

TOW LINE

Spring 1976



ON THE COVER—

WITH A MEASURE OF PRIDE we offer, in our current TOW LINE cover photograph, ocean tug *Heide Moran*. The first in a new series of four, 4,730 horse-power tugs, *Heide Moran* is shown undergoing her builder's sea trials in the Gulf of Mexico.

The historical Bennington (Vermont) Battle Flag flies from *Heide Moran's* jackstaff, commemorating our country's Bicentennial year.

These new additions to Moran's extensive fleet follow a five, 3,300 horsepower tug series also built by the J. Ray McDermott shipyard in Morgan City, Louisiana and completed in 1973.

(All of the *Heide Moran*-class tugs are now in service)

As a first assignment, *Heide Moran* towed the former cruise line *Victoria* across the Atlantic from New York to new owners in Piraeus, Greece.

We are proud of our tugs and the men who man them, build them and plan them.



HEIDE MORAN'S FIRST TOW - Luxury liner *Victoria* on her debut in New York as Inceps Line's new flagship, January 21, 1960.



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A black and white photograph of a ship's mast. The mast is a vertical metal pole with several horizontal arms extending from it. Each arm has a light fixture attached. The mast is set against a light, possibly white, background. A flag is flying from the mast, featuring the stars and stripes of the United States flag, with the number '76' prominently displayed in the center. The flag is slightly tattered and appears to be blowing in the wind.

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

Cable Address: MORANTOW
Jeff Blinn, Editor

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New Class Ocean Tug Series *(Page 4)*

Anti-Pollution Barge New Jersey *(Page 6)*

New Class Ocean Tug Series

Joins Moran Fleet in 1976

A NEW CLASS OCEAN TUG joined the Moran towing organization's extensive east and Gulf coast fleets at the close of 1975.

As the first tug completed and christened at the J. Ray McDermott & Co., Inc. shipyard in Morgan City, Louisiana, the new ocean tug *Heide Moran* lends her name to the four tug series — the *Heide Moran*-class.

Specifically designed to meet Moran's expanding services in tug/barge combination towing and ocean rescue/long haul towing, the *Heide Moran*-class ocean tug represents an increase in both size and horsepower over the previous five tug order completed by McDermott for Moran in 1973.

The order for the four, turbo-charged 4,730 horsepower ocean tugs was placed by Thomas E. Moran in 1974.

Ideal Sea Boats

Significantly different in design than their predecessors, the *Heide Moran*-class tugs are superior sea boats according to Moran's Vice President, Operations, Captain Leonard G. Goodwin.

"This new *Heide Moran* is without doubt an ideal sea tug", Captain Goodwin commented upon the *Heide Moran's* return from her first ocean tow.

"Her performance was excellent and, according to the crew who took her across the wintry Atlantic," he continued, "the new tug is a comfortable boat."

First Assignment

After completing the builder's sea trials in the Gulf of Mexico (See TOW LINE cover photo), ocean tug *Heide Moran's* initial assignment proved her seakeeping superiority on a 5,189 mile voyage.

Secure on *Heide Moran's* 2¼ inch towing wire as the new ocean tug left New York's Ambrose Light Tower

behind on November 14th, was In-cres Line's former flagship — the passenger cruise liner *Victoria*.

Long laid-up at an Army Base pier in Brooklyn, the *Victoria* would be given another lease on life as a



Mediterranean cruise ship by Chandris Lines. *Heide Moran's* assignment was to deliver the *Victoria* safely to a refurbishing yard in Piraeus, Greece.

Wintry Atlantic

"Very rough and heavy seas", was almost the initial entry in *Heide Moran's* log by Captain Richard Scarborough after departing the Port of New York.

"Making very good speed under tow", according to Captain Goodwin, who daily followed the progress and course of the *Heide Moran/Victoria* tow by radio communication across the Atlantic, the unit arrived at Gibraltar December 3rd.

Anchoring the *Victoria* in an assigned anchorage, the *Heide Moran* refueled for the first time at a local dock in Gibraltar. By 1942 hours that same day, *Heide Moran* was once again underway eastbound in the Mediterranean.

Again Captain Scarborough's log indicated a none-too-smooth sea for the remainder of the east-bound voyage.

Eight days after leaving Gibraltar, *Heide Moran* released the 25,000 ton liner *Victoria* to waiting Greek harbor tugs for transport to dockside in Piraeus.

Return to New York

Leaving Piraeus December 12th, ocean tug *Heide Moran* re-crossed the Mediterranean and the Atlantic to arrive December 30th at Moran's repair base in Staten Island, New York — in time for the crew to celebrate the New Year with family and friends.

(Continued on page 14)

DOWN THE BAYOU - Tug *Heide Moran* is bound for the Gulf of Mexico and her builder's trials. Note the high, prominent pilot house (photo, top) which displays only five windows forward - seventeen windows complete the panoramic view. On the boat deck level (photo, center) a sea anchor is stowed. The tug Master's quarters are just forward of the "M"-lettered stack and the engine room air intakes. On the expansive after main deck (photo, bottom) tug *Heide Moran's* main towing winch hides the center-line access door to the deck house. In the foreground are heavy, deck-mounted sheaves for the tug's pushing cables.

IMPRESSIVE BOW - Designed to meet the sea on friendly terms, the bow of tug *Heide Moran* (photo, left) stands high and dry in a McDermott drydock after sea trials.



Anti-Pollution Barge *New Jersey* Aids in Major Oil Spill Clean-up

THE LARGEST OIL SPILL on water ever to plague an American port occurred early in January at the Patchogue Oil Company petroleum storage terminal on the Gowanus Canal in Brooklyn, New York.

Sunday, January 4th, an intense fire and a series of explosions ruptured oil storage tanks resulting in the release of a great quantity of petroleum products into New York harbor waters. Estimates of the amount of the escaped oil ranged as high as 62,000 barrels or 2,500,000 gallons.

This unprecedented major oil spill followed by less than four months the inauguration of the Mor-Met Anti-Pollution Barge System and the exposition of its 36,278 barrel capacity containment/recovery oil barge *New Jersey* to public officials and private industry executives here in New York.

As the quantity of the Patchogue oil spill exceeded the capacity of formerly used means for quick recovery, the Mor-Met barge *New Jersey* was called upon to assist.

This was the barge *New Jersey's* first assignment as a member of the Port's first integrated major oil spill recovery system.

Combined Expertise

The Mor-Met Anti-Pollution Barge-Major Oil Spill Containment/Recovery System was developed through the efforts of marine and pollution control experts of the Seaboard Shipping Company, a petroleum barge division of the Moran Towing & Transportation Co., Inc. and the Metropolitan Petroleum Petrochemicals Company, a Pittston Company subsidiary long experienced in oil spill on water clean-up.

The key to the new system is Seaboard's oil barge *New Jersey* which is routinely engaged in transporting fuel oil to major public utilities in the Greater Port of New York area.

The barge *New Jersey*, refitted with oil pollution-fighting equipment, is both work platform and warehouse for supplies needed by Metropolitan's oil spill recovery teams. Its tank capacity and pumping equipment allow for oil/water decanting and storage of the recovered product.

At first word of the Patchogue Oil Terminal fire and tank explosion on January 4th, Metropolitan Petroleum Petrochemicals Company — under contract to the terminal owners — immediately dispatched van-loads of oil containment boom to the site.

At the direction of the Captain of the Port, as both land and marine units of the New York Fire Department fought the conflagration, Coast Guard tugs *Mahoning*, *Sauk* — assisted by the Coast Guard's 30-foot utility boats — deployed the oil containment boom and the Gowanus Canal, north from Moore McCormack Lines' 23rd Street terminal in Brooklyn, was closed to commercial traffic.

This quick action on the part of the Coast Guard, abetted by a favorable



wind and tide, prevented any escaping oil from reaching other areas of the harbor. By the end of the third week of clean-up operations, C. G. units had deployed nearly 12,500 feet of oil containment boom.

Mer-Met Confers

Captain Russell G. McVay, manager of the Seaboard Shipping Company and Thomas F. Dalton, vice-president of Metropolitan Petroleum Petrochemicals Company, conferred as Metropolitan's vacuum trucks prepared to recover spilled oil at Pier 2, Brooklyn, across the canal from the fire.

"We decided not to bring in the *New Jersey* while the fire still raged", recalls Captain McVay.

At 1410 hours Monday, January 5th, Metropolitan's vacuum trucks were pumping oil at Pier 2 when a second oil storage tank at Patchogue exploded.

In the bitter, sub-freezing temperatures fireboats and firemen fought to re-control the blaze. A new flood of oil escaped from the newly ruptured storage tank.

At various times during the 36 hours it took the firefighters to extinguish the flames, hampered by icy conditions, five fireboats of the New York City's Marine Division of the Fire Department were actively involved.

Fireboat *Harry M. Archer, M.D.*, equipped with a central storage tank containing fire-fighting foam, was utilized for the first time at a fire. As a quick supplier of the foam to fireboat *Alfred E. Smith*, the *Harry M. Archer, M.D.* spent 30 hours at the scene.

"Call the *New Jersey*", Tom Dalton advised on Tuesday morning.

As supervisor of the overall clean-up operations, Tom Dalton al-

(Continued on page 8)

FOAM, FIRE, SMOKE AND OIL — New York City fireboats in the Gowanus Canal (photo, top) fight fire; oil containment boom corrals the escaping petroleum. (Official F.D.N.Y. photo by F. F. Murphy). Metropolitan's vacuum trucks (photo, center) draw oil/water from the Gowanus Canal at Pier 2 (Photo by Don Miller) and barge *New Jersey* (photo, right) at the 25th Street pier, with two skimmers deployed, works amid a lake of oil and debris.

OIL ON ICE — Moran's Captain Russell McVay inspects the berthing of barge *New Jersey* (photo, left) after docking at 25th Street pier, Brooklyn. That's one of barge *New Jersey*'s two deck-stowed workboats.



Barge New Jersey...

(Continued from page 7)

ready had as many as fourteen Metropolitan vacuum trucks pulling recovered oil from the water even before the fire was finally snuffed out.

As the pool of escaped oil thickened in the boomed-off area of the Gowanus Canal, Metropolitan's vacuum trucks would soon need the convenience of *New Jersey's* tanks as a quick discharge point — not to mention the assistance of the barge's own oil skimmers and pumps.

Earlier, as fire-fighting operations in the Gowanus Canal area prevented immediate practical use of the *New Jersey*, tug *Eugenia Moran* had transported her up the Hudson River to Albany, New York on a routine assignment.

Never more than 24 hours away from a possible oil spill in the Greater New York area — in this instance, half that time — the *New Jersey* returned to the harbor Tuesday night.

After placing extra bargemen aboard the *New Jersey*, tug *Christine Moran* brought the barge to the selected working area at Moore McCormack Lines' 25th Street pier in Brooklyn.

New Jersey Helps

Over the next six days, working under extreme weather conditions — the wind-chill factor was close to 25° below zero —, the *New Jersey* handled some 35,000 barrels of recovered oil/water mixture.

In addition to supplementing Metropolitan's stock of pollution-

fighting materials to their oil spill recovery teams, the *New Jersey* acted as storage point for product retrieved by the vacuum trucks.

The *New Jersey's* three oil skimmers and pumps did their share of pulling the chill thickened oil from the water. Despite ice and debris of all kinds hampering the operation, the skimmers averaged nearly 84,000 gallons a day.

The compartmentation and capacity of the *New Jersey's* tanks was also utilized to allow the water in the oil/water mixture to settle out. As the product of her own skimmers and that of the vacuum trucks was received into one set of tanks, the *New Jersey's* pumps were discharging the water from others — 7,000 barrels during the six days.

First Oil Return

On the afternoon of January 12th, the *New Jersey* was moved to Pier 8 where 28,000 barrels of 90% oil/10% water was returned to the Patchogue Oil Company.

"This was the first time, as far as I know, that oil from a major spill on water has been returned to the spiller", remarked Captain McVay.

"In the case of an oil spill from a tanker", he added, "this could be done concurrent with its recovery."

PREMIER EXPOSITION - Barge *New Jersey's* debut at the New York City Passenger Ship Terminal last Fall (photo, bottom) was directed by Captain Russell McVay and Thomas F. Dalton (left & right in top photo). The two Redox supplied 4-inch Trash Master pumps (middle photos), powered by diesel engines, supply the suction for the MASH 400 Metropolitan oil skimmers.



SHIPS in the NEWS

PORTUGUESE LINE — The Companhia Portuguesa de Transportes Maritimos (CTM) expands its cargo-carrying capacity in the U. S. North Atlantic trade with larger vessels on a bi-weekly schedule calling at Philadelphia, Baltimore and New York. The '72-built, 11,230 g.r.t. container/general cargo liner *Pereira D'Eca*, arriving at Pier 6, Bush Terminal, New York March 12th (Photos, right), and the '72-built, 11,613 g.r.t. *Bernardino Correa* are nearly double the size of the vessels formerly used in the trade. General agents for the Portuguese Line in the United States is the Tilston Roberts Corporation of 17 Battery Place, New York.

FARRELL LINES is resuming its Great Lakes/South, East and West African service.

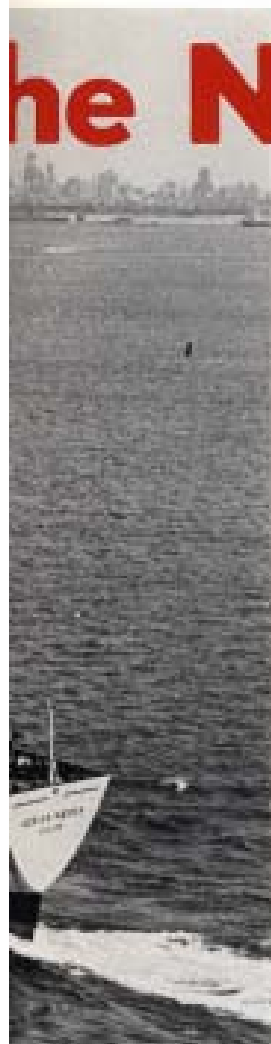
NEW SPOT FOR OOCL VESSELS — Global Marine Terminal, on the New Jersey side of Upper New York Bay, became focal point in the Port of New York for Orient Overseas Container Line's containership operations with the arrival of *Teaping* on February 9th (Photo, below). Serving the major ports in the Far East—with their own feeder lines to S.E. Asia, Manila and Korea—OOCL full-containerships call on this side of the Atlantic at St. Johns, New Brunswick, New York, Baltimore and Charleston. Eckert Overseas Agency, Inc. (88 Pine St., Manhattan) is General Agents in North America.



SHIPS in



he NEWS



FIRST CONTAINERSHIP—A.P. Moller-Maersk Line's shiny new T.S. *Adrian Maersk*, first in the famous Danish company's new series of nine, 25,300 d.w.t. containerships arrives in New York. These high-speed vessels will sail each Friday from the Maersk Line's expansive, all new 45 acre container terminal at Berth 51, Port Newark to ports throughout the Far East.

FIVE LINE SERVICE—At the modern *Maher Terminal* in Elizabeth, Mitsui O.S.K. Line's *New York Maru* (1,892 units) is the first of the big Japanese containerships to call. The 7-vessel, weekly service includes: "K" Line's *Yerrazano Bridge* (1,842); Japan Line's *Japan Ambrose* (1,493); Y.S. Line's *Tahbei Maru* (1,620); N.Y.K. Line's *Kurobe Maru* (1,826) and *Kiso Maru* (1,826); Mitsui O.S.K. Line's *New Jersey Maru* (1,891).

EXPANDED CARGO LINER—Moore McCormack Line's first in a series of vessels to be "stretched" is the *Mormacdraco*, shown here arriving at its busy 23rd Street, Brooklyn terminal. In addition to a new 115 foot midbody section, the *Mormacdraco's* container-carrying capacity rose from 199 20-foot units to 521 and her length grew to an impressive 665 feet 9 inches.



FORTNIGHTLY SERVICE—Evergreen Line's direct container service to Taiwan, Korea and Hong Kong is a new independent link employing sleek containerships like the Ever Summit, shown here on maiden arrival at Berth 64, Port Elizabeth, N.J. In service, too, is sistership Ever Spring; soon to join are Ever Superb and Ever Shine.



MOTOR CAR SERVICE—On maiden arrival is Unaventure Shipping Corp.'s Unaventure No. 1 docking at Berth 78, Port Elizabeth, N.J. Chartered to Kawasaki Kisen Kaisha, the vessel carried a twelve-deck cargo of 4,220 Mazdas, calling on Savannah, Georgia and Jacksonville, Florida as well.



RO-RO SERVICE—Puerto Rico Marine Management's huge roll-on/roll-off vessel Fortaleza, shown here at Berth 52, Elizabeth-Port Authority Marine Terminal, is one of three vessels offering direct three sailing a week service to the Commonwealth.



NEW SERVICE BEGINS—With a maiden call at Pier 6, Bush Terminal, Brooklyn, *M/V Strathaird* (photo, above) initiates New York/Persian Gulf service of the Peninsular & Oriental Steam Navigation Co., Ltd./Strath Line on October 29th. *M/V Strathkappin* (photo, right), at Berth 39, Port Newark, New Jersey, employs the vessel's 180-ton capacity heavy lift boom on one unit of 1,155 tons of heavy Persian Gulf bound cargo. Agent in New York for the Strath Services is Tilston Roberts Corporation of 17 Battery Place, Manhattan.



R/X FOR CONGESTION—The converted 40,000 dwt tanker *Borag* (photo, below) is scheduled for four voyages to Lagos, Nigeria. To assist in offloading cargo from hundreds of vessels in that congested port, the New York firms of Danjon Marine Co., Inc. and Mowbray-Kelly Maritime Inc. are contracted to provide and transport the scores of barges, push tugs and cargo-handling equipment. Shows at Port Newark (photo, right) the 90-foot by 30-foot barges are loaded athwartships by the *Borag's* two 150-ton capacity heavy lift cranes.



AT THE CHRISTENINGS - Heide Moran: Mrs. Peter M. (Heide) Moran, Mrs. Ernest (Marie) Uttendorfer, Mrs. Lee R. (Mary) Christensen, Eileen Gaffney, Mrs. William (Beverly) Picton. Sheila Moran: Mrs. William (Beverly) Picton, Judy Michaelson, Mrs. Eugene F. (Kate) Moran, III, Sheila Moran, Mrs. Richard H. (Gautana) Roe, Alice Moran: Charles M. Cray, Admiral Edmond J. Moran, Mrs. Margaret Perkins, Mrs. E. J. (Alice) Moran, John L. Belford, Mrs. John L. (Molira) Belford. (Photos by Nigues)



Heide-Class Tugs . . .

(Continued from page 3)

Captain Richard Scarborough's crew for this new class ocean tug's first long-tow assignment was: Mates Howard Sandefer and Sam Apostolou; Chief Engineer Stanley Mikalsen; Assistant Engineers Felix Havers and Stanley Mikalsen, Jr.; Deckhands Donald Schenck, Wilson Cook and William Robbins; Cook John Knies.

New Class Features

The major significant visual feature of the new *Heide Moran*-class ocean tug is its prominent raised forecastle.

Not seen on a tug in the Moran fleet since the famous, long-haul, 194 foot V-4's and the 143 foot ATA's of the 1940's (The last ATA was phased-out in the 1950's), the high fo'c'le adds much to the new class' seakeeping superiority and comfort.

Fully meeting the latest stability requirements of the Coast Guard, the *Heide Moran*-class tug has no side doors leading from main deck to interior spaces and only one centerline door access located behind the main deck-mounted towing engine.

The American Bureau of Shipping classifies the new tug "A-1 for towing".

Clean Lines

Striking, from an external overall view, are the *Heide Moran's* clean lines enclosing more than ample working areas both on after deck and boat deck.

At a wieldy length of 126 feet, the *Heide Moran*-class is the longest tug in the present-day Moran fleet and twin screws and rudders add to its maneuverability. Steering is by Sperry non-follow-up controllers.

As with all Moran new tug constructions of the past decade, the *Heide Moran*-class is equipped with the latest in communication, navigation and safety aids.

With nearly double the fuel capacity of the previous series of McDermott-built Moran tugs, the new class ocean tug (All are now in service: *Heide Moran*, *Cape Look-out*, *Sheila Moran* and *Alice Moran*.) is an important addition to Moran's wide ranging fleet.



TO FLY ON NIPPON MARU - The Honorable Emil Mosbacher, Jr., Chairman of the Board, Operation Sail '76 (left) presents to His Excellency Nobuyuki Nakashima (center) an official flag to be flown by the Japanese sail training vessel *Nippon Maru* on her departure from Tokyo April 15th to join the grand parade of sailships in New York, July 4th. At a reception aboard the *Kungsholm*, John Warner, Administrator of the American Revolutionary Bi-Centennial Administration (right) adds his congratulations to the first major tall ship to set sail for the event.

MYSTIC SEAPORT, Mystic, Connecticut is offering an interesting Upcoming Events Calendar—1976 for the writing. Zip is 06355.

HOLLAND AMERICA CRUISES' *SS Rotterdam* will make 19th World Cruise January 10, 1977 via Cape of Good Hope. *SS Veendam* joins *SS Statendam* at Miami for 1976/77 Fall, Winter/Spring cruising.

ULYSSES LINES' *SS CALYPSO* - With New York's Kerr Steamship Company, Inc. as general agents in the United States and Sovereign Holidays Ltd., New York, as cruise operators for the 21,436 ton cruise liner *SS Calypso*, sun-seekers to Bermuda and Nassau have a choice of 7, 9 and 10-day cruises. (Shorter fly/cruise trips from New York can also be arranged, we're told) Newly rebuilt at a Dutch shipyard, the former *Southern Cross* is fully air conditioned and stabilized.



ARCHIE DROPS BY - On a visit to Moran's 53rd floor World Trade Center offices, Archie Griffin (right) - 1975 winner of the Downtown Athletic Club's coveted Heisman Memorial Trophy - is congratulated by Malcolm W. MacLeod, Manager, Harbor Operations (left). Malcolm served as the DAC's chairman of the award committee. 'Twas the Ohio State University halfback's second Heisman football award - he captured it in 1974, too.

THE STORY OF THE LEVIATHAN, VOL. 3 - "World's Greatest Ship" by Frank O. Braynard is "at the printer" and will soon be published. (Ed. note: After TOW LINE's review of Volume 1 - Winter 1972-73 - further reviews would be redundant. These volumes will be superb "collectors' items".) Available at the South Street Seaport Museum, please note.



RECOMMENDED READING

HARBOR TUG by Peter Burchard & Rollie McKenna. Published by G.P. Putnam's Sons, 200 Madison Avenue, New York, N.Y. 10016, 1975. Price: \$6.95.

A REWARDING EXPERIENCE for young readers and aficionados of tugboating of any age. *HARBOR TUG* tells the story of today's New York harbor tugmen whose lives are caught up in the same spell-binding embrace that held their forefathers in this great port on the Hudson. Rollie McKenna's outstanding photographs are so well-mated with the economy of Peter Burchard's well-chosen words that the one melts imperceptibly into the other. Together, they please the senses in distilling a world of information into one, slight easy to pick up volume. Over no less than four seasons' sampling of New York's harbor tugs' day and night activity, Rollie and Peter became partners to the tugs' crews experiences. Beginning with a short chapter description of the Great Harbor, its traffic, its history, the authors allow you to listen-in as tug dispatcher Jack Hurley of the Moran Towing & Transportation Co., Inc. gives orders to Captain Ragnar Mattsson, Docking Pilot and Master of tug *Marie Moran*, to berth Atlantic Container Line's *Atlantic Cinderella* in Port Elizabeth, New Jersey. You meet, talk to and learn about tugmen as the huge containership is met at the Verrazano-Narrows Bridge and brought through the Kill Van Kull to the Port of New York and New Jersey Authority's giant containerport on Newark Bay. On another day, you leave New York harbor aboard tug *Martha Moran* towing a hopper barge laden with debris excavated from Manhattan building sites. Bound for a designated dumping area at sea beyond Sandy Hook, you return in the wee hours of the morning rich with information on tug crew and life aboard a workaday tug. Seen through the eyes of children aboard the *Floating Hospital*, the "fun" view of New York's wonderful harbor is yours—as well as the drama of ship collision and fire with heroic rescue . . . a book you and your child should have.

MANHATTAN SEASCAPE, Waterside Views Around New York by Robert Gambie. Published by Hastings House, New York, 1975. Price: \$15.00

SUPERB PHOTOGRAPHER with heart poetic, Robert Gambie has photographed a kaleidoscope of scenes (black & white) of our City "available to every New Yorker" but too often obscured by distractions or plain ignorance. Blended in counterpoint to his camera's discoveries are the poignant poetry and prose of a roster of writers of many nations (including our own) who reacted to this "Baghdad on the Hudson". Helen Hayes and Anita Loos in their "Twice Over Lightly" said we "live here



CAPTAIN OF THE PORT OF NEW YORK — Expressing wishes of "Good Luck" to Captain James L. Fleishell, newly assigned Captain of the Port, and "Good Bye, Godspeed" to Captain Frank Oliver, retiring from the position after serving two and one half years, were three who served in that responsible position. Left to right in this official Coast Guard photograph are: Captain James L. Fleishell; Captain Frank Oliver; Richard W. Young, who held the position from 1968 to 1970; Albert Frost, Captain of the Port from 1967 to 1968 and Joseph Mazzotta, Educational Officer for the New York and New Jersey Sandy Hook Pilots who served from 1965 to 1967.

as if we were in the middle of the Sahara!" Only too true, my friends — Pick up this oversized volume at your bookstore, begin seeing your city for what it is.

THE MARINE PAINTINGS OF CARL G. EVERS (with introduction by Ian Ballantine). Published by Charles Scribner's Sons, (hard cover), 596 Fifth Ave., New York 10017, 1975. Price: \$10.00. ALSO published by Peacock Press (soft cover), Bearsville, New York 12409 and Bantam Books, Inc., 666 Fifth Avenue, New York 10019, 1975. Price \$5.95.

CARL G. EVERS, internationally known for his meticulously accurate marine paintings, is an old friend to TOW LINE's subscribers. Carl's renditions for TOW LINE covers over the decade 1952-1961 are now "collectors' items", having been reproduced in limited quantity at the time. A prolific artist, Evers is a master painter of the sea in its many moods, in its changing tones of color and in its personal relationship to vessels. Here, in hard cover or soft, are some fifty reproductions printed on good, 9" x 11" stock of a cross section of select paintings including a refreshing one of the *U.S.C.G. Eagle* — the sail training barque chosen to lead Operation Sail 1976's parade of ships this July 4th. Printed one to a page in good color, one may enjoy them intact or consider framing favorites. By reason of demand,

we trust Mr. Evers will consider a second volume of his work.



CROSSING THE THIRTY — Longitudinally and latitudinally our Captain Leonard G. Goodwin many times "crossed the thirty" as a master of Moran's sea-going tugs the decade prior to 1956. Here, Moran's vice president, operations (right) receives congratulations at his thirty-year service mark crossing from Thomas E. Moran, President, Moran Towing & Transportation Co., Inc.



WHEN CALLING FOR NEW BUSINESS or lending his talents to a current customer, the Paul J. Quinn modus operandi includes a disarming personality coupled with a direct approach that hits the heart of the matter.

Paul is a salesman. "I've found what I really like to do", Paul confided not too long after joining Moran's New York sales staff in 1975.

Lloyd R. Graham, Vice President, Sales is also pleased, we hear.

Paul's understanding of the commercial carrier's problems and objectives stems from some years' experience with New Jersey and New England trucking firms — advancing from dispatcher to assistant terminal manager.

"Tugs, trucks or ships are in business to give service", Paul turns to answer the 'phone, "and in that sense we are all alike".

Born in The Bronx, New York in 1941, Paul followed his graduation from All Hallows High School with undergraduate studies in science at Notre Dame University.

In 1962, armed with a Bachelor of Science degree in Civil Engineering and a commission as Ensign in the Naval Reserve, Paul caught Mediterranean duty as a line officer on the USS Springfield. (He now holds the rank of Lieutenant Commander in the Naval Reserve.)

The years 1964 to 1971, spent as a Civil Engineer in the New York City Board of Water Supply, were pleasantly punctuated in 1965 by marriage to the former Joan Smyth, also of The Bronx.

The Quinns are now residents of Rockland County with a home in Pearl River, New York. Son Thomas, age 9, and daughters Joan and Laura, ages 7 and 6, respectively, complete the Quinn family picture — for the present.



Paul J. Quinn

A Captain's Response On Receiving Moran's Yearbook
*Many years world wide sailing,
 Foreign lands beyond my roiling,
 Scores of tugs, I see them all,
 Docking's a circus, not a ball,
 Coming home, I feel at rest
 Moran will do the utmost best,
 Competent tug and crew your ruling,
 They'll supply the push and pulling,
 Quick dispatch, so often a must
 They'll not even disturb the rust,
 Docking pilots, experts all
 You supply them at our call,
 Every Master's ship, so thin a shell,
 No bumps or grinds, you do so well,
 Why it is you handle ships better?
 You know I hate to write that letter.*

Many thanks for yearbook 1976,

G.J. van Hoosteren,
 Master, "Wormacator"

MORE LIKELY THAN NOT David Anderson Beardsley will not answer his office telephone, should you call. As Port Engineer assigned to Moran's busy Construction & Repair Department at One World Trade Center, young Beardsley may be anywhere — at any port where a Moran tug needs his attention, that is.

Port Engineer Beardsley has been on the move since May 1974 graduation from the State University of New York Maritime College at Fort Schuyler in The Bronx.

The ink not yet dry on his 3rd Assistant Engineer's license, David exercised his authority on Circle Line's New York sightseeing yachts (one yacht, that is) in the Summer of '74.

October '74, David was introduced as a trainee in the considerable engine room of the tug *Esther Moran* — still plying the Texas City/Tampa run with barge New York. (See TOW LINE, Summer '75 Issue)

After a bare ten months of steady, practical experience coupled with considerable book pounding, no doubt, David rose in license to become *Esther Moran's* 1st Assistant Engineer.

By the Fall of 1975, it was Chief Engineer D. A. Beardsley who boarded tug *Amy Moran* on her barge-running trips between Lake Charles, Louisiana and Puerto Rico.

'Twas there he was tapped for his shoreside job.

David was born in Hackensack,



David A. Beardsley

New Jersey in 1951 and is an alumnus of Bergenfield High School. He married Wendy (Ariagno), a Massachusetts girl, in 1974.

"Hobbies", he says, "are at a standstill at the moment".

He is a whiz at automobile/motorcycle mechanics and woodworking too.

N. HOWARD NIELSON, retired as Moran's Manager, Construction & Repair Department, at the close of '75, is now on call as 'Marine Surveyor' (212/836-4871).

Retirement is not in the make-up of this man to whom tugs and shipyards are as familiar as the inside of his home in Brooklyn.

Starting with his first steady—not particularly lucrative—job as a nineteen year old fireman on a New York/Long Island Sound tug in 1929, Howard has pursued his objectives ever since.

Shoveling coal into the firebox of tug *Dauntless No. 1* (Dauntless Towing line—acquired by Moran in 1955) took a strong back but N. Howard Nielson had other ideas.

By 1932, young Nielson was a licensed engineer in steam and soon became Chief Engineer of tug *Dauntless No. 2*.

In 1936, with steam rapidly giving way to diesel engines as the power behind the tug, Howard put in six months with the Cooper-Bessemer Corporation in Grove City, Pennsylvania working and learning about diesel engines—mostly on the erection floor.

He returned as Chief Engineer on Dauntless' first diesel-powered tug, *Dauntless No. 11* (Now, the *Martha Moran*).

Brought ashore by the Dauntless company in 1945 as Port Engineer, Howard remained in that position until he became a Moran employee in 1955.

"He taught the rest of us", voiced Eugene F. Moran III, Vice President, Construction & Repair, "and we're lucky he's still on call".

Service Awards 1975

MORAN Service Awards, a valued token of Moran's appreciation for loyal and continuous service, were presented to fifty-nine



PARCEL OF GOOD WISHES — N. Howard Nielson, at a gathering of twenty-four of his Moran associates, receives tangible expression of regard from Thomas E. Moran (left), President, Moran Towing & Transportation Co., Inc. Occasion was a luncheon at The City Midway Club, marking the retirement of the class of '75 of Moran's Manager, Construction & Repair Department after 46 years of "keeping the tugs running".

tugmen and shoreside personnel during 1975.

The marine industry recognized miniature, yellow gold reproductions of the familiar capital letter "M" stack identification on Moran tugs, set in attractive and useful jewelry for all Moran employees, are awarded each year. For multiples of five years' service, each individual award is identified by a code of jewels inset on the award in a white gold rhomboid surrounding the Moran tug stack symbol as follows:

Five years' service, three rubies; ten years', three sapphires; fifteen years', three emeralds. On twenty years', twenty-five and thirty a diamond replaces one jewel in the same order. At thirty-five, forty and forty-five, two diamonds replace two jewels. The ultimate award, fifty years' service, is marked by three diamonds.

Year 1975 marked thirty-five years' service for Captain Hubert S. Prime of tug *Julia C. Moran* and for Rolf Salvensen of tug *Anne Moran*.

Moran tug dispatcher John B. Hurley was awarded the thirty year pin.

25 Year Awards

Walter Anglim, Anthony Duffy,

Gunnar Johansen and Einar Thomassen.

20 Year Awards

Steve Berberovic, Howard J. Blinn, Frederick S. Boyce, George Carlson, Daniel V. Jones, Lief Koppen, Haywood Lewis, Jr., James W. Lewis, Albert Lotz, Geneva L. Otey, Frank Raffone, Henry Ronneberg, William Sassman and Odd Vinnelrod.

15 Year Awards

Rufus Ballance, Paul Horsboll, Henry Marahan, Karl Petterssen, William M. Picton, Jr., Harry W. Smith and Catherine Tarpey.

10 Year Awards

Raymond Aulik, William T. Bohannon, Vincent Borello, Ramiro Calvo, Larry G. Eaves, Okalene H. Evans, Silvano Gelcich, James Graney, Felix Havers, Norman Y. Holt, Charles Hopkins, Edgar Lee, John P. Richards, William Robbins, Muriel Sproat and Robert Ware.

5 Year Awards

George Bardes, Charles Brogan, Richard J. Deely, Susan Farace, Annie Gillespie, Donald Kranich, John E. Leighton, Werner Olsen, Karl J. Placette, Martin Rossini, Dennis Sanschagrin, Joel Sears and Charles W. Sheridan, Jr.



'T WAS THE DAY BEFORE CHRISTMAS
WHEN WE AT MORAN
WISHED HOLIDAY GREETINGS
TO CUSTOMERS AND ...





HEIDE MORAN
WILMINGTON, DEL.