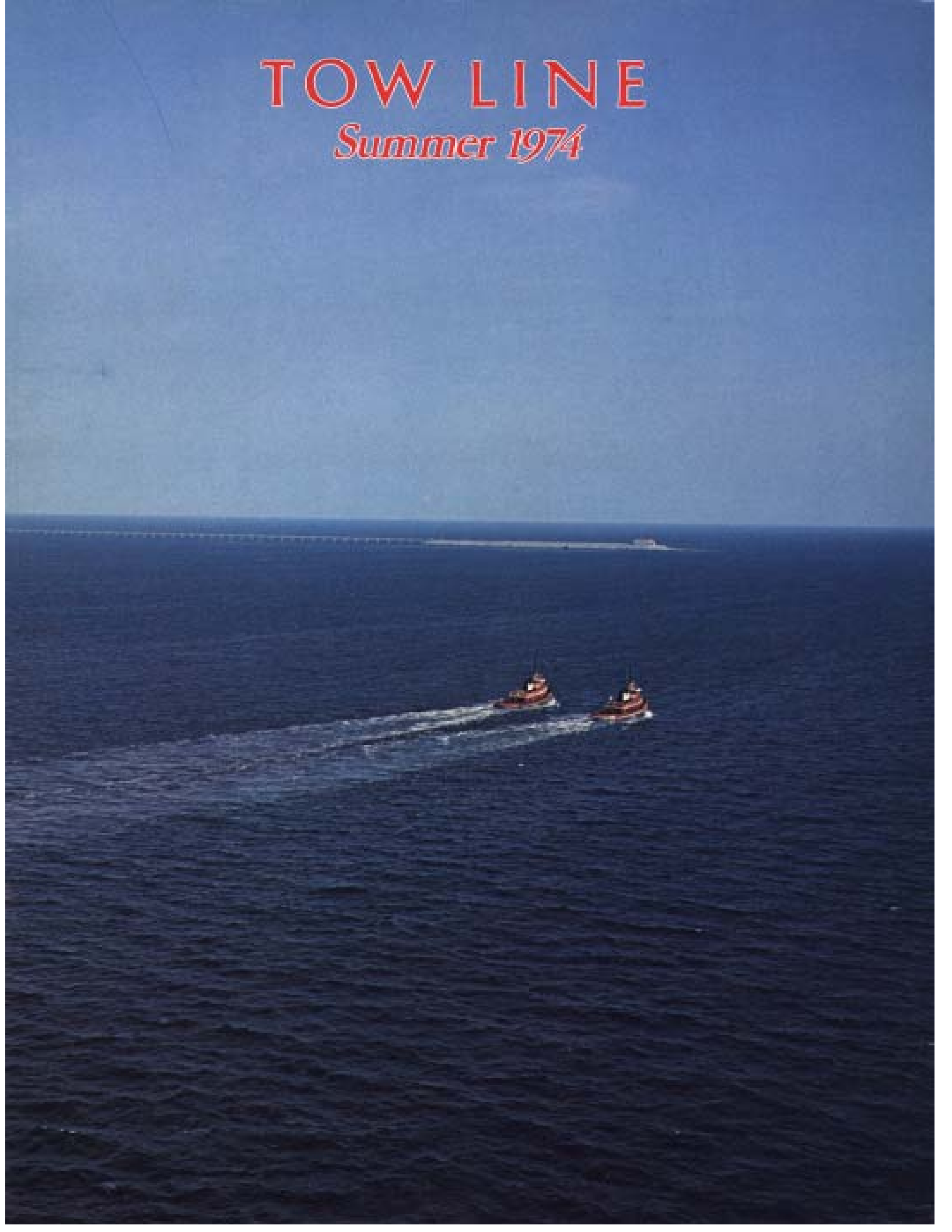


TOW LINE

Summer 1974



ON THE COVER—

A SCENE TO WARM THE COCKLES OF ANY DEEP-SEA TUG MASTER'S HEART is this colorful aerial view of two tugs—*Elizabeth Moran* and *Joan Moran*—towing in consort ODECO's newest oil drilling rig *Ocean Scout*.

The striking threesome is approaching Chesapeake Bay's Bridge-Tunnel ship channel exit to the Atlantic Ocean for the sea leg of its voyage to an off-shore drilling site in the Gulf of Mexico.

Built by the Bethlehem Steel Corporation in Baltimore, Maryland for the Ocean Drilling & Exploration Company of New Orleans, Louisiana, the *Ocean Scout* is the first semisubmersible rig constructed on the East Coast.

We feel that behind the apparent simplicity of this latest TOW LINE cover scene there is reflected a towing organization of great depth, experience and efficiency—the Moran Towing & Transportation Co., Inc.

We hope you agree.



Towing tugs *Joan Moran* and *Elizabeth Moran*



IN THIS ISSUE —

On the Cover	2
Moran Tugs Tow Ocean Scout	4
HAL's 100 Years	8
Ships in the News	10
Maritime Day 1974	12
The Floating Hospital	13
Recommended Reading	17
Ashore & Afloat	18
Moran's 25th Annual Outing	19

Moran's European Agents: ENGLAND: James A. Motron & Co., Ltd., 2 Bevis Marks, London, E. C. 3; SCOTLAND: Henry Abram, Ltd., 17 Sandyford Place, Glasgow, G2 7NB; NORWAY: Haveling Anrup A/S, Fridtjof Nansens plass 4, Oslo; BRIGER Gjestland A/S, Korg Oscars Gate 63, Bergen; SWEDEN: Gösta Svedström A. B. Svedjagatan 1C, 411 13 Gøttersburg; IRELAND: O. Y. Len Korglin A. B., Box 12301, Halingford 13; BELGIUM: Muller-Thomson N. V., Barnevstraat 21, 2000 Antwerp; GERMANY: Ernst Glösel, GmbH, Altenwall 21, P.O. Box 308, Bremen; SPAIN: Rafael Novajas, Alameda de Sersale 38, Bilbao; ITALY: Paolo Scardi, Piazza Portello 10 (P.O. Box 1857), Genoa; GREECE: National Hellenic American Line, 83 Kolokotroni Street, Piraeus.

TOW LINE

Vol. XXVII No. 1. Published by Summer 1974

MORAN TOWING & TRANSPORTATION CO., INC.
One World Trade Center, Suite 5335, New York, N.Y. 10048

Cable Address: MORANTOW

Jeff Blinn, Editor

(Unless otherwise noted, all written and photographic material originates with TOW LINE and may be reprinted with the usual credit line. A copy of the publication containing reprinted material mailed to the "Editor" will be appreciated.)



Moran Tugs Tow New Oil Drill Rig

See Story, Page 4

Moran Tugs Tow *Ocean Scout* to Gulf of Mexico Drill Site

THE WIND BLOWS STRONG on Chesapeake Bay. It is the day in April chosen for two Moran Towing & Transportation Company, Inc.'s tugs to begin towing the first semi-submersible oil drilling rig to be constructed on the East Coast of the United States.

ODECO's *Ocean Scout* will be delivered by the Moran tugs to a pre-designated drilling site in the Gulf of Mexico—far offshore.

Built by the Bethlehem Steel Corporation at their Fort McHenry shipyard in Baltimore, Maryland for the Ocean Drilling & Exploration Company (ODECO) of New Orleans, Louisiana, the *Ocean Scout* is riding at anchor in the Chesapeake south of the William Preston Lane, Jr. (Chesapeake Bay) Memorial Bridge.

For the final erection of its 147 foot tall drilling derrick, the huge *Ocean Scout* had been placed at the deep-water anchorage earlier by tugs of the Curtis Bay Towing Company fleet.

Moran Tugs Readied

In Baltimore since early morning, two of Moran's 4,290 horsepower, deep-sea tugs—*Elizabeth Moran* and *Joan Moran*—had been topping-off fuel tanks and attending to last-minute details in preparation for their task of delivering the multi-million dollar rig *Ocean Scout* to its first oil exploration site—some 1,700 miles away.

"We have towed numerous new oil drilling rigs a much greater distance, both in the Atlantic and in the Pacific", remarks Captain Leonard G. Goodwin, Vice President of Operations for Moran, "but each new towing assignment is unique unto itself."



Captain Leonard G. Goodwin

A veteran of many years as a towing master, Captain Goodwin plans and supervises all off-shore towing assignments for the worldwide Moran organization.

"The particular design and construction of each drill rig determines its towing characteristics", he continues.

Responsible for the design of the *Ocean Scout* is the firm of Breit Engineering, Inc. of New Orleans.

"I expect the *Ocean Scout* will tow very well with two adequately-powered tugs on separate towing wires", the captain adds with a smile, "and at a respectable speed."

The two towing tugs, the *Elizabeth Moran* and the *Joan Moran*, are sisters with twin-screws and twin rudders. Each is 110 feet in length, is

equipped with automatic towing winches carrying 2,100 feet of 2¼ inch steel wire and develops 4,290 horsepower.

After inspecting our two Moran tugs in Baltimore harbor, we head for the *Ocean Scout*'s anchorage at Sandy Point aboard Curtis Bay's tug *Fells Point*.

Impressive Sight

Standing stark against a sun-bright sky the *Ocean Scout* is visible miles away with the fully-erected derrick atop the upper deck.

Ploughing a deep furrow in her rush to busy Baltimore port, the huge containership *Axtaliner* of Seatrain Lines sped by.

We have a strong wind at our heels.

Beyond the Chesapeake Memorial Bridges—the second bridge is still under construction—we see the *Ocean Scout* straining at anchor. Four bright orange buoys mark the drill rig's four-cornered, 2,000 foot-radius grip of anchors on the bottom.

On the leeward side, two Bethlehem Steel Company barges—one, an A-frame derrick barge—a workboat by name of *Durham* and a pair of "Blue Diamond Fleet" tugs nestled alongside.

Backdrop to this water-level view as we clamber across the barges is the eye-catching array of the *Ocean Scout*'s tubular steel columns and trusswork supporting the huge upper deck with its drilling platform and derrick.

The rig's four, outsized, 32 feet-in-diameter corner stability columns and a like number of smaller interior columns rest upon two pontoon-like

steel structures. Nearly submerged, they are each 202 feet long, 32 feet wide and 28 feet deep.

Viewed from below, the very center of the lofty upper deck is open to the sky and the span of its surmounted drilling derrick.

From the barge deck, one of *Ocean Scout's* two revolving cranes whisked us up and aboard in *Personnel Basket #1*.

A Working Home

"I want the towing tugs to be shackled-in with their towing wires before dark", insists Captain Goodwin—with safety in mind—during an operations conference over coffee in the rig's ample mess.

Apart from its function to probe into the earth's crust, the *Ocean Scout* while on site will be home for long periods of time to her drilling crew of 27 men and those who cook and keep the living quarters ship-shape.

They, as well as Captain Goodwin, are careful of the integrity of their future home on the water.

The *Ocean Scout's* upper deck—170 feet long, 150 feet wide and 14 feet deep—is a completely watertight compartment.

Its forward section, containing all the living quarters for 59 men, is connected by a spiral interior ladder to the rig's bridge house at the starboard corner atop the upper deck.

The staterooms, galley, mess, lounge, hospital, offices and all connecting passageways are completely air conditioned.

Main operational and service machinery is located in the aft section with provisions made throughout the *Ocean Scout's* structure for carrying drilling water, fuel oil, liquid mud, cement and a great assortment of drilling supplies.

The principle power source for both drilling and vessel services is two large diesel engines of a combined horsepower of 5,100.

(Continued on Page 6)

PRELUDE TO ACTION—Aboard ODECO's newest oil drilling rig *Ocean Scout* at anchor in Chesapeake Bay (top photo), preparations are underway for the raising of its four 15-ton anchors and the shackling-in of the towing wires of tugs *Elizabeth Moran* and *Joan Moran* (Bottom photo).





Ocean Scout Tow . . .

(Continued from Page 3)

Capable of drilling a hole in the ocean's floor in excess of 20,000 feet, ODECO's new semisubmersible is designed to operate in water depths of from 80 feet to some 600 feet.

On its operational site the *Ocean Scout* will be moored in position by eight 15-ton anchors—two are located at each corner stability column. The eight 2½ inch-in-diameter stud link anchor chains will form a 2,000 foot-radius around the rig.

In her present anchorage, the drill rig is moored within a 2,000 foot-radius of four of the eight anchors in a water depth of 90 feet.

"It will take all of six hours to weigh all four anchors", we hear someone say.

Tugs Make Fast

It is a late afternoon sun that sparkles on the wind-swept waters of the Chesapeake as tugs *Elizabeth Moran* and *Joan Moran* are alerted from their standby positions at two of the *Ocean Scout's* anchor buoys.

Captain Leonard Goodwin, standing on the drill rig's recently-painted helicopter landing pad—almost the only upper deck area clear of drilling equipment—watches tugs *Sandy Point* and *Thomas Point* maneuver the Bethlehem Steel *Derrick Barge No. 1* into position to raise the first orange buoy and its anchor.

Promptly, as the 15-ton anchor is winched-in and secured in its towing position at the base of the starboard bow stability column, Captain Goodwin advises tug *Elizabeth Moran* by radio.

Meanwhile, the *Ocean Scout's* port side towing pendant—secured at one end to the corner column—is lifted and held dangling over the bow by one of the rig's revolving cranes.

Captain James L. Barrow, Master



ANCHORS AWEIGH—Bethlehem's *Derrick Barge No. 1* is maneuvered to the *Ocean Scout's* starboardside corner stability column at the bow (Top photo) with the first anchor to be weighed. Note the anchor buoy on the bow of the barge (Bottom photo), the shipped anchor and the *Ocean Scout's* anchor windlass atop the column.

of the *Elizabeth Moran*, carefully backs the stern of his tug to within an arm's length of the dangling pendant.

With Bethlehem's workboat *Durham* pushing hard against the tug's port side—the crosswind is strong—*Elizabeth Moran*'s deckhands step lively to shackle-in their 2¼-inch towing wire.

After the *Elizabeth Moran* moves away, stretching out the length of the pendant, Captain Ira F. George repeats the procedure with his *Joan Moran* to secure the *Ocean Scout*'s starboard towing wire.

The twin Moran tugs will remain side by side with their towing wires taut until the drill rig's three remaining anchors are heaved up and secured.

By Morning's Light

"A beautiful sight, indeed", exclaims Captain Goodwin, emerging from the *Ocean Scout*'s bridge house early the following morning.

The sun's rays are still low enough to brightly sidelight the white, block-letter M's of tugs *Elizabeth Moran* and *Joan Moran*.

"I told you this drill rig was built to tow", he adds. "Just look at that wake."

With like application of power, the two towing tugs spread a balanced pattern with their wakes while the *Ocean Scout*'s more turbulent wash forms twin parallel lines astern.

The chilling, northwest wind of the night before (it was but an hour from midnight when the final anchor was winched-in and stowed) has diminished to a light and fair breeze for the tow.

We are making excellent speed.

At 0935 hours, Liberian-flag motorship *Basil III* passes to port—Baltimore bound—and Seatrains Line's fast containership *Asialiner* overtakes us near noon.

The view is magnificent from atop our 10-story high vantage point aboard the *Ocean Scout*.

(Continued on Page 16)



LIVELY HOOKUP—First the *Elizabeth Moran* heaves in the *Ocean Scout*'s portside towing pendant (Top photo) as Bethlehem's workboat *Durham* holds against a crosswind and then, (Bottom photo) the *Joan Moran*'s deckhands reach for the starboard wire.

Holland America Line

100 years At The Crest of the Waves

"Holland America Line's first hundred years of distinguished history will, by all indications, be followed by a second century of vigorous achievement. In the tourism division, we envision broader markets and a totally new leisure concept for passenger travel with exciting undreamed-of itineraries. However, we will continue our cruise programs to such popular destinations as Bermuda, Nassau and the West Indies."

Arie van Tol, President
Holland America Cruises



"Sailing, if need be, with burning sails through hell...", 17th Century Dutch Mariner's creed.

LIKE IMMACULATE HOUSEKEEPING, tenacity and perseverance held to be traditional virtues of the Dutch. The first is certainly part of Holland America Line's fame. Without the second, the firm might very well not have had a house to keep.

The company's century-old history has been so repeatedly fraught with difficulties both natural and man-made—shipwrecks, wars and economic crises—as to make the most courageous tremble.

But today's Holland America Line is one of the world's leading shipping companies operating profitable—and looking forward to a challenging and broadening future.

Faith in Steam

The fast and famous clipper ships were very much the queens of the seas in the middle of the 19th century. In Holland, although the early Dutch steamship *Curacao* had already made her historic trans-Atlantic crossing by 1829, the traditionalists regarded steam-powered vessels as mere curiosities. Financing a shipping enterprise in steam-powered craft was almost impossible.

Through the efforts and dreams of two energetic young men, Antoine Plate and Otto Reuchlin, Holland America Line's fore-runner was born in 1821. The private firm of C. V. Plate, Reuchlin & Company built and operated two steamships on a new Rotterdam to New York run.

On October 15, 1872 their 1,700 grt *Rotterdam*, equipped with auxiliary sail, began the new service by carrying both freight and passengers.

The *Rotterdam* was shortly followed by a sistership, the *Maas*.

Within the year it became apparent that these two vessels alone could not satisfy the burgeoning new trade between Rotterdam and New York. More vessels were needed.

On April 18, 1873 the N.V. Nederlandsch-Amerikaansche Stoomvaart-Maatschappij (N.V. N.A.S.M.) was formed.

Backed now by a share capital of two-million guilders, the Holland

America Line (the Americanized title was added in 1896) immediately added two new steamships: the *Pieter Caland*, 2,584 grt, and the *W. A. Scholten*, 2,529 grt.

It is interesting to note that from the original *Rotterdam's* ten cabin passengers, 60 'tweendeck emigrants and 800 tons of freight, the Holland America Line would transport 3,877,000 trans-Atlantic passengers, 508,000 cruise passengers and nearly 200-million tons of cargo on 130 ships in the ensuing century.

Success and Setback

No sooner was the Holland America Line established than her history of setbacks began. During the period of 1880 to 1890 the new line lost six vessels. The original *Rotterdam* was stranded and lost and the *W. A. Scholten*, after losing more than a hundred ship's company—including four officers—in a collision off Dover, England with the *Rosa Mary*, was lost.

Undaunted, HAL began a prolonged period of rebuilding and recovery. By its 25th anniversary, the line could look back on some 1,300 trans-Atlantic voyages.

The first *Statendam*, a magnificent ship of 10,000 grt, was commissioned. And the first decade of the 20th century was again an era of pride for the company.

World War I found the Netherlands neutral but its hostilities hit Holland America Line, nevertheless. The Line's newly-built, 32,000 grt *Statendam II* was commandeered by the British before she could fly the Netherlands flag. She was torpedoed and sunk in 1914. However, the British government compensated her loss with 60-thousand tons of steel from which a new fleet of freightships eventually emerged.

Following a boom in shipbuilding after the war, the later 1920's became a golden age for trans-Atlantic steamship travel. America's economy soared to new heights and the nation's press sought out celebrities on each and every Atlantic crossing.

Soon a surplus in tonnage developed and Holland America Line's newest flagship, *Statendam III*, was delayed and not launched until April of 1929—in the shock waves of the Wall Street crash.

The Great Depression took its toll—Britain's proud White Star Line foundered—and HAL was rumored to be doomed.

The tenacious Dutch remained afloat but recovery was barely under way for a decade—the *Nieuw Amsterdam* had just been launched—when World War II began.

Holland was not neutral and the line lost six vessels at sea.

Holland America Line's facilities in Rotterdam were utterly destroyed and its ships were mostly leased to the British. What remained of its fleet were operated from New York for the duration.

FLAGSHIP ROTTERDAM—Holland America Cruises' glamorous *Rotterdam* will be the stage for a "Theatre At Sea" 16-day cruise to the Caribbean on sailing from New York April 17, 1975.

Holland America's flagship, *Nieuw Amsterdam*, served nobly in the transport of some 400-thousand Allied troops. Steaming over 500-thousand miles, the flagship survived the war as did but ten other ships of the HAL.

By 1946, after alterations and refurbishing of its vessels, Holland America Line resumed its traditional fine service.

In the recent 1960's the jet-powered airplane all but wiped-out trans-Atlantic liner service. This was a new, and perhaps the most challenging problem the Holland America Line has ever had to face. Imagination and creativity in addition to perseverance and determination were required. Tenacity alone would not win the day.

Transformation

Holland America Line quickly recognized that its traditional operating policies would not serve to overcome this change in travel pattern. Its organization, its operations and even its corporate goals would need drastic change for the company to survive and prosper.

Now came the greatest transformation in Holland America Line's history.

In swift sequence, HAL became a Netherland-based holding com-

pany comprised of three main divisions: transportation, commercial and manufacturing, and cruises.

Transport Group

All cargo efforts were to undergo drastic changes with revolutionary new vessels and new cargo handling methods.

In the huge, multinational Atlantic Container Line HAL is represented by the *Atlantic Star* and *Atlantic Crown*, two large ro-ro container-ships.

To serve ports without deep-water berths, HAL and Hapag-Lloyd A.G. operate huge LASH (Lighter Aboard Ship) vessels under the name Combi Line between Western Europe and the United States.

In a similar barge-carrying operation HAL is developing BACAT (Barges Aboard Catamaran).

Perhaps their most exciting cargo operations development is a multi-purpose vessel combining the new techniques of cargo transport with sea towing called DOCKLIFT I.

Trade Group

Along with HAL's revolutionary new ships and streamlined cargo operations an extensive organizational

(Continued on Page 14)



SHIPS i



the NEWS



ABOARD TUG JULIA C. MORAN to hail Denmark's sail training ship *Danmark* on her New York arrival April 26th (Photo, upper left) are Anne L. Knudsen, owners representative for Torn Lines, and mother, Mrs. Sigrid Knudsen. The historic *Danmark* berthed at the South Street Museum on the East River to afford visitors a look-see during a week-long visit. Recalling the magnificent flotilla of sailing ships in New York harbor during Operation Sail '64, we note that the *Danmark* was the first to accept an invitation. A greater Operation Sail '76 is currently underway to gather once again the "tall ships" of all nations.



AT THE MAHER TERMINALS in the Port Authority's Elizabeth containership complex on Newark Bay is the Orient Overseas Container Line's newest giant, the *Hongkong Container* (Photo, lower left). Flanking the *Hongkong Container's* master (Captain C. L. Sheng) at the May 16th reception are Dr. William J. Bonan, Chairman, The Port Authority of New York and New Jersey, and Mr. Moresly L. Cho, President, Maritime Industries Agency, Inc. Orient Overseas is one of the C. Y. Tung Group and the Eckert Overseas Agency, Inc. is its general agents in the United States and Canada. The *Hongkong Container* is their fifth vessel serving the Atlantic ports of the United States.



IN THE PORT OF NEW YORK for a series of short cruises, the newest passenger ship of the Soviet Union, the *Maxim Gorki* (Photo, upper right) arrived May 20th under command of Commodore Sergey Dandua. Commodore Sergey Dandua is the Black Sea Steamship Line's senior master. The Soviet's newest acquisition—and their latest entry in the world's passengership market—was built in 1969 as the German Atlantic Line's *Hamburg*. Her home port is now Odessa and of a crew complement of 406, women account for 150. The *Maxim Gorki's* cruising à la Russe from the port of New York is under the management of Wall Street Cruises, Inc.

National Maritime Day 1974 at South Street Seaport



COLORFUL CEREMONIES — Under the overall direction of 1974 Maritime Day Committee Chairman, Captain Robert (Bob) E. Hart, USN (Ret.), president of the Marine Index Bureau, Inc., the Port of New York-New Jersey National Maritime Day festivities amid historic craft at the South Street Seaport Museum on the East River was a striking event. Highlights of the annual observance included a unique staging of the "Merchant Marine Thru the Years" by the Regimental Band and Historical Color Guards of the United States Merchant Marine Academy of Kings Point, New York. Directed by Lt. Commander Kenneth R. Force, U.S.M.S. (Top photo) cadets of the merchant marine academy recalled significant periods of American maritime history in music, uniforms and flogs of the eras. Another highlight was the presentation of the American Merchant Marine Trophy to members of the New York City Fire Department by Thomas A. King, Eastern Regional Director of the Maritime Administration. Lieutenant James F. McKenna and Marine Pilot Matthew T. Fitzsimmons (Bottom photo, left and right) received the coveted award for their "outstanding seamanship" during the rescue of 30 crew members of containership *Sea Witch* and tanker *Esso Brussels* at the catastrophic collision and fire near the Verrazano-Narrows Bridge June 2, 1973. Their craft, the *Fire Fighter*, also received a commemorative plaque to be placed aboard.



Floating Hospital of St. John's Guild.

"...to afford relief to the deserving poor, especially children... without regard to creed, color or nationality."

SPARKLING WHITE, NEW and vibrating with the excited laughter of several hundred children, the *Floating Hospital* of St. John's Guild sailed from her berth at the South Street Seaport May 22nd for a short, preseason cruise in the East River and New York harbor.



Dr. Susan Gershman,
Executive Director

Coincident with the noon hour celebrations of National Maritime Day at the Seaport, the *Floating Hospital's* tiny passengers were treated to a delightful water display by New York City fireboats. The brand-new hospital barge sailed under the Brooklyn Bridge before returning south toward the Upper Bay and the Statue of Liberty.

Continuing a unique non-sectarian philanthropic service to the poor and

deserving of New York City begun in 1866, the new *Floating Hospital* replaces the *Lloyd I. Seaman* which had served the Guild since 1955. It is the fifth floating hospital to be dedicated to the primary health and recreational needs of the city's young and old alike.

The St. John's Guild's new *Floating Hospital* is a heart-warming step forward with many needed improvements over previous hospital barges. Important to the thousands of needy who anxiously await their turn aboard is the extended sailing season made possible by the addition of heating facilities in all enclosed areas.

(Totally dependant upon the weather for comfort and the extent of its sailing season, the *Lloyd I. Seaman's* 1973 season of 63 summer days provided medical care and recreation for 32,838 needy of all ages on daytime harbor cruises.)

There is hope, too, for an eventual year 'round sailing schedule for the new *Floating Hospital*.

For the first time the floating hospital's interior spaces will afford relief during summer's sweltering heat; the new *Floating Hospital* is air-conditioned. Increased clinical space, an auditorium, classrooms and a capacity of 1,200 persons aboard will afford its professional staff greater opportunity to serve the needy.

THE NEW EMBLEM of The *Floating Hospital* stands out below the bridge of the new "ship". On the bridge Captain James Fagerstrom of tug *Carol Moran* joins The *Floating Hospital's* Captain Charles E. Reilly for the vessel's inaugural voyage from the South Street Seaport May 22nd. After a New York City fireboat water display The *Floating Hospital* returned to South Street (Bottom photo) on the East River to salute Maritime Day guests of the pier on her way to cruise the harbor.



HA Line's 100 Years...

(Continued from Page 9)

diversification created a new scope for the company's activities in new areas of profitable operation.

Today the company pursues a policy of aggressive acquisition and investment in marine related industry.

New Concept in Cruising

Holland America's long, enviable reputation in the passenger travel trade—always the heart and soul of their business—remains intact but with a new emphasis.

Their historic transatlantic liner service having become unprofitable, the company expanded operations in the cruising field.

Divisional executives shed the idea that passenger travel was a part of the shipping business and envisioned themselves as packagers

of a delightful means of enjoying leisure time, providing much the same activities and services of first-rate resort hotels.

Aptly called the Marine Hotel Department, it is under the supervision of a man whose experience is in hotel management. His staff is organized similarly; departments parallel those found in a luxury hotel.

Dining aboard ship has had a similar change of pace. In the early days, emphasis was more on feeding the passengers while they were in transit. Today, cuisine and surroundings are viewed as part of the adventure the passengers are buying. Today's cruise passenger has choices heretofore unknown. More varied restaurants, clubs and lounges are available, plus greatly expanded service. Passengers may, for example, take breakfast or lunch on the Lido Deck rather than in the dining room, a very popular development with today's informal life-styles.

And, that's only one way in which the new way of thinking has changed things on Holland America Cruises, according to Arie van Tol, president. Headquartered in New York, Mr. van Tol feels the division's no-tipping policy is a positive departure from ways of the past.

"Of course," as he is the first to

admit, "you cannot entirely eliminate this practice. You can't order the passengers not to tip if they wish", he says. "But you can make it plain that they have already paid for the services available to all our guests, and exorbitant tips won't buy them preferential treatment."

Mr. van Tol also feels that Holland America is set apart from other cruise operators by its superior and longer experience in cruising. They have gained a decided edge over competition in the development of special-interest cruises. They have also been among the very first to recognize the growing importance of air/sea/land packages and to pioneer in their development.

Cruise Activities

All Holland America cruise activities are directed from New York.

The *Rotterdam* and *Statendam* make seven-day cruises from April to November—another departure for HAL which in the past concentrated on longer voyages.

The *Rotterdam* cruises both to Bermuda and Nassau while the *Statendam* calls at Bermuda alone.

Recently the *Statendam* obtained preferential docking at Hamilton Street in Bermuda, making it possible

"HOTEL STATENDAM"—For four days each week from April to November Holland America's cruise ship *Statendam* is its passengers' hotel on Front Street in Bermuda.



for passengers to use the ship as a hotel during its four-day stay at the edge of the street itself.

The *M.S. Prinsendam*, Holland America's newest ship, which began service this year, makes two-week cruises from Singapore to Bali and other ports in the Indonesian Archipelago. In 1975 this vessel will cruise during the summer months between Vancouver and Alaska.

Mr. van Tol notes that Holland America is still oriented to the American market which, in fact, contributes heavily to the success of its Far Eastern schedules. However, the line is paying increased attention to the growing European and Japanese markets where prosperity and growing curiosity regarding the Pacific indicate enormous potential for expansion and profit.

As for the next hundred years? With an eye to his competition, Mr. van Tol is loth to make specific predictions as to the exact route his hundred-year-old line will follow.

But, if history has a valid lesson, it's likely that Holland America will be just one jump ahead of developments in the years to come. Holland America will keep its innovative stance. It will continue to be a ground breaker in setting destinations and itineraries.



FOUR NEW TUGS will be added to the Moran fleet during the Spring of 1976. A contract signed by Thomas E. Moran, President, Moran Towing Corporation and V. J. LeBlanc, Vice President, J. Roy McDermott & Co., Inc., (in photo, left and right) initiates construction of four, turbo-charged, 4,730 horsepower tugs. Each is 126 feet in length, twin-crew, twin-rudder and all are equipped with towing machines. The new contract follows a five-tug order of the J. Roy McDermott yard completed in 1973.

Mr. van Tol expects to explore broader markets for the Line's leisure-time activities. New ideas will come, perhaps new ships unlike any seen before will emerge.

HAL'S NEW PRINSENDAM—Regular two-week cruises from Singapore to the Indonesian Archipelago through 1976 will be highlighted by 8-day cruises to Alaska from Vancouver from May to September.



OCEAN SCOUT TOW...

(Continued from Page 7)

We had hoped to meet Moran's huge coal barge *Maryland* (See TOW LINE, Winter 1973-74 Issue) on one of its regular trips on the Chesapeake between Norfolk, Virginia and Bethlehem's Steel plant at Sparrows Point, Maryland but, as chance would have it, we were moving and the barge was loading.

The Chesapeake's historic Wolf Trap light is nearly abeam at 1345 hours as Coast Guard Cutter *Point Huron* joins us as escort.

Before sunset, we'll arrive at the Chesapeake Bay Channel crossing of the nearly 18 miles long Chesapeake Bay Bridge-Tunnel—our exit to the sea.

A Parting Look

In the Chesapeake Channel the Coast Guard's *Point Huron* radios us of inbound traffic approaching from sea.

"I refer you to a prior discussion with the Captain of the Port", replies Captain Goodwin, "that the vessel with the fair tide has the right-of-way."

We have the tide with us as we approach the ship channel crossing of the Chesapeake Bay highway link to Norfolk.

"The tow will have southwest winds from Cape Hatteras and Diamond Shoals and on down the coast. From Cape Kennedy all the way to Palm Beach they'll be bucking tide but once at Key West it'll be a downhill trip", predicts Captain Goodwin.

From the *Ocean Scout*'s helicopter landing pad we board a small Colonial Airway's 'copter for our final aerial view of the tow crossing the busy coastal highway.

With Captain James L. Barrow in charge—as senior tug master—and Captain Ira F. George in consort, the twin tugs *Elizabeth Moran* and *Joan Moran* delivered the *Ocean Scout* to its drilling site on schedule.

ODECO's twenty-fifth rig, the 16th in the Gulf of Mexico, began operations the following day.



RECOMMENDED READING

FERROCEMENT BOAT CONSTRUCTION by Chris Cairncross. Price: Not indicated. **FOAM SANDWICH BOATBUILDING: A Practical Guide to Home Construction** by Peter Wynn. Price: \$9.95. **BOATBUILDING WITH STEEL** by Gilbert C. Klingel (Including **BOATBUILDING WITH ALUMINUM** by Thomas Colvin. Price: \$12.50.) All published by the International Marine Publishing Company, 21 Elm Street, Camden, Maine 04843.

ATRIO OF EXCELLENT TEXTS written and illustrated as practical 'how to do it' boatbuilding for those possessed of varying degrees of skill and range of wherewithal. Each text is worth its price, too, as a guide to the boat buyer as well. Chris Cairncross, author of **FERROCEMENT BOAT CONSTRUCTION**, is both an experienced yachtsman and a journalist. His thorough research into his subject includes a short history of the development of *Ferrocement* in the 1840's to its modern redevelopment by Professor Pier Luigi Nervi a hundred years later. Ample photographic and plan illustrations aid the text to describe step-by-step fabrication of 28 foot to 65 foot range hulls. In learning from the author's first-hand experience the imaginative boatbuilder may well apply his own ideas to this fascinating technique of economical boatbuilding. Chris Cairncross presents a good case for the use of ferrocement but it is not a material for casual use; sound and adequate understanding is necessary to attain a satisfactory result. On the other hand, **FOAM SANDWICH BOATBUILDING** as a technique for author Peter Wynn's "satisfying adventure" in building his first 40 foot catamaran fitted his impatient temperament. The author's skill as a potter undoubtedly stood him in good stead in the sandwiching of the plastic foam between skins of glass-reinforced plastic which forms the shell of the boat. The wooden mould on which the plastic foam is mounted for sandwiching requires relatively simple skills but it is an artistic hand that shapes well the final product. The foam sandwich boatbuilding technique, described in good detail by the author, lends itself well to light displace-

ment sailing vessels or planing power craft. A short chapter on equipment and materials is helpful but the American reader will have to compile his own list of suppliers. Gilbert C. Klingel's volume on **BOATBUILDING WITH STEEL** fills a neglected gap in instructive material available to the boatbuilder who would work in steel. A boatbuilder for over twenty years, the author is noted for the excellence of his steel craft. This is certainly indicated by his text's meticulous attention to details at every step in the fabrication of a steel hull. Not by any means is this volume intended for the slipshod amateur boatbuilder. On the other hand, one need not be an engineer to follow Mr. Klingel's clear, precise prose. He seems to think of everything with a personal concern for the reader-boatbuilder and the ultimate product. A chapter on corrosion prevention and painting plus an added filip of advice on the choice and care in installation of the powerplant (if it be engined) round out an excellent basic work on the subject of boatbuilding with steel. **BOATBUILDING WITH ALUMINUM** by Thomas Colvin, which is Chapter 13 in the volume, quite naturally follows a discussion on steel as the building methods are similar. Thomas Colvin has been designing and building boats since 1947, both in steel and aluminum. In some forty pages he discusses the lightweight metal, presenting its advantages and disadvantages as a boatbuilding material. Proper welding is of utmost importance. On the strength of Mr. Colvin's general presentation the reader may make a choice — to use or not to use aluminum.

THE ONLY WAY TO CROSS by John Mactone-Graham. Published by The MACMILLAN Company, New York, 1972. Price: \$10.00.

THE PASSING of the great Atlantic ocean liner has brought nostalgic feelings to many. Now that the use of steamships for getting from one place to another across oceans has all but come to an end, many are awakening to what a charming, happy and rewarding way of life it was to experience such a trip. None is better qualified than John Mactone-Graham to do this, and no book has done it so well as his. His qualifications begin with his own family background, for John Mactone-Graham is descended from Lord Lynedoch, who was a passenger on the steamship *Savannah*, first vessel to cross any ocean with the help of steam. This was in 1819, but something of the inbred love of ships and the sea must have come down from this



Vice Admiral William F. Rea, III

NEW COMMANDER—Admiral William F. Rea, III assumed command of the U.S. Coast Guard's Atlantic Area and Third District June 28th. Prior Chief of the Merchant Marine Safety Office in Washington, D. C., Admiral Rea was formerly in charge of the New York Marine Inspection Office from 1964 to 1967. His present Atlantic Area command spans an incredible 2.4 million square miles of land and water area stretching from the United States' Canadian border to the Gulf of Mexico and on west to the Grand Teton National Park in Wyoming. Within the area's 39 states some 19,000 men are assigned to multifarious duties from sea-search and rescue to combating pollution of the waters. Admiral Rea has been awarded both the Meritorious Service Medal and the Legion of Merit during his U. S. Coast Guard career.

famous British general and traveler to the modern historian ship lover — John Mactone-Graham. He crossed the Atlantic before he was a year old, and had done so a dozen times before he was ten. His passion for great ocean liners, for their luxurious interiors, for their tall smokestacks, for everything about them, is clearly evident in the pages of this thrilling, beautifully written book. He begins with the *Mauritania* of 1907 and ends with the liner *United States*. His ships are people filled, are brought to life with real stories about real passengers. His ships themselves live. He really means what his book's title says: "The Only Way to Cross". Today's cramped airplanes are brashly shallow and grotesque compared to the vast open spaces on the *Vaterland* or the sumptuous luxuries of the *France* of 1912. And, the book is crammed with pictures both well selected and expertly captioned. Get it, you'll love it. F.O.B.

ASHORE



AND AFLOAT

IT WAS SANDY HOOK PILOT Captain William Mitchell who first spotted the swamped sailboat on Sunday afternoon, April 21st. From the bridge of tanker *Lagos Superior*, inbound to Perth Amboy, New Jersey, Captain Mitchell saw three figures clinging to the submerged craft near Beacon 20 in the Raritan Bay West Reach. His first thought was of the tug and barge not far astern of the *Lagos Superior*. No other vessels were in sight. Calling the tug *Maureen Moran* by radio, Captain Mitchell advised the on-coming tug and gestured to the people in the water by waving his arms and pointing, to indicate help was on the way.

The *Maureen Moran* was inbound with the barge *Moran-108* alongside. Like as not, the trio struggling in the water would not have been seen had it not been for Captain Mitchell's call.

Expert Maneuvering

"After we changed course and came closer", Captain Paul Gilje said later, "all we could see was the sailboat's mast sticking up and three heads barely above the water."

Deckhand Tom Campbell tossed a heaving line which one person, apparently standing on the submerged hull, attached to the mast. After drawing the small sailboat in closer—Mate Knut Johansen was on watch at the time—the *Maureen's* crew assisted the shivering family aboard.

Engineer Volney Lacy said the water temperature stood at a chilling 45°.

"We had been in the cold water for quite some time", wrote Mrs. Gustav A. Heins in a letter of gratitude to the crew, "... there were my daughter (Susan) age 10, my husband and myself."

Cook Raymond Giusti lost no time in putting a fresh pot of hot coffee on the tug's range.

"They gave us blankets, towels and even clothing", Mrs. Heins continued, "... put our wet clothes in the dryer... we had coffee, tea, food."

Keeping a line secured to the little sailboat, the *Maureen Moran*—still towing the barge *Moran-108*—paused long enough at the Perth Amboy Yacht Club boat basin to leave the Heins' swamped craft at anchor.

With the *Maureen Moran* and the barge's arrival at their destination in Sayerville, New Jersey, the fortunate survivors were driven home to Port Reading by Deckhand Gerry McCracken.

"Our deepest gratitude to the crew ... six wonderful men", concludes Mrs. Heins' note.

IT'S AN UNEXPECTED PLEASURE — The feeling was mutual in the pilot house of tug *Patricia Moran* on a day in June. Miss Lillian Gish, that incomparable screen artist whose career began in the "flickers", was as pleased to be aboard as the crew was to welcome her. Beaming broad smiles (Photo, left to right) are Kenneth Paesl, trainee-observer, Mate Ralph P. Merrill and Captain Arthur Biagi.



A MARITIME EXHIBIT commemorating East River Savings Bank's 126th year may be seen at their 26 Cortlandt Street office until August 1st. Dr. Austin S. Murphy, chairman and president of the East River Savings Bank and Thomas J. Smith, president of the Maritime Association of the Port of New York and president of Farrell Lines, Inc. (Photo, left and right) jointly announced the historical exhibit which includes ship models, original ballast of the H.M.S. *Bounty* and a gold-painted American eagle from the pilot house of tug *Henry Gillen*.





MORAN'S 25TH ANNUAL HEADQUARTERS OUTING

HAPPY CHILDREN of all ages were the company's delighted guests at Moran's 25th annual office employee - family - and - friends' outing June 14th. Sun-suits, blue jeans and slacks were the general attire for a day of fun, food and games outdoors at Nassau County's neat-as-a-pin Eisenhower Park in East Meadow, Long Island. No deterrent to the festivities were a brilliant sun and a cool, wafting breeze. Unlucky were those of Moran's operating personnel required to "man the helm" at the One World Trade Center offices. Along towards evening, fun suits gave way to more dressy attire for some five score who partook in the culinary offerings of the famous Milleridge Inn in nearby Jericho. A strong whistle blast to this year's hard-working committee: Dan Duffy, Mary Custaldo, Nora Lascari, Muriel Lewis and Fred Morgana.



