

# TOW LINE *Spring 1967*





## ON THE COVER—



**D**OWN through the years it has been our proud privilege to furnish tugs to dock the finest of great passenger liners. This is a tradition we cherish and a major reason for which we have assembled a fleet of powerful and highly maneuverable tugs. We perform under varying climatic and tidal conditions, in fair weather or foul.

The skill of our crews grows out of their long experience in this particular and demanding field. We hold many testimonials of their reliability and accomplishment. The art of maneuvering tremendous hulls against tides, currents, freshets and the wind and into the narrow openings between the Hudson's 1,000-foot finger piers is a consummate skill that can not be acquired overnight. This art calls for specialization of the very highest order.

*(Editor's Note: We have printed a supply of full-color reproductions of this issue's cover painting by Albert Brenet of the Italian Line's superliner Michelangelo. They are on soft print paper, have a wide white border and are suitable for framing. Please write to Moran headquarters if you would like to have a copy.)*



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# TOW LINE

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## EUGENIA MORAN JOINS FLEET, DORIS MORAN LAUNCHED IN TEXAS

**WE HAD A RED LETTER DAY** not so long back when, within the same twenty-four hour period, our new 3,160-horsepower tug *Eugenia Moran* was officially accepted from her builders and the 4,290-horsepower *Doris Moran* was launched in Texas for New York harbor service. These are the first two of our new fleet of tugs described in the last issue of TOW LINE.

The *Eugenia* was built at the

Jakobson Shipyard, Oyster Bay, New York, home of many another Moran tug. She has beautiful lines and continues the tradition of our six new *Marion Moran*-class tugs, although she is single screw while they are of twin-screw propulsion. With a length of 107½ feet, a beam of 28 feet and a depth of 15 feet, 9 inches, the *Eugenia Moran* is a large vessel. She is designed as a harbor tug.

A sister to the *Eugenia Moran* is

nearing completion at the Oyster Bay yard. She is the *Grace Moran*.

Three sisters of the *Doris Moran* are under construction in Texas, all building by the Gulfport Shipbuilding Corporation at Port Arthur. They will measure 110 feet in length, with a beam of 28½ feet and a 17-foot depth. The three sisters of the *Doris* have not been named as yet.

Upon reaching New York the

(Continued on next page)



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## EUGENIA . . . .

(Continued from page 3)

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*Eugenia Moran's* first two assignments were typical of the thousands she will be called upon to perform over the years to come.

Bright and early in the morning she undocked the USS *Arcadia*, a Naval destroyer tender.

Immediately thereafter, she moved across to the Bethlehem Steel Company's Hoboken yard where she assisted the sleek white liner *Constitution* out of dry dock. The great American Export Isbrandtsen passenger ship had been undergoing a winter overhaul.

The *Eugenia Moran* is Hull No. 430 of the Jakobson yard.

Her galley has an interesting color scheme, and looks most attractive. The two tables, running athwartships,

are rimmed by light-yellow wood-stained rims. Gray steel posts hold the tables up, one post only per table to give more space for knees. The table tops are a warm red orange. One of the two stainless steel sinks has four, 8-inch heating rods near the drain. A cable up to the wall leads to a switch marked "sink heater."

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The Down East *Enterprise*, of Camden, Maine, recently ran a picture of the tug *Seguin*, built in 1884, and still going strong. She is to be turned over to a museum in Bath for preservation, according to her owner Clyde B. Holmes. The Maine magazine also noted that this famous old tug will be put on exhibition as a feature of the old Sewall family shipyard in Bath. The yard was donated to the Marine Research Society.

### The Bethel

A short history of the Vineyard Haven Bethel, seamen's home established in 1893 by the Boston Seaman's Friend Society, has been issued. It is on Martha's Vineyard, off the coast of Massachusetts, an island well known to coastwise tug men. During storms in the olden days, as many as 30 tugs used to tie up at the ferry pier near the Bethel. Since each would have had four or five barges at anchor in the harbor, it is easy to imagine how crowded Vineyard Haven Bay would have been. Among its distinctive features, the Vineyard Haven Bethel has its own cemetery. A Dutch boy from a Norwegian tug, the *Tarus*, was the first to be buried there many years ago.



**5,200-MILE-TOW** — The *Alice L. Moran* completed a 5,200-mile tow of the world's largest offshore submersible drilling rig last Fall. The Sedco 135E, owned by Southeastern Drilling Inc. of Dallas, Texas, was towed by the world's most powerful tug from Hiroshima, Japan to Portland, Australia. The triangular-shaped drill rig has a deck measuring 340 feet long on each side and operates at a normal draft of 24 feet with the deck 160 feet above the surface of the water. Under severe weather and sea conditions the Sedco 135E can submerge an additional 65 feet for added stability and safety. The 9,600-brake-horsepower *Alice L. Moran* has a cruising range of over 15,000 miles and operates throughout the world.





## Great Liners of the Port of New York – No. 6

(Sixth of a Series)

**ENAMELLED BEDS** — This is the 6,336-ton *Munargo*, one of the last generation of coastwise passenger ships built for the American merchant marine. She saw fine service in World War II as the hospital ship *Thistle* and was not scrapped until 1957. Built at Camden, N. J., by New York Shipbuilding Corp. in 1921, she served the Munson Line (and the United Fruit Co.) for many years on cruises out of New York to the West Indies. When new, she had accommodations for 185 in first class, 60 in second and 52 in third, plus a crew of 119. A contemporary magazine story noted that her "staterooms are replete in modern conveniences," adding that "the old type of berth has been largely superseded by specially designed enamelled beds." Those were the days. Old *Munargo* folders noted in small print that "servants pay full rates," but this wasn't so bad when you realize that a 12-day cruise as recently as 1939 began at \$100, all expenses included. (Editor's Note: It was suggested we use a Munson Line ship in this series by John H. G. Munson, of the Munson Line family, who is with W. E. Hutton & Co., New York.)

### By All Means

Dear Sirs:

This might sound a little boring to you but it is important to me. Saturday, November 26, I went to see my aunt and uncle off for a cruise on the *Oceanic*. My baby was due at any time and I had a little girl's name picked out but I hadn't any name for a boy. At 4:10 the *Oceanic* was pushed out by your tug the *Kerry Moran*. I thought it was such a cute name, if I had a little boy I would name him Kerry Moran like the name on your tug. At 1:53 A.M. on Sunday morning I had a little boy whom I named Kerry Moran. I wonder if it would be at all possible to get a picture of the tug *Kerry Moran* to put in my baby's baby book. It would be greatly appreciated.

KAREN WICKS  
Farmingville, N. Y.

The tugs shown in our last "Great Liners" feature were the *William C. Moore* and the *Maj. Gen. J. B. Aleshire*.

The new Boeing supersonic airliner will be twice as long as the *Savannah*, of 1819, first vessel with a steam engine to cross any ocean.

One of the best loved Santa Clauses in Long Island is none other than George Hoffman, Chilean Line.

Miss Alice Keating, of Elizabeth N. J., sent us some colored slides of recent models she has made. Next to two fine ones of the Cunard Line superliners, *Queen Mary* and *Queen Elizabeth*, we were delighted to see a tug model named *Alice Moran*! A fine trio.

### 'Elite of Tug World'

Dear Mr. B:

Finally found a few minutes to drop you a line thanking you for the many fine photos of the *Patricia*-type tugs . . . I would like to report that the model of the *Patricia Moran* will be launched soon. She is 62 inches long and will be powered with an electric motor if I can find one that will give me the proper speed . . .

Another member of the Model Ship Lodge is in the process of building a tug model and after seeing some of the *Moran* tug photos he decided that his tug model "must" have the "Big M" on the stack. I believe that he had the (censored) emblem on the stack, so he is changing the insignia. I'll admit that I sold him that the elite of the tug world is *Moran*.

CAPTAIN KEIL  
Newport News, Va.



## The Minutiae Of Tanker Docking

(Editor's Note: Day and night, throughout the year, there are oil tankers riding at anchor off Staten Island at the entrance to New York harbor. They represent the largest class of merchant ships today, yet few people know much about them. Tankers are among the most effective pieces of machinery created by man; they are in almost constant operation. It is Moran's responsibility to make sure that their turnaround time is kept to a minimum. To illustrate the human side of docking a tanker we offer the following account.)

**E**ARLY THAT MORNING the *Patricia Moran* had docked the great white liner, *Constitution*, of American Export Isbrandtsen Lines. Next she had brought the sleek *Mormacdraco*, fresh from setting another speed record from Cape Town to Boston, into her Brooklyn pier.

We boarded the *Patricia* at Pier 1, in the shadow of Moran headquarters. Mate Raymond H. Carella, smiling and pleasant as always, was in the pilot house. Captain William Hayes came aboard shortly before 1100 when we cast off. Our deck hand was Ture Eklund, of ship model fame. Tom Ryan and Chief Engineer Gunner Johansen were in the engine room. Candy (C.) Coeltho was the chef.

Gray skies, gray water and a generally hazy atmosphere gave the day an interesting quality. There was smog over the city proper, but out where we were going we weren't bothered by it. Although the thermometer was down to 23°, it didn't seem cold. The sea gulls careened and swooped, crying in their plaintive and yet appealing way.

Aboard with us as observers were Michael Robinson, associate editor of the "ABS Surveyor," new house organ of the American Bureau of Shipping, and David Goff, a Kings Point booster.

At about seven bells we were off Stapleton, Staten Island, and close to the anchored *World Banner*, Kurz Agency tanker built in 1958 and of 20,546 gross tons. On charter from the Niarchos fleet, she retained the familiar white "N" atop red, white

### Super Super Tanker

Although she won't hold the title long, the world's largest ship at this writing is the *Idemitsu Maru*, designed to carry oil between Kuwait and Japan. Many of this new vessel's features are astonishing. Her propeller, largest in the world, is somewhat over 25 feet in diameter. Her rudder has an area of 979.5 square feet. She is 1,128½ feet long with a beam of 164.3 feet. Her tonnage of 210,000 dwt. represents a 25% size advance over the previous "world's largest ship," the 153,695-ton *Tokyo Maru*. She has a loaded draft of 57.25 feet. Not the least astonishing is the fact that she took only seven months to build. Finally, and hold your hats, she has a crew of only 32 men.

and blue bands on her black smokestack. Our assignment was to turn her around and assist her up to the Metropolitan Fuel dock at 138th Street, the Bronx.

While we joined Candy in the galley for a spot of lunch, Mate Carella moved the *Patricia* to the tanker's bow, checked the draft (it was an even 34 feet) and fell back aft to do the same thing there (also 34 feet). He then brought her along the starboard side. Ture tossed up a leadline as a seaman came running to help us make fast. Bill Hayes, who had just finished his lunch, climbed aboard the tanker, protected from the cold by his fur lined trench coat and boasting a jaunty beret.

Ray shouted at him to warn him off the fresh square of black paint aft on the deck next to the maze of hose outlets. We had watched with appreciation the care with which two seamen had applied the dark thick paint to the green deck. They had taken artistic pleasure in making the edges sharp and straight. Captain Hayes climbed to the cat walk and strode aft where he was met and ushered into the bridge house.

We sat down in one of the galley's two four-place table alcoves for lunch.

With us was Wiper Tom Ryan. We had delicious string beans, cauliflower, tomato salad, and slices of perfectly-done roast pork with good brown gravy. We also had roasted potatoes.

"Only two men like potatoes," he bemoaned. "I can only cook a very little bit each time because the others are all reducing."

Tom heaped praise on Candy as he piled high his own plate and ours.

"We have shrimp cocktail on Friday's, all you want. He bakes, makes pies and all that."

This led into a grand story by Mike Robinson of how he once shipped out as a cook, although he hardly knew how to boil water. Mike remembers best the kindness of the company commissary man who loaded him up with double the quantity of fresh fruit so the crew wouldn't complain too much.

Delicious brown bread was another notable feature in our own lunch that day, but the dessert was a special treat. It was real good rice pudding with a baked crust flavored with cut up strawberries! Tasty and most unusual.

Feeling at peace with the world, we walked through the upper engine room, into the stateroom area and climbed up to the pilot house. The *Patricia* was putting her 3,500 horses to work. Very gently we were pushing the stern of the tanker around so her bow would face Manhattan.

"Of course she could do it herself," Ray replied, "but it would take much longer."

While we were close to her, we spent a few moments examining in detail the superstructure of the *World Banner*. It is marked by the traditional streamlining of deck-house stanchions which lean forward instead of rising perpendicularly to the hull, giving an impression of speed and thrust. The superstructure was white, with red "no smoking" signs everywhere. Her Greek ownership was reflected in the "k" in the word "smoking." In every instance it was a Greek-looking "k" with the lower arm extending almost flat from





the very bottom of the stem of the letter.

The deck machinery was almost entirely a trim white, except for the yellow valve and pump wheels and a red dot here and there such as in the center of the outer face of the deck windlass warping head. The life rings were mustard color with black letters. All had been freshly painted, and we noted that two on the after rail of the forecastle were missing. Later we saw them put back into their sockets by the seaman-artist who had just repainted them.

The tanker's nameboard was a light blue with white letters.

Ultra - modern looking hollow masts, open at the after ends, rose from the forecastle deck and atop the pilot house. All in all she was a most handsome looking ship, well

**COMING IN** — Many tankers such as the *National Defender* come in from the Atlantic to terminals along the Staten Island Kills by way of Raritan Bay as pictured in this dawn setting.

kept up.

Aside from the low hum of our twin diesel-electric engines the only sound was a steady clackity-clacking of the tanker's deck windlass. They keep that going slowly so it won't freeze.

As we pushed the big vessel around I watched her superstructure slowly blank out the Verrazano Bridge. We were pushing out on the port quarter, and her bow moved from right to left. Standing in the *Patricia's* pilot house, we were just about on a level with her poop. As we stared idly down at the row

of ports in the tanker's stern section we noted that the first, second and sixth pair of ports boasted a blue inner rim paint, while all the other pairs were cream colored. Looking to our right, the trees of Staten Island rose in fine, leafless outline against the gray-white sky. Finally our maneuver was completed and the *World Banner* was headed toward the distant haze of skyscrapers that rose on Manhattan Island.

We cast off and got a goodbye wave from two seamen on the poop. One had a most interesting face, with sharp features, straight eye brows, a small mouth, slightly jutting chin and short, curly hair. Put a helmet and a beard on him and he would be Odysseus.

Ray reported to our office that the ship was underway and dis-

*(Continued on page 8)*



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## TANKER . . . .

(Continued from page 7)

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patcher Everett Merrell instructed us to head for the Battery where the *Carol Moran*, Captain Chester Wee, would meet us to escort the *World Banner* up the East River. We were free now and making time toward Governor's Island. Behind us the *World Banner* began slowly to pick up speed. We passed the *Esso Amsterdam* at anchor and then came up to the still larger and newer *Esso Barcelona*, a noteworthy vessel whose bulbous bow showed far forward of her cutwater. With Ray's binoculars we gave her a quick examination. Her bow lines were beautiful. She had no forward deckhouse, according to the very modern trend, and her cabin structure aft rose six decks above the main. She had a large, free-hanging rudder.

At this point Candy brought a cup of hot coffee to Ray, noting that he had a fresh pot on the galley stove. He paused to look at the *Esso Barcelona*, reading her name with ease without the glass, at which feat we commented with envy.

"I'm 60, too . . . no glasses," he smiled in reply.

On our starboard off Governor's Island we passed the small tanker *Captain Hornblower*. A Greek vessel, her name was in English on the bows and in Greek across her stern. Still another Greek vessel, an old Liberty in splendid condition, lay at anchor beyond.

What looked like a large white balloon could be seen in the Army terminal along the Brooklyn shore. It was a radar ball on the after deck of a Dew Line picket ship.

"Now she's picking up speed," Ray said of the *World Banner*, which we could see overhauling us. A Coast Guard cutter cut across our stern, as we watched out of the after windows of our pilot house.

"It's a tide job," Ray said of our East River assignment. "We've got to make the dock just at the right stage of tide, not too early or too late. The *World Banner* will go up under her

own power, with the *Carol* on the port bow and us on the starboard bow."

Back in the galley, we poured ourselves a fresh cup of coffee.

On the bare table we noted Candy had folded the red and white plaid table cloth as neatly as if it had been an American flag. It was placed at the inner end of the table under one of the two ports facing out over the stern deck. Gunner Johansen sat down with us. With Moran since 1947, he served in the merchant marine before that and began his sea career on Norwegian sailing ships.

Next to the folded table cloth was a small bottle for tooth picks. We picked it up and observed that 25 holes had been jabbed into its tin screw-on top — just haphazardly enough to show that it was not machine done.

Out of the galley door we spied a large freighter with Chinese letters below her "beware of the propeller" sign. Behind us the *World Banner* was approaching very rapidly. Her "white N" bow decoration in its diamond-shaped background was just above her bow wave. Within a few moments, her great bulk towered up behind us. We made fast to her and began the East River passage.

We counted 18 large trucks on the Manhattan Bridge, moving across to Brooklyn at a snail's pace.

As we consumed still another cup of good coffee, we spotted the wonderfully-trim looking Lamport and Holt company freighter *Spencer* with her distinctive blue, white and black smokestack. She lay just forward of another fine looking cargo liner, the *Veras*, of Booth Line. Both were at new marginal piers in Brooklyn.

Still further along we came to the *World Grandeur*, a slightly larger sister to the *World Banner*. Then there was our own giantess, the *Carribbean*, world's largest barge. Great buckets full of brown sugar were being hoisted out of her hold by two mechanical unloading devices and dumped into shoreside bins.

The wonderfully quaint steam waterboat *Aqua* chugged down river, passing us on the Manhattan side.

She is owned by the Bay Ridge Water & Lighterage Company, and is the only one of her kind left in the port. Her hull was being repainted and showed bright orange.

Next we passed *Eastern #1*, the former Liberty collier, now turned Liberty barge which our own *Betty Moran* tows between New York and Norfolk along with her two sisters.

Six bells sounded as we approached the end of our run. The *Carol Moran* was ordered around to help on the starboard quarter, as Bill Hayes, high on the *World Banner's* bridge began the docking operation. There was a constant hum of planes overhead coming into and leaving LaGuardia airport.

Slowly, gently, ever so carefully we pressed the *World Banner* up to her dock. Inch by inch we moved her, each tug responding to the commands of Captain Bill with her own special shrill whistled acknowledgements.

Looking back down the East River, the sky was beautiful. Along the horizon, about up to the top of the gray Empire State tower, there was a strip of orange, pale orange, with thin streamers of gray-blue cloud cover spreading across the bright section. As the moments passed, the bright patch became an orange to yellow to blue oval linking the Empire State and the RCA Building. All was topped by an up-sweeping gray cloud something like a great witch's straw broom.

Ashore, behind the 138th Street terminal, rose the old red brick factory towers of R. Roe & Company. A large sign explained that they were manufacturers of printing machines and saws. I had heard of their famed color presses, but never knew they made saws as well.

We were done at 4:10, Bill Hayes returned and we started posthaste for the Battery.

Passing the now quiet and unused Brooklyn Navy yard, the lights from lower Manhattan were reflected in our pilot house windows and seemed to be shooting over and around the ships on the Brooklyn side. They looked exactly like a thousand yellow flying saucers.



**LIBERTY AT SUNSET** — The sunsets from Moran headquarters are spectacular. Just imagine this in color. Here is the Statue of Liberty, the world's greatest symbol of freedom, and a relatively quiet harbor. The two ships at the left, we believe, are an American Export Isbrandtsen Line "Exporter" type freighter and a World War II type "C-1" cargo liner. The tug is one of our 3,500-h.p. Kerry Moran-class. We are grateful to Charles E. McGee, secretary of the Waterfront Commission of New York, for sending us this beautiful mood shot.



### 'Kindles the Glow'

Dear Mr. B.

Thank you for the handsome winter issue . . .

The contents always kindles the glow of the nearly 40 years of seafaring in our merchant marine — 25 years of it with that fine company "Mooremack!" You can realize the inner response to the handsome painting of our luxury liner *Argentina!* It is indeed a handsome setting and a superb portrayal of that fine ship!

Yes Sir — please send me two prints (if possible) — one for my own private quarters in my beach-front property here where I live year-around. The other for the living room of an additional apartment adjacent. I have such pictures framed in handsome wide frames, and placed in various rooms, passage ways etc. The whole set-up here is nautical and my summer guests, several hundreds, enjoy the atmosphere, as

well as the comforts of my apartments.

Flagpoles up front, where the children of guests get a big kick out of helping me set the flags promptly at 8 A.M. daily, and lower them at sunset! I make it quite a ceremony, and many a delightful picture is taken by fond parents.

Season's Greetings, Sir, and accept my warm appreciative thanks for the quarterly magazine, and for the pictures. Many a Moran tug has assisted my commands in the 25 years or more with the company. I remember many of your captains personally, those twelve and more years ago before retirement.

CAPT. W. R. WHILDEN  
*Crescent Beach, S. C.*

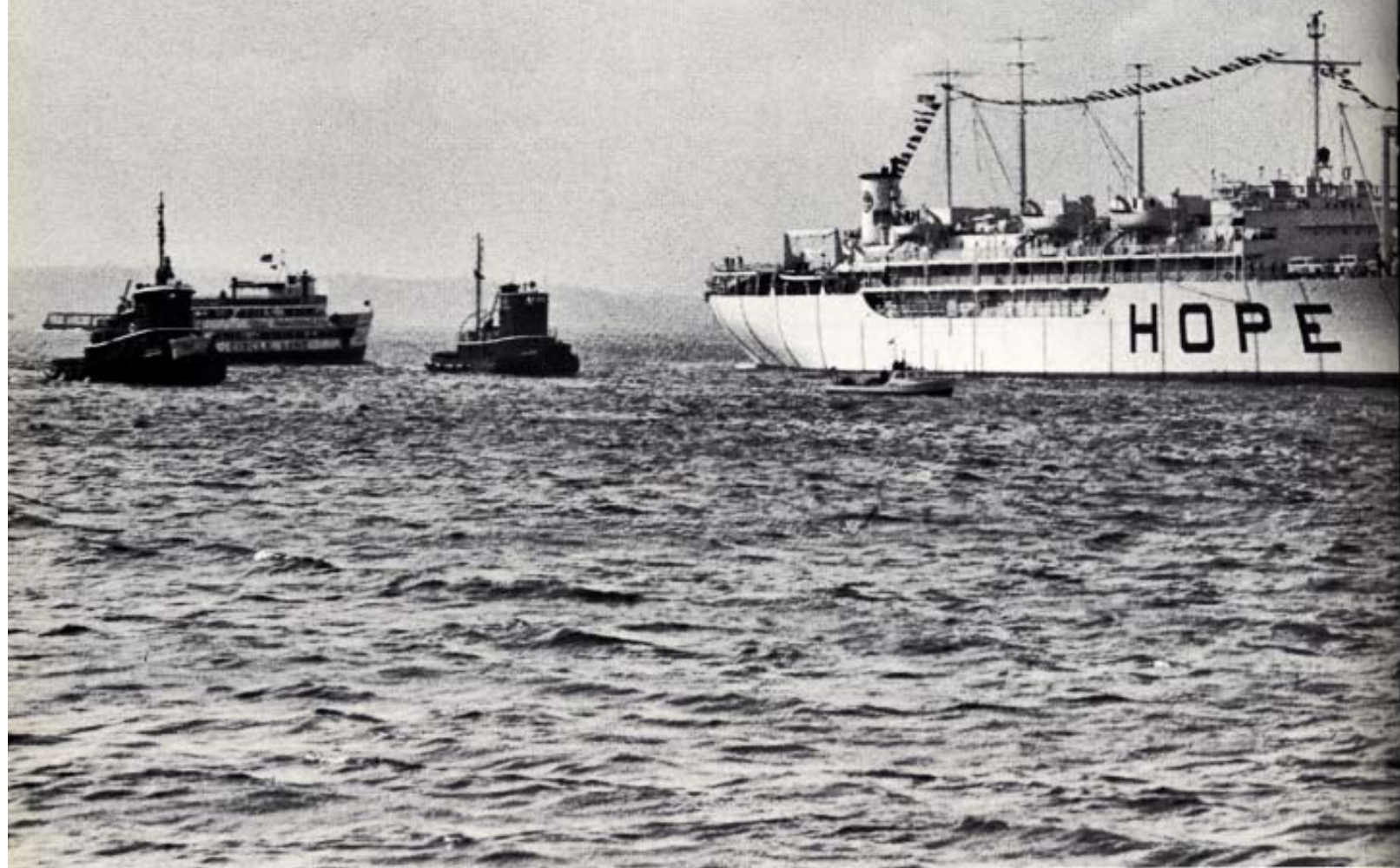
Sixty Girl Scouts made a tour of the *Queen Elizabeth*, Cunard Line's flagship, on December 28 with your editor as guide. It was a pleasure.

### Schoolship Anniversary

**T**HE SCHOOLSHIP *John W. Brown* celebrated recently her 20th anniversary. Moored at Pier 42, Hudson River, the famous Liberty ship teaches high school students the basics for admission to the entrance ratings of a career at sea. Many graduates have risen to important posts in the marine field, including at least six masters, a like number of chief engineers and the commanding officer of a Navy sub. Here's a salute to the *John W. Brown*, to Dr. Francis X. Carlin, principal of the Food and Maritime Trades High School, and to Captain Alexander Donegan, senior teacher aboard.



# S. S. Hope



by Jeff Blinn

**H**ER NAME IS an abbreviation for "Health Opportunity for People Everywhere". Wherever she voyages she brings knowledge, compassion and a hope for a better tomorrow through better health. She is the *S. S. Hope*.

Over one million people in seven countries of Asia, South America and West Africa have benefitted directly through immunization, medical treatment (including some 8,300 major surgical operations) and instruction since her maiden voyage for the

People-to-People Health Foundation in 1960.

The story of this amazing hospital ship and her more amazing complement of doctors, nurses and paramedics began in 1958 with President Dwight D. Eisenhower's desire to promote international goodwill and understanding through personal contact. Asked by the President to initiate such a project, Dr. William B. Walsh submitted his plan to provide the world with its first peacetime hospital ship. He was given the 'go-ahead'.

The chosen ship was the Navy's

*Consolation*, commissioned in 1945 as a station hospital ship for the Fifteenth Fleet and launched a year earlier as the *Marine Walrus*. She was the first hospital ship to serve with the United Nations forces in Korea, was awarded the Republic of Korea's Presidential unit Citation and all of the ten authorized engagement stars for her service in that conflict. She later distinguished herself in evacuating civilians from North Viet-Nam in "Operation Passage to Freedom".

In 1960 the *Consolation* was refitted, chartered to the People-to-People Health Foundation and re-



# A Ship for All People



named *Hope*. Jammed to the gunwales, she boasts 230 hospital beds, 3 operating rooms, a milk plant equal to a herd of 2,500 cows, an electric generating plant sufficient to light a city of 12,000 and a galley serving 400,000 or more meals on each voyage.

At the warm invitation of Indonesia, the *Hope* began her first mission of mercy. Crewed by the American President Lines she sailed from San Francisco September 22, 1960.

"The East forgets many things", editorialized the Times of Indonesia,

"but never, never loses its reverence for a teacher. Those on the *Hope* will live long in our memory".

Teaching is the primary aim of *Hope's* permanent staff of 95 doctors, nurses and medical technologists. (She carries a crew of 94 men, including officers.) To aid the permanent staff, volunteer teams of specialists are flown to the *Hope* for two-month tours of duty. They bring the newest skills, techniques and knowledge developed by the American medical, dental and paramedical professions and serve without pay. Selected from applicants across

North America who are outstanding in their specialties, many have taken time out of their own practices to serve on several voyages.

From Indonesia, after training some 500 Indonesian doctors and nurses, treating some 18,000 patients and completing the first mass chest x-ray program in that country's history, the *Hope* moved on to Saigon, South Viet-Nam. There, oral surgery was introduced and a mass immunization of a quarter of a million children was completed before her return to the United States.

*(Continued on page 12)*



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## HOPE . . . .

(Continued from page 11)

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The *Hope* was refurbished in San Francisco after having been gone a year on her first voyage.

Grace Line then acted as her agent for the next two voyages — crewing the vessel, handling her freight and helping in all matters marine. She sailed from San Francisco to Salaverry, Peru, May 9, 1962 at the invitation of the Peruvian-North American Medical Association. When she left that country ten months later, 40,000 grateful Peruvians lined the shore to see her off.

Voyage 3 was to Guayaquil, Ecuador, from New York where she established another ship-and-shore teaching service in cooperation with the medical and nursing professions and the faculty of the University of Guayaquil.

Farrell Lines, thoroughly familiar with African countries, handled her next voyage from New York to Conakry, Guinea, September 30, 1964. Before her arrival in that emerging nation, 10 physicians and 1 dentist were ministering to 3.5 million people; she left behind 600 trained physicians, dentists, nurses and auxiliary personnel.

Voyage 5, completed when she returned to New York November 30, 1966 from Corinto, Nicaragua and Voyage 6, on which she embarked February 7 from Philadelphia for Cartagena, Colombia, were again under the nautical aegis of Grace Line.

At the request of every country visited, teams of teachers have remained behind to conduct continuing programs in hospitals, medical schools and local health departments. Thus, the good work of these modern medical pioneers continues to grow.

To sustain the *Hope* and the Foundation's land-based programs, contributions are the primary support. Time, talent, cash and the product of American industry, help from organized labor and the generous support of individuals, plus financial assistance from the Government in

lieu of a maritime subsidy have thus far managed to balance the program's 5-million dollar annual operating budget.

Some steamship lines operating luxurious passenger liners have discovered an excellent 'end use' for their slightly worn towels, washcloths, sheets, pillowcases and silverware. These are the most consumable items aboard the *Hope*, and they are gratefully accepted.

William B. Walsh, M.D., founder, President and Medical Director of Project HOPE, has documented some of the *Hope's* work in two books: "A Ship Called Hope", and "Yanqui Come Back", both published by E. P. Dutton & Co.

In six voyages in seven years, the good ship *Hope* has lived up to the dreams of Dr. Walsh. It has been

suggested that another naval vessel be sponsored to augment the S. S. *Hope*. We vote, AYE!

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### Blizzard of '88

Dear Mr. B:

Your Fall 1966 issue includes a letter from Arthur S. Peterson of the *Esso Hudson*, who asks ". . . is there any book on the blizzard of 1888." The answer is, yes. May I recommend to you, to him, and to all concerned The *Blizzard of '88* by Irving Werstein, published by Crowell in 1960. I read and published a review of the book on its publication; I'm still cold! I have experienced blizzards but was too young to understand their fury. The Werstein volume gets the message across with vivid, bone-chilling directness. I hope you and many others will read it.

LEO J. ZUBER  
Decatur, Georgia





## Notable Excursion Boats of New York

(Second of a new series)



**T**HE MOST FAMOUS EXCURSION boat in the port of New York is indeed the *Alexander Hamilton*. She is, in her design and heritage, directly in line with Robert Fulton's famous *North River Steamboat*, better known as the *Clermont*. Built in 1924, she is but a babe in arms compared to the venerable *Bay Belle*, featured in our last issue.

She was built by the Bethlehem Steel Shipbuilding Corp. at their Sparrows Point, Maryland, yard, and christened October 20, 1923, by Mrs. A. V. S. Olcott, wife of the company president of that day.

The *Alexander Hamilton* is operated by the Day Line, and a beautiful white swan she is. Each year when she makes her first run down to the Statue of Liberty and back up river, all eyes are on her, at least from the 25th floor of 17 Battery Place. With pennants and flags from her eleven flag poles, and with her churning white wake streaming out behind her twin paddle wheels and the fine bow wave beside her sharp cut-water, she is a memorable sight on any occasion. Long may she sail, bringing pleasure and relaxation to thousands.

And when her time is up, it is the urgent wish of those who relish her lines and her place in steamboat Americana, that she be saved. She should be preserved intact in Battery Park as a museum, fresh and brightly painted and enclosed in a great glass dome. But that day is for the future.





## RECOMMENDED READING

**THE EPIC OF NEW YORK CITY, A Narrative History From 1524 to the present by Edward Robb Ellis. Published by Coward-McCann, Inc., New York, N. Y., 1966. Price: \$12.50.**

**T**HE BIBLIOGRAPHY alone would make this an important book for the scholar. It is 18 pages long, and the index is even longer. The book itself is 600 pages of exciting, entertaining and important history, selected with an ex-newspaperman's sense of the colorful and a student's keenness for fact. Pick it up at any point and you won't wish to stop reading. How our own Eugene F. Moran helped reporters from the New York World get to the scene of the burning excursion boat *General Slocum* in 1904 is told, as are other ship stories. A popular story, told in a most readable way, this work is a monumental job well done. The author, Edward Robb Ellis, began his writing career at the age of 16 in Kewanee, Illinois. In 1962, after five years on the World Telegram and Sun, he retired from the newspaper field to give his full time to books. He has lived in New York since 1947 and his library fills a large penthouse apartment overlooking the Hudson on Riverside Drive.

**JOHN ROACH — MARITIME ENTREPRENEUR, The Years as Naval Contractor, 1862-1866, by Leonard Alexander Swann, Jr. Published by the U. S. Naval Institute, Annapolis, Md., 1965. Price: \$7.50.**

**A** WONDERFUL book, but a very sad story, this is the account of a man who rose from obscurity to be America's greatest merchant shipbuilder, but who, in the process, became hopelessly enmeshed in political controversy which eventually ruined him and brought on his death. John Roach was the builder of many of the finest American passenger liners operated by Pacific Mail, the Mallory Line, the Old Dominion Line and several American lines operating to Brasil. He was a shipowner and an eager supporter of a strong merchant marine. His story has never before been told, and this telling has all the good qualities of a fine Ph.D. thesis. The Naval side of things are naturally stressed, and with good reason, for Roach built the first steel warships that the U. S. Navy had, and they were great ships despite the barbs hurled at the builder by "crusading newspapermen" and the Cleveland administration. But John Roach died before his vindication. As a personal history, the story is a tragedy. But it opens new areas of research both in the merchant marine and shipbuilding fields. It illustrates how much need there is for more intensive studies of those already-almost-forgotten Lines that once dominated

the American shipping scene: Ward, Mallory, Savannah, Cromwell, U. S. and Brazil Mail and others.

**COLUMBUS' SHIPS by Jose Maria Martinez-Hidalgo, edited by Howard I. Chapelle. Published by Barre Publishers, Barre, Massachusetts, 1966. Price: \$8.50.**

**T**HE OLD MASTER, Howard Chapelle, of the Smithsonian Institution, is more than the editor of this charming little volume. He went to Spain as a professional consultant while the *Santa Maria* replica was being built. We at Moran have our share of involvement, as well, in that, when the full-sized reproduction of this heroic ship arrived in New York, Moran docked the ship which brought her over. She came on the deck of the *Neidenfels*, heavy-lift cargo liner of the Hansa Line. She was a popular exhibit at the World's Fair and was then moved to Washington to be a museum ship.

The Martinez-Hidalgo story, despite its brevity, has all the thrill of a true historical study in depth. A wonderfully full set of appendices, an intensely interesting chronology of the known facts about the life of Columbus, grand line drawings, some very ancient and others ultra-modern in the Chapelle manner, and a fine photo section, all amply justify the relatively high cost of such a work.

**SLOOPS & SHALLOPS, by William A. Baker. Published by the Barre Publishing Co., Barre, Mass., 1966. Price: \$7.50.**

**T**HIS VOLUME is a continuation of the scholarly study of early ships of North America begun by William Avery Baker with his "Colonial Vessels" published in 1962. This volume traces the development of the sloop along the Atlantic seaboard and Chesapeake Bay from the simple open work boat it was at first, to the fully decked vessels serving in offshore fisheries of New England.

The sloop, as a vessel type, was introduced to North America by colonists from Holland. It came to be recognized as a single-masted vessel with short-gaff fore-and-aft mainsail and one or more triangular headsails. Sloops also may be traced from simple open boats to decked-over coastal and deep-sea craft.

Fifty line drawings by the author add to the value of the work, as does a good glossary.

**PORTS OF THE WORLD — 1966, Twentieth Edition. Published by John de Graff Inc., 34 Oak Ave., Tuckahoe, New York, 10707, 1966. Price: \$20.00.**

**T**HIS 741-page book is of British origin. It is the original publication of the Shipping World Ltd. organization, being distributed in the United States by John de Graff. It is encyclopedic in scope and obviously the result of many years of editing and re-editing. We are happy to see that the section on "towing" in New York harbor is right up to the minute and mentions our 3,500-horsepower tugs.

**WYT'S DIGEST OF DUTCH SHIPPING AND SHIPBUILDING — 1966, Twelfth Edition. Published by Dagblad Scheepvaart, Rotterdam, 1966.**

**A** BIG VOLUME, this work is a Dutch shipping and shipbuilding annual, and a very fine example of what could be done for American shipping. It includes excellent articles on some twenty different subjects, such as Dutch liner shipping, deep sea tramping, coastal shipping, towage and salvage, etc. The major section is a picture-by-picture review of each ship built in Holland in 1965. Pictures are given in nearly every instance, with a full statistical paragraph. The list is alphabetical.

**ELSEVIER'S NAUTICAL DICTIONARY, Volume 3, Marine Engineering, compiled by P. E. Segditsas, Athens. Published by American Elsevier Publishing Company, 52 Vanderbilt Ave., New York, N. Y. 10017, 1966. Price: \$22.00.**

**A** NOTHER FINE volume in the series by Captain P. E. Segditsas, of the Royal Hellenic Navy (Ret.), this dictionary of marine engineering terms is in English, French, Italian, Spanish and German. The first volume was on general marine terminology while the second was on ships and their equipment. The three volumes present an exhaustive compilation of some 16,000 words.

**THE YOUNG MARINERS by Robert Carse. Published by W. W. Norton, New York, 1966. Price: \$3.50.**

**R**OBERT CARSE, mariner, has again made a welcome and sturdy contribution to maritime Americana in his history of maritime Salem. No other seaport in America can match this historic Massachusetts port in the early 1800's. No men were more eager or more skillful mariners than those of the Salem breed. And no name was more respected among the shipping magnates than that of Salem's Elias Hasket Derby, America's first millionaire. Merchant Derby's name is carried on, we might note, by the family of the late Dr. Richard Derby, of Oyster Bay, whose wife is the daughter of President Theodore Roosevelt.

Author Carse sailed as an able seaman, gunner, master-at-arms, deck watch and chief mate. During World War II he served on merchant ships for four years in every major theatre of operations. His home is an old Colonial mansion on Shelter Island. This is his 14th book for youngsters, and he has also written four adult works, including the popular Rum Row, the story of rum running off Long Island.

The work under review is delightfully illustrated with old prints, woodcuts and paintings. The unloading of an elephant at Salem for example, is vividly shown in an old drawing. The "beast" was the delight of the younger citizens, the caption notes.



### Elmer D. Walling

The tragic death of Elmer D. Walling has struck a severe blow at Moran headquarters. With our company for 23 years, and only 55 years old, he was manager of the construction and repair department, a large responsibility in view of our continuing substantial building program. He died January 5 in an airplane crash. An excellent administrator, he had a large gift of good will.

Elmer was born in Oneonta, N. Y., on October 13, 1911. Tugs and deep sea operations were his love and his work throughout his life. An engineer by profession, he began working at our maintenance and repair base on Staten Island, rising to the position of manager there. He came to Moran headquarters in 1963 as an understudy to Howard C. Moore, vice president in charge of repair and construction, who retired January 1.

Mrs. Elmer Walling is the former Dorothy C. Deffur of Irvington, N. J. Elmer's three sons, all married, are Elmer, Jr., Richard T. and Ronald A. Elmer is also survived by his brother, Captain Percy L. Walling, who recently became manager of our personnel department.

## Fancy Rope Work- Almost Lost Art

**T**HE ART of rope work as practised aboard the clipper ships and more recently aboard the windjammers is relatively little known today.

Not many seamen are left who have become expert in this skill. Those who survive, like Harold A. Christensen, of Brooklyn, are now generally past the age of active duty and continue their rope work as a hobby.

A Dane by origin, Mr. Christensen went to sea at the age of 14 in 1906. He began as a messboy, earning his sea legs on coastal Danish schooners, barkentines and full-rigged ships. He became a sailmaker, and a good one. Even in the days of World War I, sailmakers were becoming rare birds and he found himself very much in demand.

Coming to America in 1916, he took out his first papers and swallowed the anchor for a spell, becoming a rope specialist for the Banks ship rigging firm, then for Paulson

### Mina Moran

Apparently there are nine new Moran tugs being built not just eight. We learn from Jerry Stermer, of Timonium, Maryland, that he has under construction in Baltimore the *Mina Moran*. She will be a small likeness of the *Esther Moran*, he notes. She is 22 feet overall with a six-foot beam. We have asked for full particulars and photographs.

and Weber and finally for the Naval base in Brooklyn.

The lure of the sea again won out, and in 1947 he returned to the slanting decks, serving as mate on coastwise oil tankers. He finally retired for good in 1958.

Twenty years later he is still as spry as you can imagine and very much in love with his hobby, which he calls "creative rope-craft of the United States." A fine display of his work was held last fall in the Lincoln Savings Bank of Bay Ridge Brooklyn.

**ROPE MAKING AS AN ART** — The art of creating from old knots and sennits entirely new decorations is a skill few possess today. One specialist in this field is Harold A. Christensen, shown here with a layout of turk's heads, giant turk's heads, and a wide variety of knot decorations. He also works with leather and is a talented marine artist.

The little sailing ship paintings on this knot board are samples of his artistic abilities.

### Statsraad Lehmkuhl

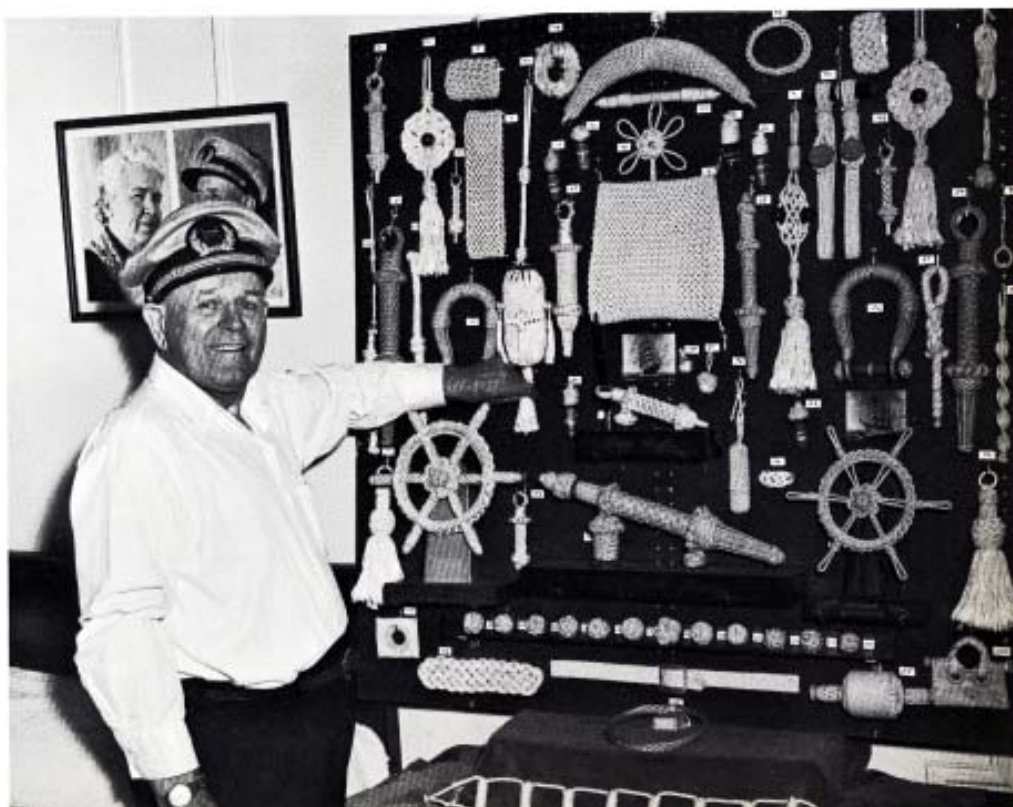
Dear Frank:

As usual I read the summer issue of *TOW LINE* with great relish. One piece had special meaning for me — the yarn about the bottle message that drifted across the Atlantic twice.

Exactly the same thing happened to a bottle I tossed overboard from the *Statsraad Lehmkuhl* during the race of the square riggers from Lisbon to Bermuda (for Operation Sail) two years ago.

For your amusement I enclose an account of my bottle's voyage that appeared in "Times Talk," our house organ. I also enclose a Xerox copy of the note itself as it was returned to me in a rather weatherbeaten condition by the Bahamas fisherman.

JOHN SIBLEY  
*New York Times*





## It's Spelled Furness

Dear Mr. B.

This is a long overdue letter to give you our new family P. O. Box number. It is also just to let you know how much the whole family enjoys TOW LINE. This includes our four-year-old who can identify all the ships coming into Bermuda and who constantly takes a Meyer & Co.'s tug with its big "M" on the funnel for one of your tugs.

We were interested in the picture of the winning crew from the *Queen of Bermuda* as we had watched them train all summer. We miss our *Queen* very much and just to show you what Furness Withy means to the youth of this Colony, let me tell you a story.

My 14-year-old son, who is in what you would call second year High School and in the advanced academic stream too, was having a chemistry experiment dictated to them. When the books were taken in by the master for correction he found that the whole class of 23 spelled "furnace" as "Furness!" Of course we do not have any furnaces in our homes but it still shows what an impact that company has on the youth of the colony.

MRS. IAN N. FLEMING  
Hamilton, Bermuda

AUGUST (Gus) C. Schneider, of the *Moirá Moran*, has retired and is now living (as the last issue of TOW LINE predicted) in Clearwater, Florida. Gus dropped by to say goodbye as this issue of TOW LINE was going to press. We learned of his lifetime devoted to the engine-room, a most impressive record. Born in Germany in 1917 he joined the Navy as a lad of only 17. He saw considerable service in submarines and also learned much from his time aboard destroyers. Between the wars, he worked aboard German ships, first on the run to Africa and then to Australia. For a time he served on a Canadian tanker and then went to work for the Bethlehem Steel Company at their Staten Island shipyard. Gus remembers with particular interest his period of association with luxurious diesel yachts such as Colonel Pierce's *Cressida*, a square-rigged brigantine, and the *Reviler*. Aboard the former he made two trips to Tahiti. His hobby is wood-working, making tables, shelves and the like. The best to you Gus.

## A Moment of History Retold

SHIPS PLAY THEIR PARTS like actors on the stage of life. Some times the parts are great ones, or, as in this case, they may be strictly routine. These views show German prisoners of war en route home.



In the top view the ferry *Youngstown* has brought them from Pavonia Avenue, Jersey City, to Pier 13, Staten Island, where they board (second picture) the *Mexico Victory* to be returned to their homeland. Each is carrying a 10 lb. bag of sugar, a slab of bacon and 5 lbs. of coffee. Captain Jesse E. Baker, who retired recently as Port Captain of the Erie-Lackawanna Railroad, was master of the ferry. He lent us these shots. (Editor's Note: Who can name the two passenger ships at the left in the lower picture?)

ANDREW PONZO, of the Trinidad Corporation, saw this great sunfish scooped up on the foredeck of the *Republic*, of the United States Lines. It came to mind when he read our "Great Liners" feature in the Winter issue. The fish is one of the largest ever to land on the deck of a liner. Note how its weight demolished the steel rail. The event took place in 1927.







**I**F ROMULUS AND REMUS had gone to work for Moran instead of founding Rome in 753 B.C. their combined years of service (5,438) would less than equal the total years represented by the awards presented to our employees ashore and afloat at the close of 1966.

John S. Bull, president of Moran Towing & Transportation, personally presented as many as possible of the 361 awards, expressing to each individual the company's gratitude for loyal and continuous years of service, and confidence in our efforts for the future.

The awards, yellow gold miniature reproductions of our new tug stack design (introduced in TOW LINE, Spring '64) mounted on a white gold rhomboid inset with three jewels — combinations of rubies, sapphires, emeralds and diamonds denoting length of service — were given to 80 shoreside personnel and 281 tugmen. Each selected his or her preference in jewelry — tie bar, tie tac, lapel pin, bracelet or brooch.

Starting at a minimum of five years and ending with a maximum of 50 years of continuous service in multiples of five years, the jewel code is: five years, three rubies; 10, three sapphires; 15, three emeralds; 20 through 30, subtract one stone in order and add a diamond; 35 through 45, subtract two stones and add two diamonds; three diamonds equals a half century.

With apologies to the 5-10-15-year winners, (space precludes a complete listing) the following 'old timers' received their 20 through 50-year awards:

*20-years service, shoreside personnel:* Edward J. Batcheller, Nick Bodlovic, Raymond J. Brauchle, Cornelius M. Devine, Charles Fausak, Leonard G. Goodwin, Danny Grandone, Hans H. Haugk, John B. Hurley, Jr., Edward Koloski, Nora

Lascari, Elwood J. Lewis, Fred Morgana, Alice Neary, Daniel J. Nelson, Jr., Terrence G. O'Connor, Thomas Stieler, George Tusso, Elmer D. Walling, Jr. and Percy Walling.

*Tug personnel:* George Ahern, James Barrow, Raymond Carella, Luis Cendagorda, James Cummings, Vaughn Daisey, Richard G. Decker, Elwood Dexter, John Dowling, George Dyrsten, Peter Elkowitz, Antonio Fernandez, Gumersindo Fraguera, Daniel Fusco, Carlton W. Gardiner, Philip M. Gaughran, Mark Grimes, Gustav Gustavsen, Robert Hayes, Karl Hoie, George W. Hudson, Rodney M. Jones, Bernard Kamford, Walter B. Karwoski, Gus L. Kellson, Volney E. Lacy, Martin J. McEniry, John A. Miller, William Morrissey, Paul Noon, William Pusty, Raymond Poisant, Esmond L. Rose, Grover Sanschagrin, Charles Sheridan, Carl Spreen, Alton Stroud, Gerald Thorp, LaVern Vinsel, Clayton Westervelt, Edward J. Wiltsie, Ollie Woodcock and Richard Zacharenko.

*25-years service, shoreside personnel:* Earl H. Allen, John S. Bull, Margaret Craig, Henry Ek, Carl Hansen, and Edward J. Hennessey.

*Tug personnel:* Wilbur Baldwin, Howard Antonsen, Herbert Becker, George Brennan, Alexander Burgo, Ole Ericksen, Lawrence Foley, Olivieros Frank, Bronk Hannay, Louis Hernandez, Joseph Jones, John J. Joyce, Eivind Knutsen, LeRoy O. Larsen, Wesley Lewis, Chester MacDonald, James Monahan, Harold A. Olsen, Hubert Prime, Rolf Salvesen, Bernard Scherer, Frederick W. Snyder and Walfried Waxin.

*30-years service, shoreside personnel:* James M. Drudy, John J. Grady and Theodore M. Perry.

*Tug personnel:* Clarence R. Beale, Carl R. Dahl, Frank Duffy, George W. Jacobsen, John Jorgensen, John L. Newcombe, Robert C. Nielson,

Felix H. Perry, Marshall Rodden, Salem S. Seren and John E. Worden.

*35-years service, shoreside personnel:* Edward J. Johnson, Irving W. Miller and Howard Nielson.

*Tug personnel:* Anthony Lopez, Allan McConnell, William J. Petten, William Poulsen, John Sahlberg, Haakon Sande, Torbjorn Sorensen and Lars Thorsen.

*40-years service, shoreside personnel:* Eugene F. Moran, Jr. and William Wesarg.

*Tug personnel:* Thomas L. Ball and Edwin Heiser.

*45-years service, shoreside personnel:* Howard B. Harte, Howard C. Moore and Fred Schilling.

*50-years service, shoreside:* Edmond J. Moran.

HUI MING's lemon meringue pie recipe was picked up from TOW LINE and printed in "Crossroads," the publication of the Cristobal, Canal Zone, Lodge No. 1542 of the Benevolent and Protective Order of Elks, James F. Hickman, Editor.

### New Moran Sales Manager

**R**OBERT LOFTUS has been named Sales Manager with Malcolm W. MacLeod, elevated to the post of Assistant Sales Manager, it was announced recently by John S. Bull, President, Moran Towing & Transportation Company.

Prior to joining Moran in 1962, Mr. Loftus saw seven years service in the Navy. He holds the rank of Lieutenant Commander in the Naval Reserve. He also served aboard American merchant ships after graduating from the New York State Maritime College, Fort Schuyler, The Bronx.

Mr. MacLeod, another schoolship man, joined Moran headquarters staff in 1957 after service aboard Moran tugs as a mate. A graduate of the Massachusetts Maritime Academy, he sailed as an officer with the United Fruit Company and served a term with the Navy.



## FROM OUT OF THE NOT-SO-DISTANT PAST



**G**LORY DAYS — This is the tug *Chicktawago*, and we are indebted to Captain Ralph M. Packer, of Vineyard Haven, Mass., for sending this fine old photo to us. He is standing in the top row, second from the left. And for those who don't recognize him, that jaunty figure with the large white bow tie is none other than our own correspondent and former Moran vice president, the late Captain Earl C. Palmer. Who can supply the missing date of this photograph?



**JIM** Carey, formerly with the Atlantic & Pacific Tea Company, joined our Accounting Department in November. Besides being a topnotch accountant, Jim is also scoutmaster of

Troop 600, The Bronx. Likes youngsters. Has five of his own: three boys and two girls. A graduate of Cardinal Hayes High School, he plans to attend Pace College shortly. The Careys own their own home at 425 Leland Avenue, The Bronx.



**MARY J.** Leavey joined our Purchasing Department the first of September. Prior experience included a position with a brokerage house. Now it's all buying for Miss Leavey. But what

young lady doesn't like that? Mary lives in Concord Village just on the other side of that famous Brooklyn Bridge. Her favorite relaxations are

opera, the theater and an occasional Caribbean cruise. With one of her best smiles she asked, "Gosh, I'd like a ride on a tug?"



**EUGENIA** Kenny is happy in our busy Purchasing Department. It is her first job. She graduated from Bishop Kearney High School in her native Brooklyn not too far from where

she lives with her widowed mother at 578 61 St., Bay Ridge. Likes skiing, dancing, and particularly, their summerhouse in Saugerties, N. Y., where the close-knit family of three brothers and two sisters gathers "to get away from it all".



**KAY** Jones is an NCR operator and a recent addition to our Machines Department. She originally came from Philadelphia but now lives at 285 Lenox Road, Brooklyn and has

two daughters and a son. Her son is in the Navy, assigned to the aircraft carrier *Kitty Hawk*, and one daughter is a nurse. And, believe it or not, Kay is a grandmother. Besides her grandchildren, Kay likes to travel and cook — and being an NCR operator for Moran, we hope.



**PATRICIA** Durante, an attractive Farmingdale Senior High graduate, finds the tug business "really different". It's a change from her first working-world experience as a receptionist for a

Long Island branch of the First National City Bank. Since November, Patricia has graced our Tug Personnel Department with a combination of poise and efficiency. Likes "discothequing" and the new sounds in popular music. Miss Durante lives at 8 Maria Court, N. Massapequa, L. I.



**MARY** Driscoll joined the ranks, in October, of many other Staten Islanders who work for Moran. She is another new NCR operator in our Machines Department. For many years

Mary was involved in Staten Island real estate as a licensed broker but enjoys "the little tug boats" better. She is a widow with a daughter who is a senior at Notre Dame College, not far from their home home at 20 Whitaker Place, Dongan Hills. A very friendly and likeable person.



**ELLY** Freiman brings to our Billing Department a talent for billing and accounting and a great fondness for boats. Miss Freiman was born in Bavaria but came to America

at a tender age in 1937. She has made many voyages on large liners and likes traveling in general. An accomplished photographer, she possesses a Zeiss 35 mm automatic and has a fine collection of color prints.



### Capt. Joseph A. Goodwin

Captain Joseph A. Goodwin, Orlando, Florida, died Monday, January 9, at the age of 86. A veteran tug captain and executive, he was our Marine Superintendent when he retired in 1950. He played a heroic part in towing operations during World War II. His nephew, Captain Leonard Goodwin, is presently our Operations Vice President.

Captain Joseph Goodwin's tow of three barges from Tampa, Fla., to Noumea, New Caledonia, early in the Navy's South Pacific activities, has often been cited as one of World War II's most extraordinary maritime feats. The 9,000-mile voyage was the longest ever made with three barges. It included a stretch of 62 towing days out of sight of land and non-stop from the Panama Canal to Noumea. Continually in danger from Japanese subs or cruisers, the voyage was frequently interrupted by mountainous seas and hurricanes.

Captain Goodwin completed his war service assigned to the West Coast to supervise the makeup of trans-Pacific military tows. At the start of the war, he was pressed into service, despite his age, to make the first towing voyage to Guadalcanal. He also towed to Iceland in the early days of the conflict, passing successfully through seas infested with German submarines. His unlimited license was one of the broadest owned by a tugman.

FORTY SIX YEARS are a long time, and they span several eras in towboat history. John Morton, of the *Richard J. Moran* was with the Central Wharf Towboat Company for 46 years until his retirement last year. For years he was an engineer on steam tugs, but with diesel he moved over to the deck department. He was honored by the presentation of a watch upon his retirement. We wish him a long time to enjoy it.



CAPTAIN George Sahlberg was awarded December 12 the American Bureau of Shipping Valor Medal for his part in directing the saving of 23 men from the burning *Alva Cape* after her collision last June in the Kill van Kull. He is the fourth mariner to receive the medal in the 37 years of its existence. In making the presentation, Mr. Andrew Neilson, chairman and president of the ship classification society, hailed Captain Sahlberg's achievement. At the same time he made clear that, under the terms of the establishment of the award, it had to be awarded to the master of the vessel involved. "In awarding Captain Sahlberg this medal I do not in any way wish to diminish for a moment the other acts of heroism performed by other vessels," Mr. Neilson added.

Included among the "other vessels" were five Moran tugs besides Captain Sahlberg's *Julia C. Moran*: *Michael Moran*, Captain Charles Romano; *Harriet Moran*, Captain John Cray; *Susan A. Moran*, Captain Ole Ericksen; *E. F. Moran, Jr.*, Captain Bernard Scherer; *Kerry Moran*, Captain Lawrence Foley, and the *Helen Tracy* (operated by a Moran crew), Captain Walfrid Waxin.

### ECONOMY IN ACTION



**THE FINE PRINT** on the plaque presented by John F. Lockett, Mideastern manager, and M. Randolph Long, publisher of the *Marine Engineering/Log* (right) to John S. Bull, president, and Robert W. Loftus, sales manager, of Moran (left) reads: "This advertisement ranked first in visibility and readership among all the advertisements in this product category in *Marine Engineering/Log's* June 15, 1965 Maritime Review & Yearbook issue, as reported upon by Mills Shepard, Inc." Winning ad is shown in reduced reproduction. Thank you, readers of the *Marine Engineering/Log*.





