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Spring 1971

ON THE COVER—

FABRE LINE'S COLORFUL first generation containership *Ede Sattorf* is one of four sisterships in the line's New York and Baltimore service to Marseilles, Genoa, Leghorn, Lisbon, Naples and Casablanca.

The *Ede Sattorf* was also the first commercial vessel to dock at the Department of Ports and Terminals' newly acquired facilities at the former Brooklyn Army Base.

TOW LINE artist, Albert Brenet, painted the trim containership at her berth as she was discharging her container cargo.

(Reprints suitable for framing of this Brenet painting are available by writing Fabre Line's general agent in America: Columbus Overseas Agencies, 26 Broadway, New York 10004.)



M/V Helene Rath with *M. J. Rudolph* crane off-loading containers at Pier 1, Brooklyn Army Base.



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ECONOMIC DEVELOPMENT ADMINISTRATION

of the City of New York

DEPARTMENT OF PORTS AND TERMINALS

TOW LINE

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MORAN TOWING & TRANSPORTATION CO., INC.

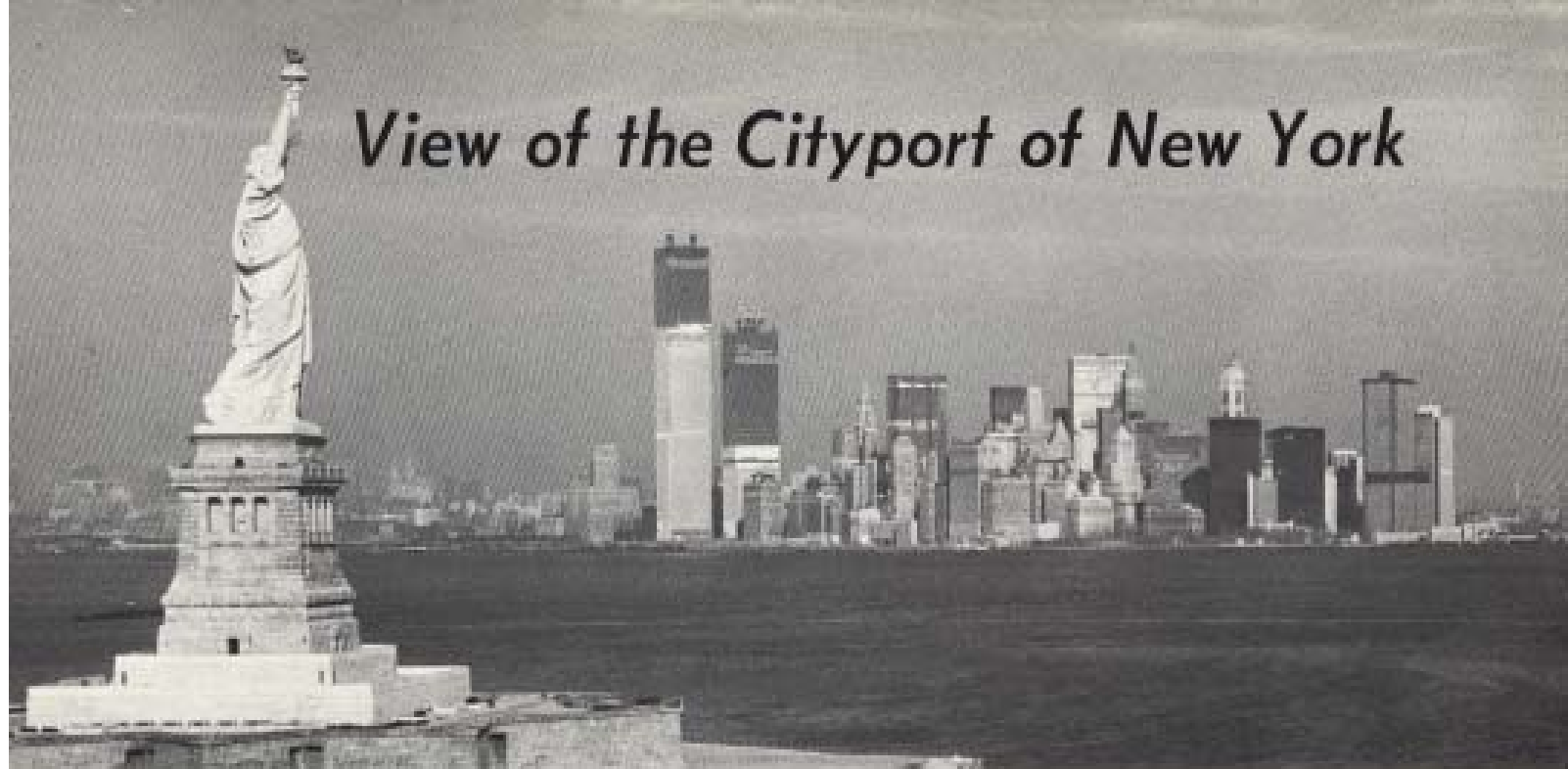
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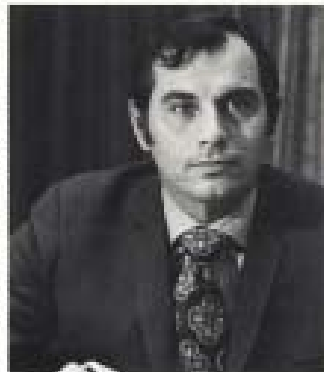
Jeff Blinn, Editor

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View of the Cityport of New York



THE PORT OF NEW YORK has historically been an acute barometer of our city's social and economic development. During its beginnings as a Dutch colony at the gateway to what was then considered the New World, New York's foundation of people and commerce arrived by sea. Today, the Port of New York continues to cast a decisive influence on both America's largest metropolitan region and the international business capital at its hub.



D. K. Patton

Forty per cent of the men and women working in New York City hold jobs which are directly or indirectly related to waterfront commerce.

New York's port system is an assembly and distribution network for the goods and foodstuffs that supply a region whose 20 million people enjoy purchasing power in excess of \$60 billion annually.

In New York's tradition as an incubator for business technology, our ports and terminals are in the vanguard of transportation developments. The 578 miles of New York's harbor have become a testing ground for tomorrow's shipping techniques.

In 1968, acknowledging the critical impact port activities have on New York's economy, Mayor John Lindsay created a superagency, the Economic Development Administration, to vividly integrate the Department of Ports and Terminals' role into the city's commercial fabric. Over the past two years, municipal government has embarked on a vigorous effort to assemble waterfront land and stimulate private investment in creating the kind of facilities that will meet the requirements of intermodal transportation.

Under the direction of Commissioner Patrick F. Crossman, the Department of Ports and Terminals has posted a noteworthy record of achievement. The department's engineers, architects, economists and lawyers have initiated projects that are already vital components of our city's national economic leadership.

From a helicopter flying over New York City's waterfront, evidence of the Department of Ports and Terminals' stewardship is apparent. Along the Brooklyn waterfront, the Navy yard, Bush Terminal, the Northeast Terminal and the former Brooklyn Army Terminal have begun to flourish again as shipping centers. Out on Staten Island, the Stapleton containerport features the largest roll-on/roll-off vessels in America. Also on Staten Island, at Howland Hook, the Transocean Gateway Corporation is developing 600 acres for an intermodal shipping facility linking containerships directly with trucks and rail spurs. On Manhattan's North River, plans are underway to construct a modern passenger terminal to service the enormous flow of waterborne travelers passing through the port. Up in the Bronx, at Hunts Point, the world's largest food distribution and processing center is expanding its vast operations.

The Department of Ports and Terminals is writing an important chapter in New York City's history. The accompanying aerial view of the harbor reveals more than just outstanding waterfront enterprises which buttress New York's hegemony in international commerce. The port's revitalization means opportunity for countless citizens whose careers are touched now, as New York's business life was in colonial times, by maritime shipping. New York City's Economic Development Administration is gratified that "Tow Line" has chosen to illustrate this continuously unfolding success story in the following pages.

D. K. Patton
Economic Development
Administrator

New York City's PORTS and TERMINALS

CITYPORT OF NEW YORK, like the fabulous Manhattan skyline, has never ceased growing. Today a new era of change is underway with the greatest impetus coming from one New York City department whose members and predecessors have devoted lifetimes primarily to solving the port's problems and tending its needs for more than one hundred years—the Department of Ports and Terminals.

It was in the 19th Century, the time of long shadows cast by bowsprits of tall sailing ships over row upon row of stacked hogsheads on South Street's cobblestones—Michael Moran's era, with the pioneering towing company offices already established at No. 14 South Street—when the first city Department of docks was organized. The year was 1870.

Years of Change

The ensuing years of port and city growth brought an ebb and flow of jurisdictional changes and changes of names to the Department of Docks.

In 1898, under a charter incorporating the five boroughs into the Greater New York City, the agency's name was changed to Department of Docks and Ferries.

In 1919 the city's ferries were removed from the department's jurisdiction and its name reverted to Department of Docks.

The 1930's brought an entirely new responsibility prompted by the fast-growing requirements of commercial and private aviation. It fell upon the Department of Docks to plan, construct and supervise the city's much needed airports. Also, by 1938, the ferry services had once again been returned to the jurisdiction of the department.

To reflect this additional weight of responsibility, the City Fathers decided to call the agency by a new name in 1942: Department of Marine and Aviation.

Current Concept

In 1968 the new Department of Ports and Terminals acquired all the jurisdiction of the former Department of Marine and Aviation in all its vast area of authority except two: the running of the city's ferry services and its heliports, which are now the sole function of the present Department of Marine and Aviation.



Patrick F. Crossman

This was brought about by Mayor John V. Lindsay's superagency administrative concept. Designed to strengthen the city's historical role as the leader of American commerce, the superagency idea created a single authority responsible for the economic well-being of its people—the Economic Development Administration.

D. K. Patton is Administrator of the new Economic Development Administration and Patrick F. Crossman is Deputy Administrator as well as Commissioner of the new Department of Ports and Terminals.

Ports and Terminals

The Department of Ports and Terminals is charged with "fostering a climate of cooperation between the city's administration and the port's private industry and the port's labor force." It has a prime responsibility

to develop land suitable for maritime, commercial, industrial and recreational use.

Commissioner Crossman, as head of the Department of Ports and Terminals, has created a strong staff of specialists, architects, economists, engineers and others who, by working closely with other agencies, can provide prospective city tenants with direct assistance. They provide help in acquiring land suitable for a tenant's use and will follow through during the construction phase on the property and assist in its financing as well.

The jurisdictional authority of the Department of Ports and Terminals is extensive. It includes regulation, development and management of all the city-owned waterfront property, terminals and markets—worth almost two billion dollars. It also includes the regulation of all private commercial properties along the city's 578 miles of waterfront.

Hunts Point

Of the many city markets built and managed by the Department of Ports and Terminals, the New York City Terminal Market at Hunts Point in the Bronx is the most ambitious in scope.

At Hunts Point some 300 acres of land are currently being developed, with its rail, truck and ship connections, into "the largest and most efficient food processing and distribution center in the world."

Occupying 126 acres are some 250 wholesale produce stores, offices and retail stores in a \$37.1 million development which replaced the old Washington Square Market in Manhattan in 1967.

The historical Fulton Fish Market, for so many years a 'colorful' sight on Manhattan's famous South Street, is scheduled to move to new quarters in the Hunts Point complex in the near future.

A \$40.3 million meat market and a butter, egg and cheese market are expected to share space as the \$172 million project develops.

A deep sea terminal for ocean vessels to provide a direct access to the market from the East River is in the plans.

(Continued on page 8)



LOWER BROOKLYN WATERFRONT, looking north, with the Brooklyn Army Terminal in the foreground extending to Second Avenue, on the right. Below, BUSH TERMINAL PIERS 1 thru 7 with Second Avenue in the foreground and the Bush Terminal Railroad property in the center-ground.





NORTHEAST MARINE TERMINAL at 39th Street and Second Avenue showing the land-fill between the old 33rd and 35th Street piers underway. Below, Department of Ports and Terminals piers at 29th, 30th and 31st Streets, an area of future expansion for the Northeast Marine Terminal. The two piers at the right are property of the Consolidated Edison Company.



Ports and Terminals

(Continued from page 5)

Brooklyn Navy Yard

The historically famous Brooklyn Navy Yard had its beginnings in 1801 when the Jackson Shipyard, as it was known then, was sold to the Federal government by the City of New York.

From the War of 1812 on, the fighting ships built at the yard (Official name: New York Naval Shipyard) saw service in every American conflict, some of the warships becoming famous in their own right. As late as 1945 70,000 shipyard workers were employed in the busy yard.

But in 1965, when the Department of the Navy began phasing out its operations at the yard, more than 9,000 workers lost their employment. The City initiated its own plans for the area.

After Mayor Lindsay concluded discussions with the Nixon Administration, the Brooklyn Navy Yard was transferred to the city on June 10, 1970. Now grown to a 219 acre complex, the yard with its piers, buildings and general improvements was repurchased for less than \$22.5 million.

Under terms of the sale the U. S. Navy temporarily retains use of the Naval Station, the Naval Science Laboratory, quarters for officers and enlisted men, and the use of three piers where it now berths three aircraft carriers and a research vessel.

The Brooklyn Navy Yard, now city-owned waterfront property, came under the jurisdiction of the Department of Ports and Terminals which promptly worked with other agencies for its development.

By leasing the area to a local non-profit development corporation, CLICK (Commerce, Labor and Industry of the County of Kings), the city's Economic Development Administration hopes to generate some 30,000 jobs through companies operating under sub-leases.

(The Economic Development Administration administers the city's Industrial Renewal Program under which large industrial parks are being created to meet the needs of

manufacturers wishing to expand or relocate within the city.)

Many minority-owned firms are presently operating businesses from quarters once 'off-limits' to civilians.

Shipbuilding Resumes

The former Brooklyn Navy Yard possesses two of the largest ship graving docks in the country, more than 1,000 feet in length, in which many famous ships-of-the-line were built for the Navy. They have been turned again to shipbuilding—commercial.

Seatrains Lines, Inc., a pioneer of today's container concept in shipping, is presently constructing giant tankships in its graving docks.

Scheduled for launching in 1972 is a 225,000 to 230,000 ton tankship of 1,094 feet in length.

Seatrains' plans call for the building of another tankship, equally as large, for launching in 1973 and anticipation of the launching of two ships a year, thereafter.

More than 500 shipyard workers are presently employed in this project alone and, as other industrial development proceeds, the Economic Development Administration expects the employment figures to climb rapidly.

Manhattan's Waterfront

If there were such things as 'land-stretchers', Manhattan's waterfront would be again among the busiest in the world. But like 'sky-hooks' they are equally non-existent.

Along the once-thriving North River and East River waterfronts today there are less than a dozen piers being utilized by steamship lines.

With the changing techniques in shipping and the decline of the once great Transatlantic passenger trade, land area has become an important factor. A major concern of Commissioner Crossman and his Department of Ports and Terminals is in making the city's waterfront property (almost all the Manhattan waterfront is owned by the city) fit a purpose that will bring income to the city and its residents.

For the lack of upland area, this is especially difficult to accomplish on the North River side of Manhattan. But, on the East River, the Department of Ports and Terminals

have created a well-planned marine terminal in their new Pier 42.

Known as the 'Banana Pier', this facility makes the most use of a limited amount of upland area. On arrival days of the Standard Fruit and Steamship Company vessels, a score or so of refrigerated trailer trucks from distant points wait in a row at the long loading platform for their quota of prime bananas thus giving the pier its metaphoric name.

Pier 36, in an adjoining area, helps make the East River terminals the busiest in Manhattan with Netumar Line's combined containerized and palletized cargo operations.

New Liner Terminal

In the late 1930's Piers 88, 90 and 92 on the North River side of Manhattan were 'the last word' this side of the Atlantic for accommodating the world's great ocean liners.

The *S. S. Majestic*, the *S. S. Leviathan* and two "enormous" ships then being built by Cunard Line and the French Line were claimed to have prompted the construction of these piers.

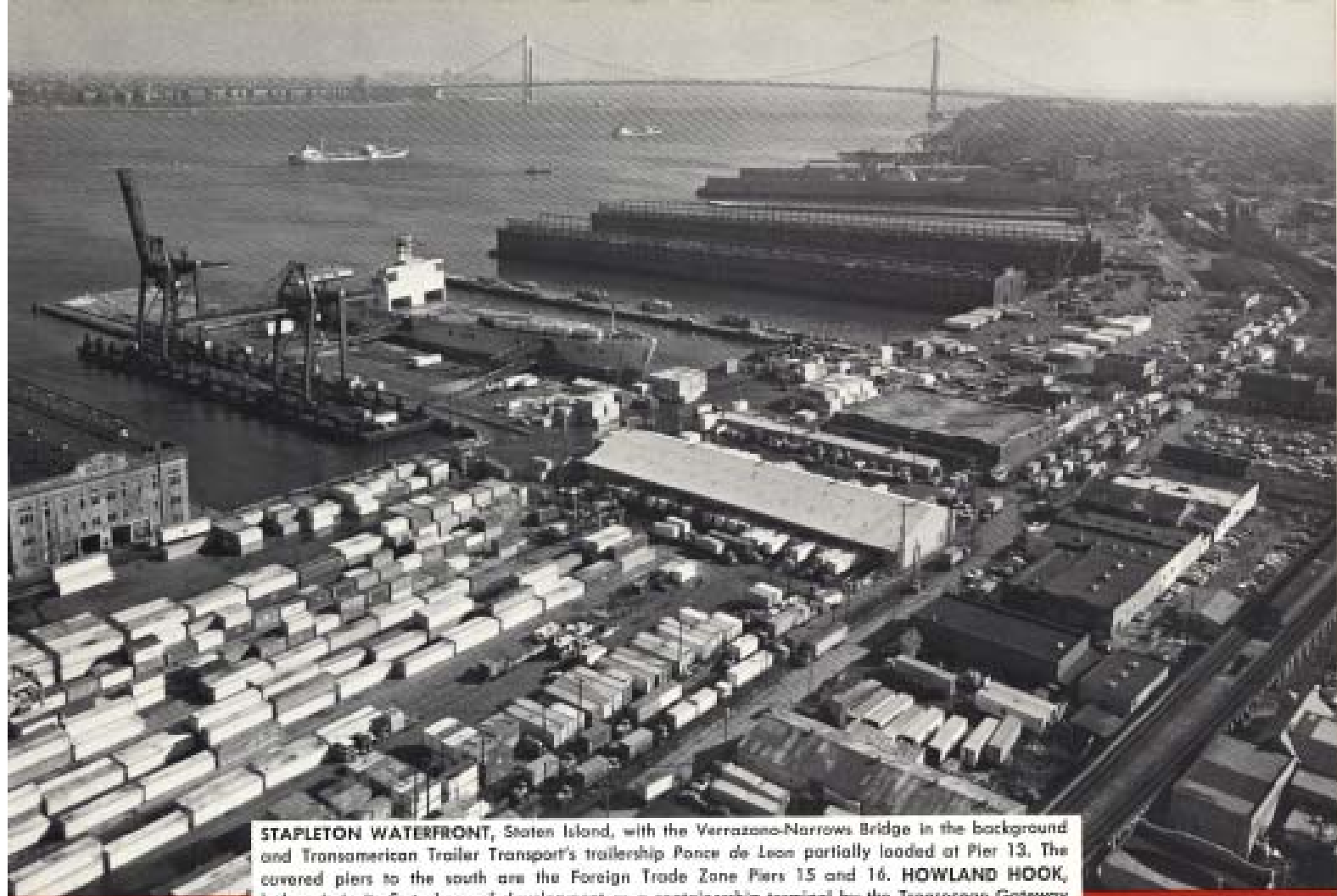
The Department of Docks could construct the required 1,100 foot long piers within the pierhead line authorized by the Secretary of War only by pushing back the Manhattan shoreline more than 300 feet into solid rock. Engineers carved 400 foot wide slips to a depth of 46 feet below mean low water for each of the piers.

The grand era of the Transatlantic Queens saw thousands of passengers arrive and sail safely from these great piers but recent decades have also seen most of these famous vessels depart for the last time.

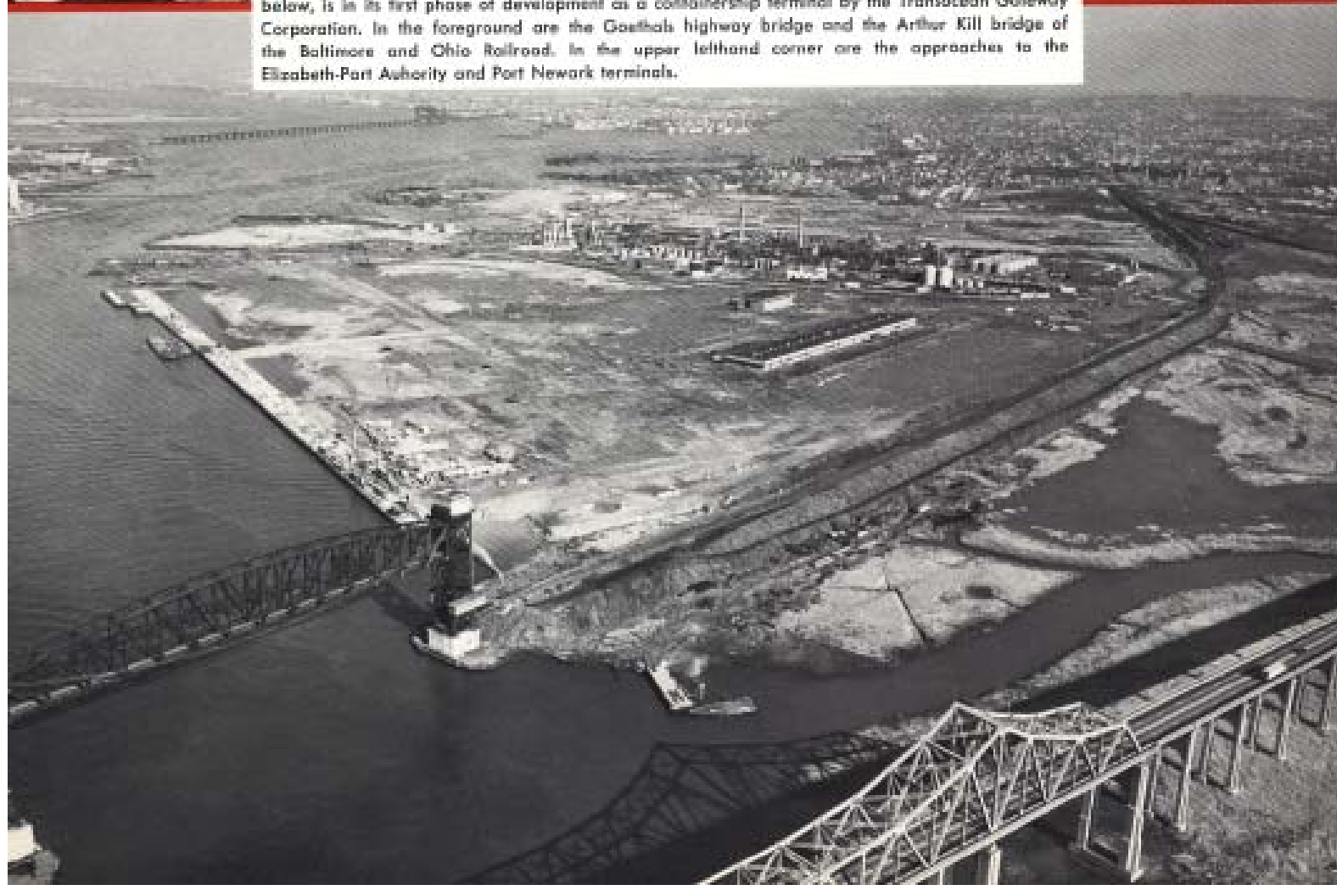
The new sea queens are cruise ships, designed for the vacationer's comfort, and the Department of Ports and Terminals has initiated a Consolidated Passenger Ship Terminal with their needs in mind.

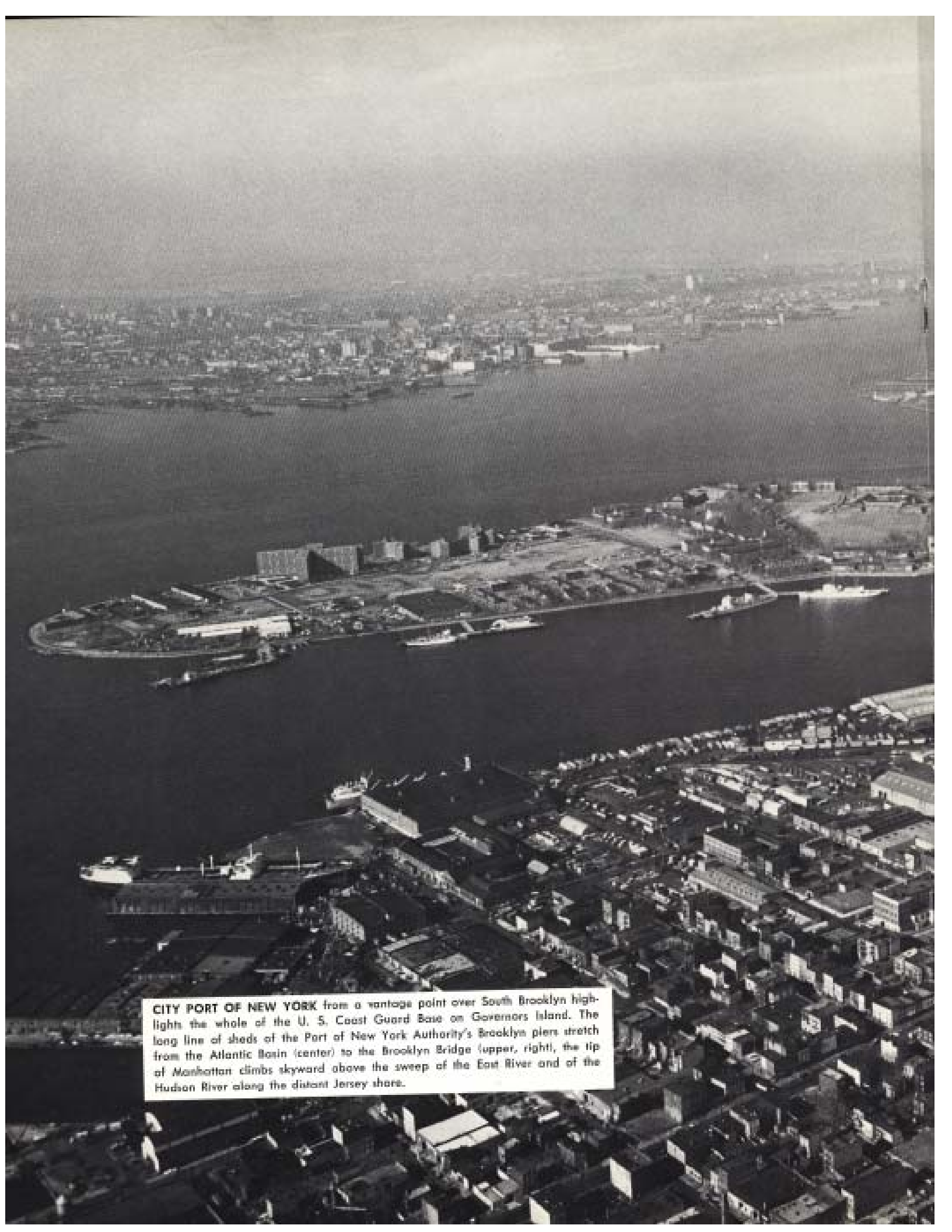
The planning of the new terminal has been a joint effort between the Economic Development Administration's Department of Ports and Terminals, the Port of New York Authority and the major passenger ship lines on a landlord, operator and tenant basis.

(Continued on page 16)



STAPLETON WATERFRONT, Staten Island, with the Verrazano-Narrows Bridge in the background and Transamerican Trailer Transport's trailership *Ponce de Leon* partially loaded at Pier 13. The covered piers to the south are the Foreign Trade Zone Piers 15 and 16. **HOWLAND HOOK**, below, is in its first phase of development as a containership terminal by the Transocean Gateway Corporation. In the foreground are the Goethals highway bridge and the Arthur Kill bridge of the Baltimore and Ohio Railroad. In the upper left-hand corner are the approaches to the Elizabeth-Port Authority and Port Newark terminals.





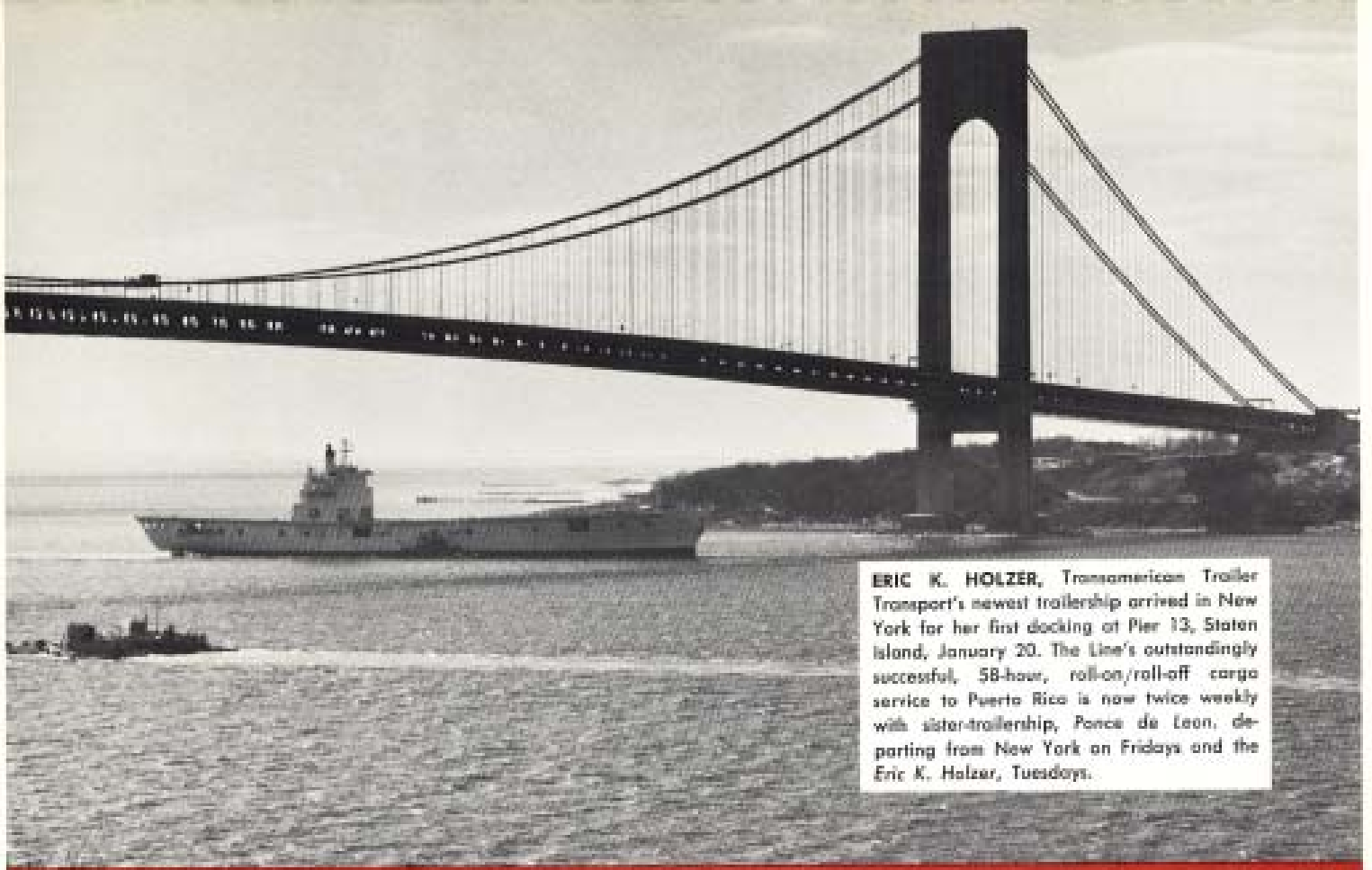
CITY PORT OF NEW YORK from a vantage point over South Brooklyn highlights the whole of the U. S. Coast Guard Base on Governors Island. The long line of sheds of the Port of New York Authority's Brooklyn piers stretch from the Atlantic Basin (center) to the Brooklyn Bridge (upper, right), the tip of Manhattan climbs skyward above the sweep of the East River and of the Hudson River along the distant Jersey shore.



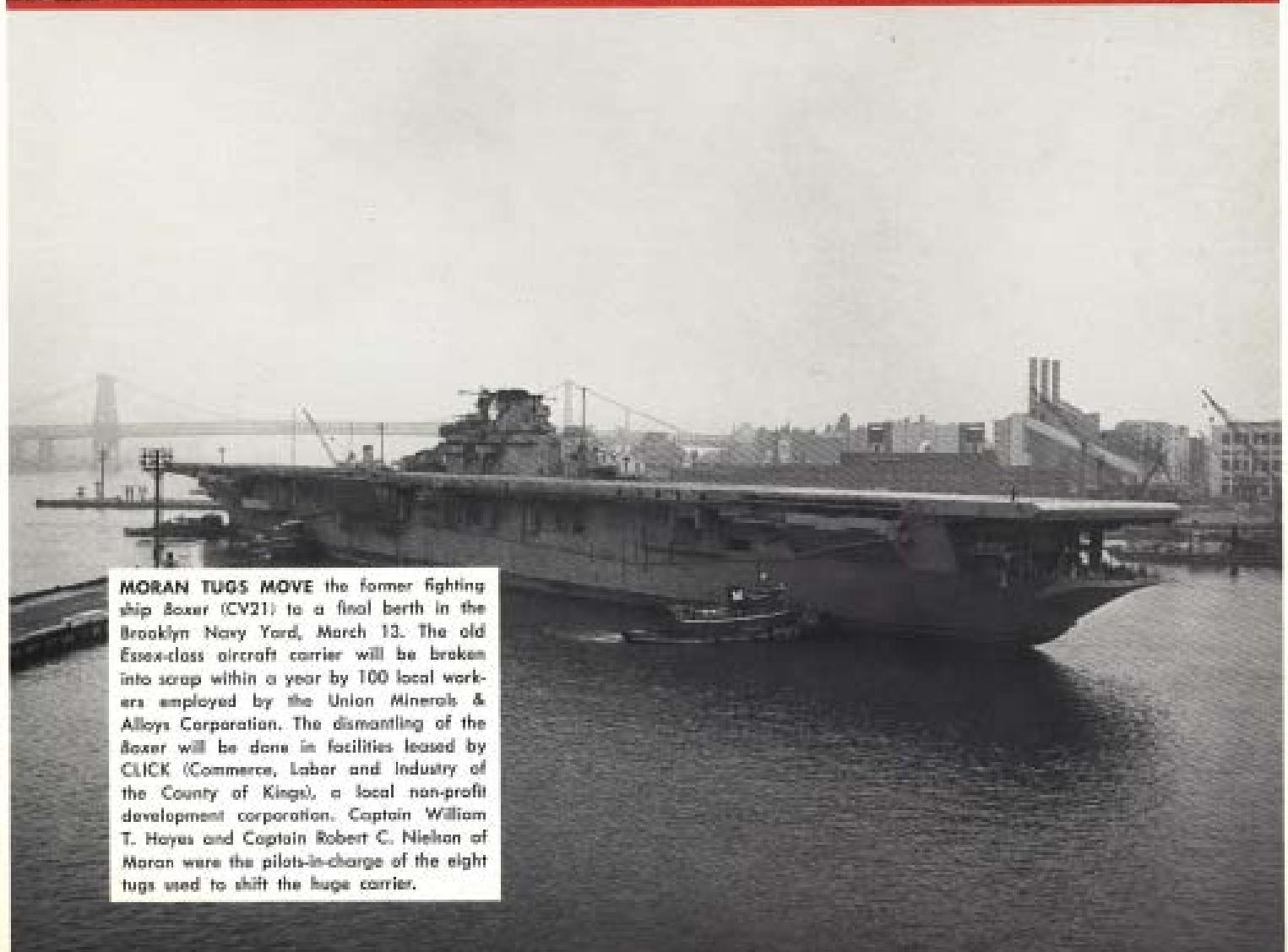
SHIPS in the NEWS



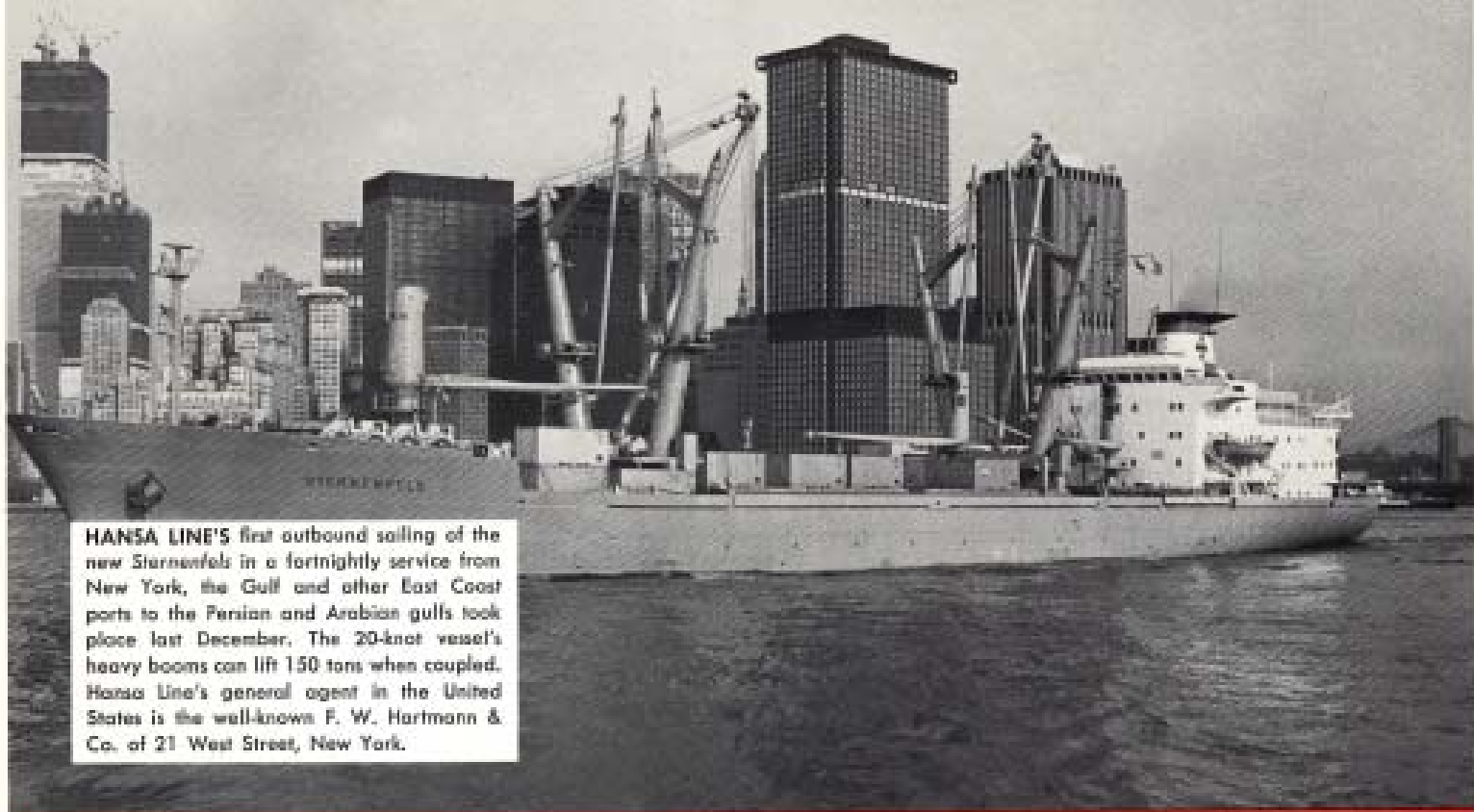
THE WORLD-WIDE FLEET OF LEIF HOEGH & CO. A.S. has grown from a single 8,210 d.w.t. tankship, M/T VARIO, in 1928 to 35 vessels in 1970. The beautiful HOEGH PRIDE, 14,750 d.w.t., is the newest of five sisterships to join Hoegh Line's North America/Far East break-bulk cargo service. She is shown here departing Pough Terminal, Staten Island, New York. As this TOW LINE goes to press the giant HOEGH HILL, a 242,800 d.w.t. ore-oil combination carrier, is scheduled for delivery in Japan. A similar vessel will follow in 1973. Three other vessels now building will swell the Hoegh Line fleet to 40 modern vessels.



ERIC K. HOLZER, Transamerican Trailer Transport's newest trailership arrived in New York for her first docking at Pier 13, Staten Island, January 20. The Line's outstandingly successful, 58-hour, roll-on/roll-off cargo service to Puerto Rico is now twice weekly with sister-trailership, Ponce de Leon, departing from New York on Fridays and the Eric K. Holzer, Tuesdays.



MORAN TUGS MOVE the former fighting ship Boxer (CV21) to a final berth in the Brooklyn Navy Yard, March 13. The old Essex-class aircraft carrier will be broken into scrap within a year by 100 local workers employed by the Union Minerals & Alloys Corporation. The dismantling of the Boxer will be done in facilities leased by CLICK (Commerce, Labor and Industry of the County of Kings), a local non-profit development corporation. Captain William T. Hayes and Captain Robert C. Nielan of Moran were the pilots-in-charge of the eight tugs used to shift the huge carrier.



HANSA LINE'S first outbound sailing of the new *Siemenfels* in a fortnightly service from New York, the Gulf and other East Coast ports to the Persian and Arabian gulfs took place last December. The 20-knot vessel's heavy booms can lift 150 tons when coupled. Hansa Line's general agent in the United States is the well-known F. W. Hartmann & Co. of 21 West Street, New York.



NEW TANKER IN PORT — The all new *S/T Overseas Alaska*, built at Bethlehem Steel Corp's Sparrows Point Yard, is a single-screw turbine reduction gear-drive tanker boasting the highest rating with the American Bureau of Shipping. She is owned by Overseas Shipholding Group, Inc. and operated by the Maritime Overseas Corporation. The 731-foot, 62,005 dwt vessel is shown discharging the last of her half-million barrel cargo at Chevron, Perth Amboy prior to sailing for the first time from her home port.

RECOMMENDED READING

THE OYSTERMEN OF THE CHESAPEAKE by Robert de Gast. Published by International Marine Publishing Company, 21 Elm Street, Camden, Maine 04843, 1970. Price: \$16.00.

A SOFT COVER WITH SLEEVE COLLECTION of black and white photographs and four essays titled: *The Watermen, The Boats, The Oyster and The Bay*. Robert de Gast, from his home in Annapolis, Maryland, spent a full year with the Chesapeake watermen "fitting-out" over the summer and "arstering" during season. From his six thousand photographs, 165 or so were set aside to tell this superb picture story of a fast vanishing way of life. The author allows his subject, the watermen, to speak for themselves by using their words as apt captions to his remarkable photographs. Special credit should be given to David Ashton, of Ashton-Worthington, Inc., Baltimore, Maryland, for the excellent design of this publication. Opened wide, some of the book's photographs measure nine by twenty-two inches (a most pleasing proportion) and all are most effectively cropped and positioned on a fine quality, soft finish, white paper. A brown cover and tan section for the essays completed by its boxed sleeve with wrap-around Chesapeake water scene make this little work of art a handsome gift indeed.

WESTERN OCEAN PASSENGER LINES AND LINERS 1914-1969, by Commander C. E. Vernon Gibbs, R.N. Published by Glasgow, Brown, Son & Ferguson, Ltd., 52 Darnley St., London, 1970. Price: £ 2.75.

COMMANDER VERNON GIBBS has produced another excellent study of the great ocean passenger liners of the Atlantic. His death before the book's publication is to be regretted, because the reviews are certain to be most appreciative of his depth of knowledge and scholarship. This work supplements his early book entitled *Passenger Liners of the Western Ocean*, published in two editions in the early post-war years. Nine chapters are included; one for Cunard Line, one for other British lines, one for American lines and others covering French, Dutch, German, Italian, Spanish and Scandinavian companies. Sixty-two fine photographs, two pages of company house flags and a good index are included. The nationality sections include a separate paragraph for each company and each ship along with ship dimensions and other important details. We are happy to see that Commander Gibbs has adopted the British tonnage figures for the MANHATTAN, WASHINGTON, AMERICA, INDEPENDENCE and

CONSTITUTION—which is only fair as all other ships in the book are so measured. Under the American system much of a passenger ship's superstructure is not measured in its gross tonnage, making such fine ships appear smaller.

LAST OF THE STEAMBOATS—The Saga of the Wilson Line by Richard V. Elliott. Published by Tidewater Publishers, Cambridge, Maryland 21613, 1970. Price: \$10.00.

OLD STEAMBOATS NEVER DIE, they live on in the loving pages of chronicles like this fine new volume by Port of New York Authority executive Dick Elliott. Today's generation of young people will have to look hard to find a substitute for the fascinating lore of the river and harbor excursion steamboat. This new, profusely illustrated over-size volume tells the story of what may well be remembered as America's greatest excursion line. The company it describes has owned tugs, barges, freight boats, shipbuilding and repair yards, horse-drawn freight wagons, motor freight trucks, ferries, amusement parks and even hydrofoils. It was an institution which extended south to Florida and west to Texas. Read about the famous captains of the Wilson Line, about its owners and its boats. During the height of its activity it owned over 100 steamboats and carried some 250-million people. What today can match the tall-stacked Wilson Line excursion steamer of fifty years ago? Author Elliott has done a fine writing job, capping a yeoman research assignment built on a true love and knowledge of a famous era of the American steamboat. We trust there will be more books like this about such almost forgotten lines as the Morgan Line, the Savannah Line, the Merchants and Miners Line, the Colonial Line and the Eastern Steamship Line. It's high time that this sadly neglected area of American steamboat history had a champion.

OCEAN LINERS OF THE PAST—The White Star Liners OLYMPIC & TITANIC. Published by New Steamship Consultants, P.O. Box 508, Fresh Meadows, New York 11365. Price: \$17.95.

THE PUBLIC'S PASSION for books about the TITANIC never seems to die. Here is another, and a most interesting one. In reality it is a complete reproduction of the Souvenir Number of the famous British marine publication *The Shipbuilder*, treating the famous sisters, OLYMPIC and TITANIC with extracts from three later editions of the same publication and an epilogue on the career of the OLYMPIC. With reproduction work having been done in Switzerland, the fine old photographs are excellently reproduced. The book is a horror story detailing the inadequacies of all the "marvelous safety features" of the "wonder ship" TITANIC; her compartmentation, her electrically controlled watertight doors and her massive construction. The final touch

of irony is the explanation that lifeboats are not really intended to save lives at sea but are only provided to transfer passengers from a ship in danger to another not in danger. This long-forgotten theory was being nobly expounded by *The Shipbuilder's* reporter as the Board of Trade hearing was still in progress after the sinking of the TITANIC. "While some increase in the number of (life) boats is certainly desirable, we think to overload a vessel with boats, as is being done in some cases, is merely a concession to popular opinion", the reporter continued.

BOATBUILDING MANUAL by Robert M. Steward. Published by International Marine Publishing Company, Camden, Maine, 1970. Price: \$9.50.

IF YOU KNOW AN ADZE FROM AN AUGER and are handy with the basic tools of carpentry, you can build your own boat. That is the challenge of this "how-to" book by a master boat-builder who reveals in clear, easy to follow language a step by step course toward the realization of your dreamboat. Sailboat or powerboat, the choice is left to the reader although wood is stressed as a "favorite" material. Excellent professional illustrations support an up to date text which seems to think of everything—all those important "little considerations" that make for a better boat and are come by only through experience. The chapter "confined to the small number of commonly accepted boatbuilding woods" puts the urge to smell sawdust in one's nostrils. Whether this manual will entice you to build a boat or no, a careful reading of Bob Steward's BOATBUILDING MANUAL should save you heartaches if you decide to deal with "that used-boat salesman".

A PICTORIAL HISTORY OF OCEANOGRAPHIC SUBMERSIBLES by James B. Sweeney with 420 illustrations. Published by Crown Publishers, Inc., 419 Park Avenue South, New York 10016, 1970. Price: \$9.95.

A SUBMARINE PROPELLED BY RUBBER BANDS is incredible but true, as are a thousand other facts in the long history of man's dream of conquering the world beneath the sea. The author, who is presently Public Relations Officer of the U. S. Naval Oceanographic Office in Washington, D. C., has done a prodigious amount of research to produce this 320 page, outsize volume spanning his subject from historic and pre-historic times down to the current developments in undersea habitats and a glimpse into future possibilities. The work is rounded out with a Glossary of Terms, an extensive Bibliography and Reference and a good Index. The illustrations are excellent and pertinent to the intriguing text. This volume should be on everyman's bookshelf.

Ports and Terminals

(Continued from page 8)

Costs have been an important factor to all concerned with a \$32 million figure as the latest estimate.

As the new Consolidated Passenger Ship Terminal proposal now stands, the initially well-constructed Piers 90 and 92 will be completely rehabilitated. Pier 88 will be modified and Pier 40's recently constructed three vessel berths will be included to make a total of nine liner berths available.

The Port of New York Authority's plan is to rebuild Piers 90 and 92 to provide an air-conditioned center circulation-lounge area on the second level, to provide a heated and air-conditioned visitor's lobby at the in-shore end of each pier and, along the front of the terminal, to extend the bulkhead 60 feet into the slips.

A vehicular ramp to the second floor is to run across the length of the entire terminal from Pier 92 southward, providing a covered loading and unloading area. Pier 90 will be extended by 60 feet to accommodate the larger vessels.

Pier 88 will be modified with galleries extending along both sides of the pier to provide a passenger walkway and space for baggage conveyors. The headhouse will form a baggage hall and include an air-conditioned lounge for passengers and visitors.

Also planned are rooftop parking facilities and public access to that area to be accomplished by flattening the pier roofs. This part of the plan is to be financed by the Port of New York Authority.

Brooklyn Army Terminal

To meet Cityport's need for more containerports and for full-containerports with deep-water berths in areas easily accessible, the Economic Development Administration and its Department of Ports and Terminals has looked to the Brooklyn Shore and to Staten Island for solutions.

The old Brooklyn Army Terminal, where an offshore "Welcome Home" sign has greeted thousands of servicemen returning over the years on

former Military Sea Transportation Service transports, was phased out of operation in 1964.

The 97 or more acre facility located on the South Brooklyn shore between 58th and 65th Streets and First Avenue, has been seen as an area with commercial shipping possibilities by Cityport officials for some years.

In December 1969, after long negotiations with the Federal Government, a lease was signed for the use of two of the terminal's piers and some 20 acres of adjacent upland. Colonel James W. Barnett, District Engineer, N. Y. District, U. S. Army Corps of Engineers signed for the government and Commissioner Ira Duchan, City Department of Real Estate signed for the city.

Subsequently, Commissioner Patrick F. Crossman, Department of Ports and Terminals, sublet the facility to F. X. McQuade, Executive Assistant to the President of International Terminal Operators, Inc., for operation.

Dredging and other improvements were made by the operator and at present two steamship companies are using the facilities for a combination container/breakbulk terminal; Elder Dempster Lines, Ltd. and Fabre Line. (Columbus Line, Inc., agents.)

The first ship to dock at the 'new' facility was Fabre Line's *Ede Sottor*, the cover subject on this issue of TOW LINE.

Still occupying the former Army Terminal is the foreign and bulk mail operations of the U. S. Post Office, the Headquarters of the Eastern Area of Military Traffic Management and Terminal Services, the Atlantic Division of the Military Sealift Command and a few other government agencies.

Currently commissioned by the city is an overall study of the area, which is favored by good highway access and rail connections, to determine if it is economically feasible to renovate the entire facility.

Bush Terminal

Adjacent to the now-building Northeast Marine Terminal the once-thriving finger piers of Bush Terminal have fallen to near disuse with the advancement of shipping technology.

A Cityport of New York plan to acquire and reactivate some 100 acres

of the terminal was announced by Mayor John V. Lindsay in June 1970.

The Department of Ports and Terminals has negotiated with Bush Universal, Inc. to purchase for \$8.5 million the seven finger piers and upland area to 1st Avenue between 40th Street and 50th Street but not including some 50 acres between 1st and 2nd Avenue and the property used by the Bush Terminal Railroad.

As soon as the City acquires the property it will be leased for ten years to the Universal Terminal and Stevedoring Corp., a subsidiary of Bush Universal, to operate a shipping terminal for container and bulk-break cargo.

It is expected that the proposed increase in pier activity will generate thousands of waterfront and related industry jobs and repay the City's purchase price in the next decade.

Prudential-Grace Lines are present tenants of Piers 3 and 4 with their new LASH vessels and American Export Isbrandtsen Lines moved to Piers 5 and 6 from Hoboken in 1970.

Northeast Marine Terminal

In an area historically one of the busiest freight-ship centers in the Cityport of New York, an ultra-modern container/break-bulk terminal is just taking shape.

Extending, at present, from 33rd Street to 39th Street it encompasses the old Luckenbach Steamship Company pier which was the longest finger pier in the port—1,739.72 feet in length.

The 33rd Street and 35th Street piers have been demolished by the Department of Ports and Terminals who have leased some 73 acres of waterfront and upland to the Northeast Marine Terminal Company, Inc. for a period of 25 years with an additional 10-year renewal option.

With the Department of Ports and Terminals financing the project at a cost of \$10.5 million, Northeast is constructing a terminal for berthing eleven conventional (or eight conventional and 2 container) ships with upland container area and some 620,000 square feet of covered shed space.

Almost half of the land area of the new terminal will be landfill over the site of the demolished piers and their slips.

Northeast formerly leased approximately 20 acres of the 39th Street Pier where they moved a half-million tons of cargo annually. The new facility is expected to quadruple this tonnage and provide some 700 new longshoremen jobs.

For future expansion an option on nearly 14 additional acres, west of 2nd Avenue and 35th Street and north to 29th Street is included in the lease.

Anthony Scotto, the Brooklyn longshoreman leader, feels confident that the Northeast Terminal Company will eventually expand north as far as 25th Street, adding another 40 acres to the upland area.

Steamship lines presently using the mushrooming Northeast Marine Terminal are the Atlanttrafik Express Service (Garcia & Diaz, Inc.), the Mitsui O.S.K. Lines, Ltd. and the Royal Netherlands Steamship Company.

Learning that the Japanese-flag containership operations, which expect to double their exports into the Port of New York during the next five years, were about to be consolidated into a consortium, EDA Administrator D. K. Patton recently flew to Japan to acquaint Japanese administrators with Cityport's plans for their future accommodation.

Stapleton Redevelopment

Almost under the shadow of the magnificent Verrazano-Narrows Bridge the City of New York owns more than a mile of deep draft commercial waterfront—the area between Tompkinsville and Clifton on the east shore of Staten Island.

In this area between the years 1921 and 1923 several of the largest and longest finger piers in the port were built, up to 209 feet wide and 1,160 feet long. Over the years they have received a variety of commercial uses including the establishment in 1936 of the only U. S. Foreign Trade Zone on the North Atlantic and as a busy Port of Embarkation by the U. S. Army during World War II.

Deterioration, the physical aspects of the piers themselves and long periods of near inactivity for want of direct highway access to other parts of the city had precluded their development as a modern cargoship

facility—until the opening of the Verrazano-Narrows Bridge.

Plans have been made for the development of this deep-water area at the very entrance to the Port of New York. The Transocean Gateway Corporation, under the terms of a lease with the City's Economic Development Administration and the Department of Ports and Terminals, will redevelop the area between Piers 12 and 18 into a modern container-break/bulk terminal.

The present lease, passed by the City's Board of Estimate last December 17, uses 30 acres of existing upland area. The city plans to acquire 7.6 additional acres and another 11 acres will be created by fill to bring the total upland to 48.6 acres. The length of the bulkhead for the new terminal will be some 3,900 feet.

Transamerican Trailer Transport, Inc., who now operate a unique and highly successful roll-on/roll-off trailer operation with the high speed, specially designed vessels *Ponce de Leon* and *Eric K. Holzer* at Pier 13, is expected to be a major tenant when planned construction is completed in 1973.

American Export Isbrandtsen Lines Inc., with present operations on the north side of Pier 13, is expected to continue their combination container and break/bulk activities at the new facility.

Plans have been made and construction is underway for major highway improvements in the interior of Staten Island and along the north shore.

Thus, with highway connections west to the Jersey Turnpike, east to Long Island and New England and its railroad service to New Jersey through a subsidiary of the Baltimore & Ohio Railroad, this deep-water area at the mouth of the harbor should experience a rebirth of activity.

Howland Hook

Another major containership terminal for the Cityport of New York is fast taking shape on the northwest tip of Staten Island on some 600 acres of formerly undeveloped land at Howland Hook.

In 1969, with the enthusiastic endorsement of Mayor John V. Lindsay and the City's Economic Development Administration, the Transocean

Gateway Corporation began construction on a terminal designed to meet the needs of today's largest container-ships with more than ample room for expansion for future requirements.

With close proximity to the New Jersey Turnpike and New York's interstate highway system and railroad connections, the area is ideally suited for successful intermodal transportation.

At dockside, a 2,500 foot long wharf with berthing space for three or four vessels at a time, the initial plans call for four 50-ton cranes. The rail and truck marshalling areas will accommodate some 20,000 40-foot containers and the 2.3 acres occupied by a freight consolidation terminal will serve more than 150 trucks at its platforms.

To control and keep track of all terminal operations and program yard traffic and vessel stowage in advance of the ship's arrival, a master computer system will be employed.

The first construction phase of the vast complex will be completed in 1971 with all future technological innovations of the intermodal transportation industry to be provided for in subsequent phases.

National Maritime Day

National Maritime Day, celebrating the nation's nautical enterprise and marking the first successful crossing of the Atlantic by steamship (*Savannah*) in 1819, will climax World Trade Week with colorful ceremonies in New York's Battery Park May 21.

At noon, precision drill teams and bands of the U. S. Merchant Marine Academy of Kings Point and the State University of New York Maritime College of Fort Schuyler will perform for the public and executive officers of the country's major steamship lines. A national figure will address the celebrants and Maritime Day Queens from the participating maritime schools will be crowned. The city's first Maritime Day Marine Parade, dubbed "Operation Steam," will steam under the Verrazano-Narrows Bridge, Saturday, May 22, between the hours of 1600 and 1700 (4:00 P.M.-5:00 P.M.). The grand flotilla will include tiny craft to mighty container and passenger ships in aqueous salute to National Maritime Day.

ASHORE



AND AFLOAT

CAPTAIN JOHN SAHLBERG, at the frigid moment of this writing, is enjoying the gentle breezes and warm sunshine in the vicinity of Jensen Beach, Florida.

If anyone deserves a respite from the less than pleasant New York harbor winters, it is Captain John.

He has weathered North winds and has climbed icy ladders from tug to ship and back during the harsh months of almost fifty years in his chosen career as tugboatman.

Captain John retired last Fall with almost forty of those years credited to his Moran record, an enviable one.

"Just decided that it was time," John allowed as the first touches of chill swept the harbor, "to pick up my 16-foot outboard and head for Florida. By land!," he added.

A 'harbor-man' by preference, John's tugboating days go back to 1921 as he stepped aboard the old *Harry Nichols* of the Hudson Towboat Co. fleet to deck for Captain Frank Knutsen, Sr.

"I was commercial fishing in Florida before I came north in 1920," John recalled, "and got a job as a 'biscuit shooter.'"

John Sahlberg's pleasure was to shove biscuits into the ovens of National Biscuit Company's plant in Manhattan, overlooking the North River at West 23rd Street.

"When I wasn't shooting biscuits I was looking out the window watching the tugs working in the North River."

"Next thing I knew," he continued, "I was handling lines on a shifting tug at the Holland-America Line piers."

By 1925 the former 'biscuit shooter' had earned his Mate's license and graduated to the tug *Howard C. Moore* in 1928 to later become a Moran-man.

The former 'dean of Moran pilots,' Captain Chester Evans took the young Captain Sahlberg under his wing and taught him the fine art of piloting.

"Piloting was harder in those days," Captain Sahlberg believes, "because of the restricted channels we had to work with."

Sahlberg was an accomplished pilot long before many of the harbor pilots working today had earned their 'wings.' A finer or more talented man never set foot on a tugboat.



Captain John Sahlberg

John is a quiet man. Working on the tugs and with ships was to his liking. He was a 'water-man' and, more likely than not, in his retirement he will be found on any given day not too far distant from the shore line.



FOR FORTY YEARS—Irving Miller, Asst. Manager of the Construction & Repair Department, received the Moran 40-Year Service Award from John S. Bull (right), President of the Moran Towing & Transportation Company. Irv began his career in 1931 as a sixteen-year-old tug fireman. At twenty-one he was a licensed engineer and by 1939 held a Chief Engineer's license in both steam and diesel. After 10 years on the Erie Canal and "points up-and-down the Atlantic seaboard" Chief Miller came shoreside in 1945. Having been Moran's Fleet Personnel Manager for the decade before joining the Construction & Repair Department in 1967, one might say Irv's forte is men and machines.

CAPTAIN HERBERT BECKER's last full measure of service as a Moran-man was shepherding the St. John's Guild's familiar and famous floating hospital vessel, the *Lloyd I. Seaman*, around New York harbor with the tug *Gay Moran*. He retired last September.

Captain Becker's career began on the passenger and freight side-wheeler *Ida* in 1920 at the age of sixteen. Plying the Hudson for two years as quartermaster on the *Ida* followed by three years on the larger steambot *Berkshire*, young Herbert qualified for his first river license at the age of twenty-one.

As a licensed pilot Captain Becker joined the steamer *J. H. Tremper*, which he remembers because it made 22 stops on its way upriver between Newburgh and Troy, New York. After three years he switched to the New York-Albany passenger and freight steamer *Poughkeepsie* for another four years.

In 1936, as Master of the formidable *Benjamin B. Odell*—she routinely broke through 40 inches of Hudson River ice during winter runs—Captain Becker chanced to meet a gentleman of kindred interest, Edmond J. Moran. As fate would have it, the following year the *Benjamin B. Odell* burned at her pier in Newburgh while Herb was on his way back to work. He renewed the fortuitous acquaintance and began his long association with Moran tugs.

On the (old) *Marie S. Moran*, "A very fine tug with a diesel engine and a big, white block M on the stack," he recalls, Herb expanded his river experience into the State Barge Canal and 'the lakes.'

From 1945 until his retirement, Captain Herb Becker became a familiar and well-liked master of many of Moran's harbor tugs. His very special skills in the handling of tugs earned him the respect of shipmasters and tugmen alike.

Born in Malden on Hudson, Captain Becker lives in Wallkill, New York where he has recently acquired a new tractor to do his gardening. Gardening? Gentleman farmer, perhaps.



FROM CHESHIRE, U. K. — "I enclose a photograph taken of your tug *Julia C. Moran* taken in 1917," writes Captain Alfred C. Bramble (Skipper of English coastal tug *Lady Howard*).

"She was then on loan to the Royal Navy and working in the Middle East," he continues. ". . . I would be interested to learn details of her subsequent history."

TOW LINE research turned up this information: Tug *Julia C. Moran* #96,646 was built in 1902 by Neafie & Levy. Purchased May 23, 1906 from Dailey & Ives under the name of Harry G. Runkle (Tug *Charles E. Matthews* was a sister-tug). Sold Sept. 30, 1916 to British Government and renamed *H. M. S. Hilton*. Later sold to Greece and renamed *Sampson* in 1933. Was lost by enemy action in Greece in 1941. She was the first of seven tugs which have been named *Julia C. Moran*. Thank you, Captain Bramble.



Edmond J. Moran, Jr.

EDMOND J. MORAN, JR., great-grandson of the founder of the Moran organization and youngest son of Admiral Edmond J. Moran, joined the Sales Department of our

company last January.

Young Ned is no neophyte to the ways of the tug having worked his way to distant ports on at least two jaunts in the early '60s.

Aboard the (old) *Marion Moran* with Captain James Barrow in 1961, it was San Pedro, California to New Orleans via Panama Canal followed by a tow in 1962 on the same tug from Charleston, South Carolina to Bremerhaven, West Germany.

Attention to studies at Georgetown University in Washington, D. C. brought a degree in 1967. He completed his studies in the university's Graduate School of Foreign Service the following year.

His concentration in the area of 'Forward Planning' for States Marine-Isthmian Agency was interrupted by almost two years of active duty with the U. S. Navy.

About the towing and transportation business, Ned feels "it's challenging."

Welcome aboard!

