBOOK — Seven pictures from Terry O'Connor's scrapbooks about his experiences during the invasion of France aboard the Moran-operated tug *Black Rock* (upper left). The so-called "secret weapon" being towed from Rosyth to London (top right), with two grand old paddle tugs. Two views (middle row pictures) of the concrete caissons that helped so much to make the invasion possible; floating high in the water and sunk in position as a breakwater. Towing four barges loaded with invasion equipment (lower left) and the purser of the *Black Rock*, bewhiskered Terrence G. O'Connor himself.



CRUEL SEA



THE CRUEL SEA — a painting on film by Jeff Blinn. This picture was made aboard the 3,500 hp *Esther Moran* with the Atlantic Cement Company's 15,000-ton cement barge *Alexandra* in tow (see her at the upper left edge of the photograph, on the horizon). The *Esther* was en route home from Jacksonville. We think this is one of Jeff's finest ocean shots, and that it is worthy of this center-spread treatment.



College Girls Ask To Sail In Kennel

THE UNITED STATES LINES received a letter recently from two Middlebury College girls who asked to be given passage to Europe "as dogs."

To set the stage for the reply, we publish below in full the girls' letter:

Middlebury College
Middlebury, Vermont 05753
December 11, 1965

Director of Ticket Reservations
United States Lines
Pier 86, West 46th Street
New York, New York

Dear Sir:

We are two students who expect to graduate from Middlebury College in June of 1966. For many years it has been our dream to visit Europe, and we want very much to be able to make this tour after graduation. We are faced, however, with one very basic problem: money.

Our financial means for this long-anticipated vacation simply do not meet our needs at this time, and we had almost despaired until we noticed the fine print in your brochure ("United States Lines, Passenger Fares, No. 1, July, 1965") relating to the transportation of dogs. We have considered this section in some detail and have decided that, if permitted, we are prepared to become dogs for the purpose of getting to Europe. Specifically, we would obtain and wear, for the duration of the journey, high-quality dog suits. (One of us wants to be a collie; the other has always envisioned herself a St. Bernard.) We would expect to be quartered in standard dog cages. We would provide ourselves with muzzles and leashes and would under no circumstances enter a passenger cabin. We would embark during official embarkation hours and would, if necessary, arrange for licenses and certification of good health and immunization to rabies. We would not expect to trouble the kennel attendants with visits from our masters. Moreover, we would provide ourselves with a hamper of non-perishable food and several thermoses of coffee, so feeding would be no problem. (We would appreciate adjoining cages so that we might play cribbage en route, but this is not necessary.) Our country of destination is France, and we are also prepared to meet all French regulations. Naturally, we would also meet all human requirements as to passports, visas, baggage, etc.

In short, we are writing to you to request permission to obtain passage on the *S.S. United States*, sailing from Pier 86 on June 17, 1966, and arriving in Le Havre on June 22, at the standard dog rate of \$50.00 each. We

have selected the *United States* in particular because five days seems a very reasonable length of time to spend as dogs. We suspect that this may be a unique request, but we truly hope that you will give it your full consideration. We are most sincere, and we will not be able to make our dream come true if you cannot help us. We promise to be no more trouble than the least troublesome dog and we are

Sincerely yours,
Suzanne L. Pineau
Hilde M. Lehmann

P.S. Please address reply to:
Miss Suzanne L. Pineau, Box 1433
Middlebury College, Middlebury, Vt.

The response by United States Lines was a classic:

December 20, 1965

Miss Suzanne L. Pineau
Miss Hilde M. Lehmann
Box 1433
Middlebury College
Middlebury, Vermont 05753

Dear Misses Pineau & Lehmann:

Thank you for your letter of December 11th requesting passage on the *S.S. United States* sailing June 17, 1966 as dogs.

When our general passenger traffic manager — a man of many years wisdom and experience in the steamship business — first heard of your request he said, "How can they become dogs?" Now this question strikes at the very heart of the problem. By what mesmeristic power is it possible for two young ladies to become dogs? Does putting on a dog-suit, in fact, make one a dog? Does eating the dog-food (which we supply, by the way) make one a collie or a St. Bernard? Or taking a rabies shot, or getting a dog license? Can one, in other words, escape the requirements of life — in this case, money — by disguise? Furthermore, can a society and a Steamship Company survive on pretense?

Unless all these questions are answered in the negative a dreadful chain of events would ensue. People would sail as cats, birds, excess baggage or even tangerines. In the end the confusion would become so total that we might be hounded into thinking we were an Airline, and by then our collapse would be complete.

We also feel sure you ladies were not admitted into Middlebury College as dogs, and we cannot have standards of acceptance lower than those of your esteemed college.

In short, Company regulations, and our dedication to an orderly society, prevent that we carry you as dogs, and therefore we decline your application to travel with us as such.

However, anytime you would care to sail with us at tariff rates as ordinary *Homo sapiens*, we would be most delighted to have you on board the *S.S. United States* and we think

you will enjoy your trip much more in any case. You see — the Harvard, Yale and Brown, etc. men do not travel in the dog kennels.

Very truly yours,
Vincent M. Love
Assistant to the General
Passenger Traffic Manager

The "tongue-in-check" approach in both these letters makes this exchange one worth preserving.

Drinking Salt Water

Dear Mr. B:

We are on the return part of a cruise that we enjoy very much. And because of my interest in marine operations Captain O'Neil (*Mormachay*) gave me some of the old literature that was aboard. Among this was the Summer, 1964 issue of *TOW LINE* with the article about Captain William Willis and *Seven Little Sisters* and *Age Unlimited*. A small note about his ability to drink salt water interested me very much since I am working on salt metabolism. Any further data you can give me will be appreciated.

My own idea is that there is a balance between needed sodium and potassium, and that at present diets have already too much sodium, and that, added potassium chloride would give a tolerance for sodium i.e. salt water. We use a mixture for general salt use in our home. Sea salt is the soluble mineral rejected by sea life, and so can not be expected to meet diet requirements without other additions. Perhaps Captain Willis gets them from fruits etc.

CLEMENT D. VELLAIRE
Kalamazoo, Mich.

Twenty-one Farrell Lines freighters are participating in the Propeller Club's Adopt-A-Ship plan.

THIS WAS IT — Countless comfortable travelers rode down the Erie Canal like this in the days of Michael Moran, founder of our company. In fact Michael Moran's first job was that of mule driver on the Erie. The pay was fifty cents a day and "keep." This fine model was made by Roland B. Juenger, of Lockport, N. Y. It won first prize in the Lockport Centennial parade last year and is now in the Syracuse Canal Museum.



Safety Award



Ship Safety Achievement Award — Presented by Rear Admiral Irvin J. Stephens, Commander, Third Coast Guard District and Eastern Area, to Captain Soren Brinch, master of the *Robin Sherwood*, of Moore-McCormack Lines for the rescue of a pilot from his ditched plane Nov. 12, 1964 in the Atlantic. An all night search was necessary to find the pilot who had been afloat 28 hours after his plane crashed.

Our picture (TOW LINE — Fall, 1965) of the docking of the *Raffaello* and the *Michelangelo* side by side was used on the front page of *Lloyd's List and Shipping Gazette's* Annual Review. It was also used in giant blow-up form in New York's Columbus Day parade on a float entered by the Department of Marine & Aviation.

Helping Hand

The Helping Hand Association is an organization which helps blind children. It is basically a steamship group, with Tom Luby, of Cunard Line, as president. Our friend, George Hoffman, Chilean Line, sent us a folder recently describing how these maritime men took 22 children from a New Jersey school for the blind on a two-week vacation in Canada. It is an inspiring story of people of good will lending a helping hand. To learn more about this effort write the association, P.O. Box 159, Bowling Green, New York 4, N. Y. Please do.

'Doing Good Work'

Dear Mr. Braynard:

It occurs to me that you may be interested to learn that three former Moran tugs are still doing good work on the Tagus, having been sold to Portuguese shipowners in 1947. They are beautifully kept, as is the rule with Portuguese vessels and seem good for a long useful life.

I need hardly say that I would much like to be on the TOW LINE mailing list, even if I had to pay a subscription. Would this be possible?

J. O. RAMOS
Lisbon, Portugal

Harbor improvements to the tune of \$23,600,000 are included in a proposal advanced by the Port of New York Authority.

Frederick R. Wierdsma, Resident Director and General Manager of the Holland-America Line in North America, retired from the latter position at the beginning of this year. Albert A. van L. Maas was named General Manager.

INTERESTING SHOT — The curves and lines in this photo by Terry O'Connor are interesting. Note the line on the hull of the Italian Line superliner *Raffaello* and how it sweeps away and up from the iron pier end railing. Note also the sturdy understructure of the starboard wing of the bridge. The two tiny figures on the bridge tip are our own docking pilot, Captain William Snyder, and one of the great ship's officers. Below the pier rail may be seen two of the tugs on the job — the *Marie Moran* and the *Christine Moran*.

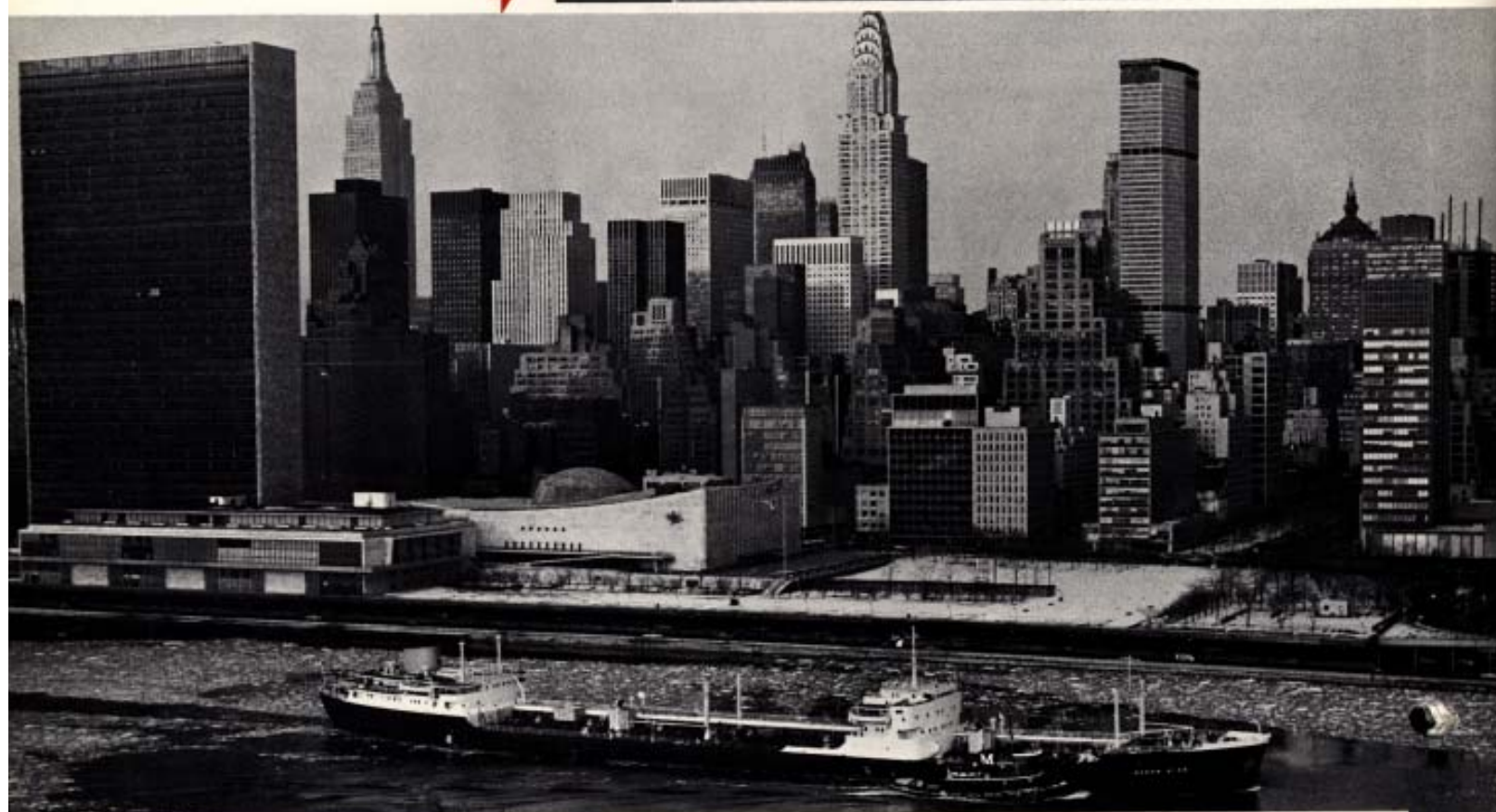


NEW ARRIVALS

PORT'S LIFEBLOOD — The maiden arrival is one of the port's most important events. Moran had the pleasure to "officiate" at a good number of them recently. Three such happy occasions are recorded on this page and one more is shown on the next page. Here is the new *Holland Maru*, commanded by Captain E. Yamamoto. Kerr Steamship Co. is general agent for the owners — the "K" Line (Kawasaki Kaisen Kaisha, Ltd.). The 10,827-ton vessel is 496½ feet long. Her 10,000 horsepower diesel engines give her a 19-knot speed. She has specially designed cargo space for carrying 70,000 cubic feet of refrigerated cargoes. ➔



SLEEK BEAUTY — The *Augustenburg*, 21-knot motorship with 280,000 cubic feet of refrigerated space for fruit cargoes. Under charter to Standard Fruit & Steamship Co., her agents are Glaessel Shipping. Captain Wolfgang Kalisch, one of the port's best known masters, is her captain. He saw service as a lad aboard the famed *Albert Ballin*, of Hamburg American Line, and has been a master since 1951. The *Augustenburg* made a beautiful picture when she arrived on a cold day last February, her masts, superstructure and stack were reflected in the gray-blue, ice-filled waters of The Battery as she rounded Manhattan toward her East River pier at sunset. ➔



NEWEST ADDITION to the Hanover Steamship Company fleet, the *Ocean Star*, made her maiden appearance in New York on February 4. Ocean Freighting and Brokerage Corp. are agents for the 24,000 d.w.t. tanker which is in the Caribbean-North-of-Matteras service. In this Flying Camera photograph the *Nancy Moran* is helping the ship up the East River to Cirillo Bros.' dock at 149th Street.

'Sweet' Water

Ever since the days of Aristotle the problem of making "sweet" water from salt has intrigued the inventive genius of man. We are running out of fresh water, authorities indicate, despite our globe's 320,000,000 cubic miles of sea. The per capita use of fresh water in the United States now averages 1,700 gallons a day. Every 24 hours, Americans drink up or otherwise consume enough water to fill a reservoir 30 miles long and 1,000 feet deep. Today the world as a whole is manufacturing 35,000,000 gallons of "sweet" water daily through various desalting and distillation devices, a drop in the bucket in contrast to increasing demands.

'Excellent Covers'

Dear Sir:

Many thanks for your letter . . . There was much favorable comment on your magazine, especially the excellent covers.

F. Gilissen
Lansdowne C. P., South Africa

Prints Coming

Dear Sir:

As a current receiver of your very fine magazine I would like to have my address changed . . .

I notice a recent issue carries a photo and your note regarding the *Kevin Moran*, which I commanded when leased to Alaska Freight Lines some years ago. I was also master of the *Eugenia Moran* during this period, which is now the *Comanche* of the Pacific Inland Navigation Co. fleet. Even up here in the 49th State I manage to keep in close touch with my former shipmates now operating these vessels.

The offer of an art print of Albert Brenet's painting of the *Kerry Moran* . . . is most generous, and my request is hereby made. I only regret that I have not availed myself of these offers in the past. I do a bit of oil painting myself; only of tugs of course.

CAPT. H. J. LOCKERT
Douglas, Alaska

American Line Memories

Dear Sir:

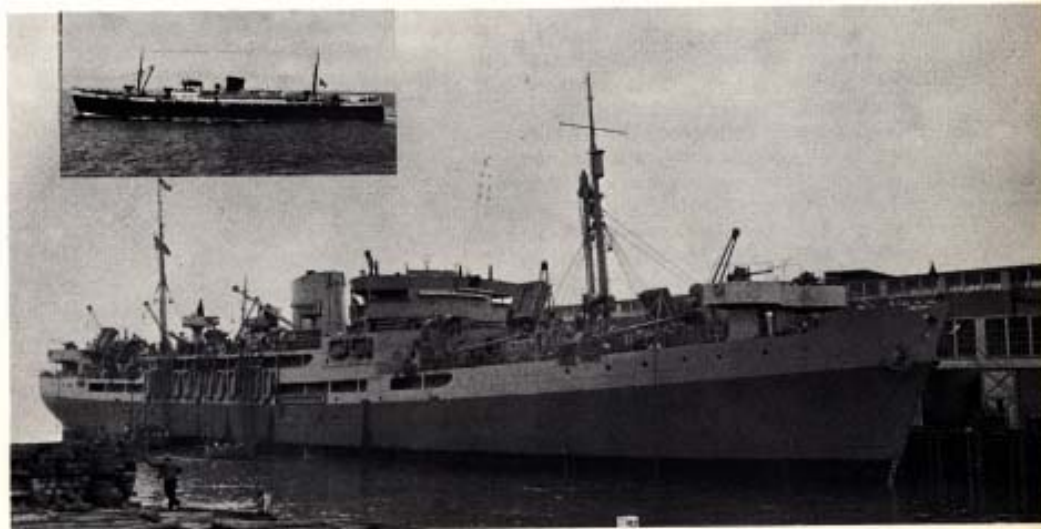
I am retiring as chief operator in the bridge department after 27 years. I wish to extend my appreciation to you for TOW LINE and the tide and slack water tables I have received.

I went to sea at the age of 17 on the *New York*, American Line, as a fireman. My first trip we sailed the day before Christmas for Southampton with light east winds for two days. The third day the winds were of gale force, spray going clear over the bridge breaking three or four port lights in the dining room. . . . An oiler fell in the machinery room and was killed . . . buried at sea. We ran short of coal about 200 miles east of England.

NEILS JACOBSEN
Sea Bright, N. J.

Maiden Voyage in May

The new *Kungsholm* will sail from New York on her eastbound maiden voyage May 5, it was announced recently by G. Hilmer Lundbeck, Resident Director of the Swedish American Line. The 25,700 gross ton liner will have an overall length of 661 feet and a beam of 87 feet on an average service draft of 26½ feet. In trans-Atlantic service she will be able to carry 750 passengers in two classes. On cruises she will offer space for 450 in only one class. She will be used about three-quarters of each year on cruises.



TWO 'IMPERIALS' — Two famous Chilean Line vessels, both named *Imperial*; the new *Imperial II* below and the original *Imperial* above. A third ship of this name has only recently been retired. The first of this trio is shown in two guises — the insert shows her as a luxury liner when she entered Chilean-flag service in 1939. The war-time shot shows the same ship as a U.S. Army Transportation Corps. transport in 1944. She is still very much in service, now operating under the Turkish flag as the Mediterranean passenger liner *Trabzon*. The magnificent new *Imperial II* is pictured below on her maiden entry into New York last January — note the ice on her bow. Much larger and faster than either of her predecessors, she was designed by George G. Sharp Co., and built at the famous Aioi Shipyard in Japan. With a horsepower of 15,000, she can make 20 knots. Her general cargo holds have a bale capacity of 515,000 cubic feet and she has space for 102,800 cubic feet of refrigerated cargo. She is the second of four ships the Chilean Line is adding to its 15-ship fleet.



RECOMMENDED READING

PRACTICAL HANDBOOK OF INDUSTRIAL TRAFFIC MANAGEMENT, by Richard C. Colton and Edmund S. Ward. Published by Traffic Service Corp., 815 Washington Bldg., Washington, D. C. 20005, 1965. Price: \$10.50.

COMPUTERS ARE COMING in trade and shipping and "electronic data processing is shouldering an increasing share of the drudgery always thought to be an inherent feature of the traffic man's life," concludes this impressive book. The paper work revolution is making headway in the field of transportation.

"Good organization in the traffic department can widen a company's markets, open up new sources of supply and build customer goodwill," the work notes. Few studies on freight traffic have sold as many copies as the previous editions of this thorough handbook. This is the fourth edition. It includes two new chapters, one on electronic data processing and one on U. S. government traffic. In the first the authors stress the importance of searching for greater use of the computer's accuracy and speed. The vast volume of government cargo moving today makes an understanding of government shipping practices vital to everyone in the field.

Both authors have had wide traffic experience making them eminently qualified to write on this subject. Mr. Colton is Vice President and Director of Lykes Bros. Steamship Co., Inc. He is a recipient of the Henry Edward Salzberg Memorial Award for outstanding achievement in transportation. Mr. Ward is one of the outstanding rate specialists in the field. The book is a major contribution to the literature of shipping and trade.

THE ENGINE POWERED VESSEL, by William A. Baker and Tre Tryckare. Published by Grosset & Dunlap, N. Y., 1965. Price: \$14.95.

AN UTTERLY SUMPTUOUS BOOK, which if printed in this country would probably have cost at least a third more. Covering steam driven craft from paddle wheeler to nuclear powered, the work is an extraordinary publication, so good that it is a shame to see the flaws that can quite easily be found: i.e. the first ocean voyage by any steam-powered craft was made in 1809 not 1808 by the *Phoenix*, the *Savannah* was not intended for coast-wise service nor does the one contemporary drawing of this famous ship show her with royals, the color of the 1906 *Mauretania's* smokestacks is terribly far off, and the same may be said for most of the modern liner coloring. The line drawings are very fine. If anything the emphasis on artistic layout and style is a

handicap to the book, and it is a shame to have beautiful old full-page prints reproduced in full color but printed on a brown-gray paper. With all its irritating weaknesses, the volume is still a beautiful and important maritime achievement.

THE TWILIGHT OF SAILING SHIPS, by Robert Carse. Published by Grosset & Dunlap, N. Y., 1965. Price: \$6.95.

OPERATION SAIL and other episodes of the last days of sail are memorialized in this delightful book by seaman-author Robert Carse. Photographs, including many pages of fine color pictures, are a major contribution of this splendid volume. With an excellent foreword by Howard Chapelle (and a dedication to your editor), the work will be a popular addition to every historian and ship man's library. Grosset & Dunlap is to be congratulated for putting out such a quality book at such a price. Robert Carse may well be proud of a fine addition to American maritime history. Consultants for the work, in addition to Mr. Chapelle, were Rear-Admiral Gordon McLintock, superintendent of the U. S. Merchant Marine Academy, and Commodore John S. Baylis, chairman of the Operation Sail working committee and famed Coast Guard officer.

THE LAST SAIL DOWN EAST, by Giles M. S. Tod. Published by the Barre Publishing Co., South St., Barre, Mass., 1965. Price: \$7.50.

ANOTHER NEW CONTRIBUTION to maritime Americana, this is the story of the end of the sailing ship in New

England waters. It describes the schooners that worked this area from 1935 onwards, including the Brava packets, those little sail passenger ships that served between southern New England ports and the Cape Verde Islands.

THE CAPTAIN'S BRIDGE, by Commodore Donald MacLean. Published by Doubleday & Co., Inc. Garden City, New York, 1965. Price: \$4.95.

A MOST ENTERTAINING STORY, this account of the son of a shipbuilder from the Outer Hebrides and of his dramatic 43-year career in the British Merchant Navy, a career that culminated in the winning of the highest nautical "prize" of all, Commodore of the Cunard Steam Ship Company. The book is well written, in fact you will not wish to put it down; it gets that hold over you so common with a gripping novel. Unlike the fine autobiographies of other Cunard Commodores (i.e. Capt. Harry Grattidge and Sir James Bisset), the work was accomplished without the aid of an associated author. As with all masters of great Cunard liners, Commodore MacLean has had much contact with the world's great, and these memories make rich reading. His war experiences are equally worthy of note. Commodore MacLean makes this engaging comment in describing his first visit to New York: "I was as eager as any to catch a glimpse of the famous Manhattan skyline. Since 1919, it must have changed a hundred times, but it was a fantastic sight then and for me familiarity has never brought contempt."

Moran boats and men come into the story frequently. There was the occasion when the *Sandcraft*, a dredge, sank just as Commodore MacLean (then just Captain MacLean) was entering New York as master of the *Media*. The *Christine Moran* is mentioned as having rescued 21 from the sinking craft. She also assisted the *Media's* lifeboat which had picked up the Captain and 13 other survivors, but which was having difficulty returning to *Media* because of severe tide conditions. Again our tugs are referred to for the hearty salute they gave Commodore MacLean on his final voyage departure aboard the *Queen Elizabeth* June 6, 1962 — a salute that TOW LINE is pleased to echo.

SHIPS OF THE U. S. MERCHANT FLEET, by John A. Culver. Published by John de Graff, Inc. Price: \$5.95.

A NEW ADDITION, this work, well indexed and with 113 photographs, covers all types of American merchant ships, including tugs. Its 88 pages include a brief summary of the merchant marine's history, a listing of trade routes, and many tables and pages of statistical data. A graduate of Massachusetts Maritime Academy, Mr. Culver has served as an engineer aboard Moore-McCormack Lines and Socony-Mobil Oil Company vessels.

The 'White M'



**17 BATTERY PL.
NEW YORK 4,
NEW YORK**

HERE'S ALL the address that was necessary for a letter to reach us. And a fine sketch it is too; congratulations to James R. Kiernan, of Hoboken, who writes: "I was very impressed with 1965's winter cover . . . I would appreciate a copy for framing." His copy has gone out with nearly 3,000 others in answer to a veritable flood of requests.

NORMANDY...

(Continued from page 8)

make the Moran organization his career.

Cherbourg was frightening The people looked stunned. The Americans had just captured the great port and the stench of death hung heavy in the air. German prisoners rode in trucks through the streets.

The port was demolished, with virtually all pier installations destroyed. The *Black Rock* had to anchor near the breakwater and in an area filled with scuttled small craft.

The guns were rumbling in the distance as Terry watched his shore leave pass stamped and passed back to him. It was not really necessary to mark "Cherbourg only" on it, for he couldn't have gone more than a few miles inland had he wanted to. He landed from the tug's small boat and began gingerly picking his way through broken glass, cracked bricks and twisted steel. Suddenly his eye spotted a bright rose growing full and unharmed amid the rubble. He picked it and sent it home to his fiancee, whose name was Florence. She still has it. She is his wife.

These were some of the highlights of the five months Terry spent on the *Black Rock*. In addition to the tows between different ports in Great Britain, he made seven round trips to Normandy and three to Cher-

Commodore John W. Anderson, former master of the superliner *United States*, has been elected Honorary President for Life of the Council of American Master Mariners.

Captain Geoffrey Thrippleton Marr, D.S.C., R.D. (Cr. R.N.R. Ret'd) was appointed Commodore of the Cunard Line effective January 1. Commodore Marr began his career as a cadet on the HMS *Conway* in 1922. He has been captain of many Cunard liners including both Queen superliners since he was appointed to his first command in 1952 aboard the cargo liner *Andria*.

bourg. His old back ailment, however, finally got the better of him and he was sent home on the *Queen Mary*.

Terry shared cabin A 103 with three others. Returning officers, war brides and 2,000 wounded made up the great Cunard Line superliner's passenger list. All the way home Terry played the part of nurse to a six-month old boy named Trevor, whose mother never left her cabin. She was a British nurse married to a U. S. Army doctor from Holyoke, Mass. He doesn't remember her married name and lost touch completely with the family.

In the years since then Terry has made several unsuccessful attempts to locate the boy who would now be 22. Perhaps one of our readers in Massachusetts knows a young doctor's son of this age with a British ex-nurse as a mother.



413,000 BARRELS — The giant oil tanker *Olympic Grace* is safely berthed at the Portland Pipe Line pier in Portland, Me., after being eased into her berth by the tugs *Helen B. Moran* and *Richard J. Moran*. The *Olympic Grace* is 106 feet wide and has a draft of 40 feet, 9½ inches. She brought 413,000 barrels of crude oil into Portland, second largest crude oil port on the Atlantic.

50 YEARS AGO

(Source: New York Maritime Register)

JANUARY 5, 1916 — The chartering of the old brigantine *Jeanette* to make a voyage from San Francisco to Australia is but another instance of the scarcity of tonnage.

JANUARY 12, 1916 — Steamer *Giuseppe Verdi* (Ital) arrived at N. Y. Jan. 6 from Naples, etc., with 3-inch rifles set up aboard. The carrying of the guns will possibly cause the vessel much delay, as an investigation will be held to determine whether she is classed as a war vessel and should be interned.

FEBRUARY 16, 1916 — *Bronwen* (Br ss) from Algiers for Hampton Roads, before reported at St. Michaels in distress — St. Michaels, Jan. 20 — Tug *Thames* has arrived with shaft for str *Bronwen*. *Crescent* (sc) Norfolk, Va., Feb. 14 — a three masted schooner, was seen flying distress signals off Cape Henry this PM; Coast Guard cutter *Onondaga* has taken her in tow. *Minieric* (Br ss), NY, Feb. 13 for Vladivostock, returned on account of machinery trouble and anchored off Stapleton, SI. *Murrell* (tug) Norfolk, Va., Feb. 14 — had hawser caught in propeller while anchoring tow in Hampton Roads PM 13th; towed to Norfolk this AM by tug *Charles W. Parker Jr.* *Santa Clara* (ss) from NY for Valparaiso, before reported at Punta Arenas in distress — Feb. 3 Cargo in No. 1 hold has been discharged. Tally marks and numbers damaged. Temporary repairs to enable vessel to proceed will cost £4,000, will take 25 days. Feb. 18 — The oil tanker *Petroleum II* grounded Bellingham this morning in a dense fog. She was floated at high tide by tugs *Victor* and *Warrior*. No. 9 (railroad float) NY, Feb. 26 — loaded with automobiles, drifted from Pier 59, NR, and sank off Union Drydock Co., Weehawken.

MARCH 8, 1916 — *Thames* (ss) — Jacksonville; Mch 3 — for Miami, has been towed back to port for repairs having developed engine trouble. *Montana* (Br sc) St. Pierre, Miq., Mch 5 — U S cutter *Seneca* played her search lights upon the shore, assisting crew of the Br. sch. *Montana*, whose anchor chains had parted in a gale last night as she lay in the roads, to guide the vessel to spot from which they were enabled to reach shore in safety. The schooner was wrecked and her papers and all the men's belongings were lost.

MARCH 29, 1916 — Str. *St. Louis* which has been undergoing repairs for the last 45 days at the Robbins Dry Dock and Repair Co. yards, Eric Basin, Brooklyn, went on trial trip March 22 and returned same day; going to the American Line pier in the North River. She will leave NY for Liverpool on Saturday, April 1.

EARL C. PALMER



CAPTAIN WILLIAM T. HAYES was one of 60 guests at a party given to publicize dancer Nicholas Darvas' new book called "Anatomy of Success." Each guest was chosen because he could be called an outstanding success in his field. The field was a broad and interesting one, and included such varied people as an oriental dancer, a gas station attendant, a Santa Claus, a wine steward, a karate instructor and even a parachuting instructor. Captain Bill and his wife were in very good company, we



Captain William T. Hayes

should add, sitting next to the noted modern artist Salvador Dali. Actor Sidney Blackmer was there as was actress Julie Newmar. Igor Cassini, Nancy Berg, George Maharis, Dorothy Kirsten were also among the celebrities. Dick Schaap's column in the Herald Tribune noted Bill's presence, although not by name. The affair was held in a Fifth Avenue bank because of the bank's crystal chandeliers, shadowed mirrors and sculpture by Brune Lucchesi. The party sponsors asked each guest to wear his uniform or the dress particular to his or her profession. Captain Bill surprised them by saying

that tug captains don't have uniforms. However they were determined to have him identified in some way so Bill secured a double-breasted blazer with gold buttons and had a white "M" smokestack design made for it. We think he may have started a trend.

GEORGE A. WARNER tossed his last heaving line and made fast his last hawser on the *Michael Moran* last October. He retired with more than a half-century of tug-boating in New York harbor under his belt and with more friends than seagulls at a fishing fleet's wharf. George, a sinewy, wiry man whose slimness belies his 66 years, learned his trade on Baltimore & Ohio Railroad tugs starting at the age of 15. Before coming to Moran the Staten Islander put in 19 years with Amboy Towboats whose offices were but a short hop from home at 18 Parker Street, Tottenville. There, with his wife, the former Margaret McCoy, also an

'Islander', he intends to continue his hobbies of photography (does his own processing and printing), grafting flowers in his gardens and, of all things for a rough and ready boat-



George A. Warner

man, repairing watches. And if that doesn't keep him busy his children and grandchildren will. We wish him the best in retirement and an invitation to give us a shout once in a while.

GUMERSINDO (Jimmy) FRAGUELA, the smiling chef aboard our *Marie Moran*, gave the entire home office staff a pleasant and delectable surprise on the day before Christmas. He appeared around 11 A.M. lugging a great big cardboard box filled with some 250 delicious, hot, tempting, luscious, beef-onion buns. He called

THE BEST — "The best in the business" has long been our Moran motto. It is well illustrated in this fine shot of Captain Vine (Lefty) Chapman looking out of the pilot house of our sleek new *Cathleen E. Moran*. Captain Chapman is one of our best known and most highly respected masters. We need say nothing about the functional beauty and modernity of the *Cathleen's* pilot house.



them Christmas appetizers. Your editor's daughter Noelle Virginia (age 12) helped us carry this box of buns around from office to office. Jimmy had been hard at work since 5 a.m. baking in his galley. A very nice thing to do; and we all thank you Jimmy — and you too Captain Lars (Ole) Thorsen, of the *Marie*.

LOGGED IN at 1556 hours weighing 9 lbs. 13 oz. last December 4th Franklyn Steven, son of the Franklyn Woods. The proud daddy is a member of the Steward's Department of the Central Wharf Towboat Co., Inc., Portland, Maine. Other members of the family are two lovely daughters, Janet and Jean, we are informed by D. D. Tozier. Nice item; thanks.

In case you are looking for a good motion picture about ships, you should see the new Matson Navigation Company's film entitled "Operation Liner". It is available, we understand, to schools and clubs. Taking 20 minutes, the film is about the countless behind-the-scenes activities aboard the luxury liner *Lurline* during a crossing from California to Hawaii.

TOW LINE was quoted by the Times-News, of Hendersonville, North Carolina last November in connection with the article we carried on the Alcoa Steamship Company's *Alcoa Runner* (see TL, Vol. XVII, No. 3). The newspaper reviewed how the children in a Hendersonville school were learning about trade and shipping by having "adopted" the Alcoa steamship.

The Korean Scientific & Technological Information Center, Seoul, Korea, has requested to be put on **TOW LINE** mailing list.

You Bet

Dear Mr. Braynard:

As a retired tug boat captain of Moran Towing . . . may I respectfully request that I be put on your mailing list for your excellent and fascinating **TOW LINE**. I have been fortunate enough to have received a few copies through an employee of the *St. Petersburg Times*, and after its perusal have passed them on to our Dunedin Boat Club where its members have enjoyed it immensely.

CAPT. FRANK C. SCHWEIGEL
Dunedin, Florida



HALF CENTURY MARK — Admiral Edmond J. Moran, Chairman of the Board, admires a silver tray presented to him by John S. Bull (center) and Thomas E. Moran, at the right. The tray marks the 50th anniversary of Admiral Moran's association with our company. The presentation ceremonies were held at India House and attended by a number of close friends from among the maritime fraternity. Below four Moran men who have figured in the news recently: *Top Left*: Elwood J. Lewis, newly named Vice President and Director. Mr. Lewis is also Treasurer. *Lower Left*: Fred Schilling, with Moran for 46 years, who has retired from the two positions to which Mr. Lewis was named, but who continues as a consultant with our affiliate, Seaboard Shipping Corp. *Top Right*: Captain Leonard G. Goodwin, Jr., who has been named Vice President. With Moran for 21 years he has been Manager of Operations since 1963. *Bottom Right*: Lee R. Christensen, who has been made Controller. He is also Assistant Treasurer.





A. Brenet →