

# *Tow Line*

NUMBER ONE—1988



*M.S. SEAWARD*

## ON THE COVER

# M.S. SEAWARD

The *M.S. SEAWARD* arrived in New York Harbor on May 26th of this year to receive the traditional welcome and be escorted to the Passenger Ship Terminal by Moran tugs. The latest ship built for Norwegian Cruise Line's fleet, *SEAWARD* has the capacity for 1,535 passengers and boasts the largest swimming pool afloat on any cruise ship.

Tow Line Aerial photo, Helicopter Pilot Tom Olivo



The *SEAWARD* sails up the Hudson River on her way to the Passenger Ship Terminal. The ship sports the new Norwegian Cruise Line's logo on her stack. N.C.L. will become part of the New York cruise ship fleet in 1989, sailing to Bermuda.



## FEATURES

Port Name Changes .....	4
<i>ELISSA</i> visits Beaumont.....	4
Fleet Week.....	5
Constitution Day .....	5
Lamberts Point Coal Piers .....	6
American Flag PCC.....	8
<i>M.V. AMERICANA</i> .....	12
Subway Cars to Red Hook.....	13
The <i>FIREFIGHTER</i> .....	14
Quincentenary Planned .....	15
Moran Port Listings.....	19
<i>SS BERMUDA STAR &amp; SS QUEEN of BERMUDA</i> .....	Backcover

## DEPARTMENTS

Ashore and Afloat .....	16
Recommended Reading.....	18
Ship in the News.....	10

# Tow Line

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NUMBER ONE-1988

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Francis James Duffy, *Editor*



*The TIBBETS BROOK* moves through New York Harbor waters with the tug *SHEILA MORAN* pushing in the notch. The *TIBBETS BROOK*, along with the *LEMON CREEK*, *UDALLS COVE* and *SPRING CREEK*, are barges owned by the City of New York's Department of Environmental Protection Water Resources. Moran is under contract to the City of New York for towing, operation and maintenance of the EPA fleet of barges.

# MORAN FROM NEW HAMPSHIRE TO TEXAS



The blue and white livery and the "Blue Diamond" logo of Curtis Bay became maritime history on July 1st, 1988, when the name of the company was changed.

On July 1st of this year the Curtis Bay name became maritime history as the names of the three port operations were changed by Mr. Thomas E. Moran, chairman of the board and CEO of the Moran Towing Corporation. Curtis Bay Towing will now be known as Moran Towing of Maryland, Inc., Moran Towing of Pennsylvania, Inc. and Moran Towing of Virginia, Inc. respectively.

Mr. Thomas E. Moran commented on the change by pointing out: "Curtis Bay Towing has, in fact, been an affiliate of Moran Towing Corporation (Greenwich, CT.) since 1958. No personnel, operational, or policy changes will be made in this connection with the name change."

The former Curtis Bay name has been associated with ship docking and towing for some seventy-eight years. The company covers the ports of Philadelphia, Baltimore and Hampton Roads. The livery of all the tugs has

been changed from white and blue, with the blue diamond logo, to the Moran colors of green hull, red house, and the famous white "M" on the black stack.

Florida Towing Company, of Jacksonville, Florida, has also had a name change on July 1st, becoming Moran Towing of Florida. In the announcement sent on the change of the Jacksonville subsidiary, the company pointed out: "Our staff, fleet policies and commitment to providing the highest quality towage service will remain the same."

*Tow Line* will now bring to its readers more coverage of the people, ashore and afloat, and the operations of these ports. Moran tugs are now based in the ports of Portsmouth, New Hampshire, The Port of New York & New Jersey, Philadelphia, Pennsylvania, Baltimore, Maryland, Hampton Roads, Virginia, Jacksonville, Florida, and Port Arthur, Texas. The company also is a leader in worldwide towing.

## MORAN OF TEXAS ASSISTS THE *ELISSA*



**W**hen the historic Texas vessel *ELISSA* came for a week's visit to Beaumont, Texas, she was handled by the *MARY MORAN*. The barque was built in 1877, at Aberdeen, Scotland as a cargo ship. The Galveston Historical Foundation brought the ship back from Greece, where she was a demasted hulk, and restored it into a floating museum. One of the oldest sailing vessels afloat, *ELISSA* has a steel hull and 103-foot high mast. The ship sailed to New York in the Liberty Weekend of 1986.



Photo by Arthur Schorstead

## FLEET WEEK — 1988



*USS IOWA* leads the ships into the harbor for Fleet Week.

**T**he first annual Fleet Week was held in the port on April 21st to 24th of this year, marking the return of the U.S. Navy on a grand scale to the harbor. The four day event was sponsored by the Navy League of New York and the Maritime Association of the Port of New York & New Jersey. Moran provided service to the fleet with tugs and docking pilots.

*Tow Line* Aerial photos, Helicopter Pilot Comdr. Patrick Hayes, R.A.F.

## CONSTITUTION DAY IN PHILADELPHIA



**T**he Royal Viking Line's *ROYAL VIKING SKY* came to the Port of Philadelphia on September 17, 1987, to help the City of Brotherly Love celebrate the bicentennial of the United States Constitution. Curtis Bay tugs and pilots handled the ship's arrival at Penn's Landing. The *SKY* was greeted by fireboats from the City of Philadelphia and the historic tall ship *GAZELA OF PHILADELPHIA*. The ship was the official float and had on board actors staging scenes from American history.



Lambert Point, Norfolk, Virginia, the world's largest and most efficient coal loading operation. As a result of constant upgrading the facility is one of the most modern transloading operation for coal in the United States.

# LAMBERTS POINT COAL PIERS



The massive switching yards hold some 4,000 coal cars, loaded and empty, in the 400 acre complex of Lamberts Point facility.

**T**he United States has one of the largest reserves of premium coal in the world, not only sufficient to supply all domestic demands, but enough to export worldwide. Some of the richest coal mines in the nation are within the operating area of the Norfolk & Western Terminal. There are 200 mines located in this territory, such as the famous Pocahontas fields, coal that is well suited for metallurgical, steam and industrial use.

## TERMINAL FOUNDED IN 1883

The coal transloading terminal at Lamberts Point on the Elizabeth River, in Norfolk, Virginia, has been in operation for over one hundred years. The first car-load of Pocahontas coal was delivered by Norfolk & Western Railroad Company to Norfolk on March 17th, 1883. This was the genesis of what has become the largest and most efficient transloading terminal in the world. Early managers recognized the great advantage and potential of locating the terminal here and built the first wooden pier with connecting trackage on the waterfront. Lamberts Point Pier 1 opened in March of 1885, 894 feet long, with a usable water depth of 26 feet, and a capacity to transload 3,000 tons of coal per day. The present terminal's Pier 6 is 1,600 feet long, loads 16,000 tons an hour and has a berth depth of 55 feet.

## EARLY SAILING HULKS

At the turn of the century wind-driven ships started to fade from the coal loading docks. The once proud square-rigged ships were demasted and converted into coal carrying hulks. A new industry was born, sea-going tugs hauling the hulks at the end of a hawser to the north-eastern discharge port. As

late as the mid 1940's 90% of the coal moved from the Hampton Roads area traveled in former sailing ship hulks. Today specialized barges, such as Moran's 302-foot long dry-bulk carrier *BRIDGEPORT*, hauled by powerful diesel tugs of 3,300 HP, deliver the coal to the north-eastern power plants.

## TWELVE MILES FROM THE ATLANTIC OCEAN

Lamberts Point, a division of Norfolk Southern Corp., is ideally located on the east side of the Elizabeth River, just a short 12 miles from the Atlantic ocean reached by the deep, wide channels of Hampton Roads. The area is one of the world's finest natural harbors with a mild, ice-free climate, resulting in fast turnaround time for ships. The transloading of coal and related support services covers an area of 400 acres of the 650 acre facility. Coal moves from Piers 5 and 6 to some 25 foreign countries, in addition to the New England power plants.

## THE BARNEY YARD

The operation starts at the Barney Yard in the facility where 1,200 railcars are handled on 17.4 miles of track. In this switching yard the cars arriving from the mines are assembled before dumping. A feature of Lamberts Point is the ability to meet customers' requirements by blending the different types of coal at this point by sorting the hopper cars. The cars move through the yard at a speed limited by radar to 5 mph on the way to the scales. Although the Norfolk area is one of fairly mild winters, there is a thawing shed where electrically powered infra-red heating elements can thaw out frozen coal in less than nine minutes so it can be dumped.

Empty cars are "kicked" back after dumping, reversing direction to return to the 38 track empty car yard that has a capacity to hold 2,330 coal cars. At this point cars needing repairs are sent to the 38th Street Car Shops, part of the Lamberts Point complex, which can repair 4,000 open-top coal carriers a month. The topography of the area reduces hauling costs for loaded coal cars travel downhill from the mines, while empty cars require less energy to be hauled uphill for the return trip.

## TANDEM ROTARY DUMPERS

A tandem rotary dumper next receives the hopper cars and rotates them 165°, dumping the load into blending bins. This mechanism can



The tandem rotary dumpers receive the hopper cars and rotates them 165°, dumping the load into blending bins. To protect the environment, a mist of water covers the dumping coal to stop any dust.

handle 252 cars an hour. As in all operations at Lamberts Point, there is a sensitivity for the environment and a mist of water covers the dumping coal to stop any dust. Coal is then moved to a blending station where the output from the various mines is electronically blended to meet the customers' specifications. The mixing process continues as the coal moves on the conveyor belts through the transfer house.

## LOADING TOWERS ON 90 WHEELS

One of the outstanding features of the transloading of coal at the Lamberts Point facility is the loading towers on Pier 6. A massive piece of machinery; weighing 2,800 tons each, the 192 high towers travel the 1,600 foot long pier on 90 wheels. Retractable booms reach down 120 feet with telescopic chutes and mechanical trimmers to place coal quickly and evenly into the vessels' holds. Each tower can load two ships simultaneously; or work together on one ship. On a recent week this past July the towers handled 15 ships, representing 530,000 tons of coal.

## MORAN SERVES LAMBERTS POINT

Moran supplies the docking tugs and pilots for the vessels and barges using the Lamberts Point NW facility. Our skilled pilots are able to guide the giant colliers into the piers for the most efficient and expedient loading. Colliers, that now exceed 1,000 feet in length, depend on the powerful Moran tugs to place them into the dock, many times just some 30 feet from a ship already docked. Moran Towing of Virginia, Inc. is proud to serve the needs of ship docking customers and the terminal at Lamberts Point in Norfolk.

# AMERICAN FLAG PCC

**T**wenty two percent of the new autos sold in the United States are imported from Japan, and the Japanese have built and operated a large fleet of Pure Car Carriers to transport these vehicles to markets around the world. In order to foster better trade relations between the United States and Japan, auto makers in that country opened the opportunity to American shipping lines to carry autos in the Japan-to-U.S. market. The three leading Japanese car makers and exporters, Toyota, Nissan and Honda, have all awarded long-time contract to American shipping lines. Companies that are now contracted to run Pure Car Carriers are Marine Transport Lines, Central Gulf Lines and Overseas Shipping Corp.

## *PCC OVERSEAS JOYCE*

Overseas Shipholding Group, Inc. brought their American flag PCC into the Port of Houston, Texas, on Wednesday, December 4th, 1987. The *PCC OVERSEAS JOYCE*, under the command of Captain Clifford Hoglund, and with an all American crew, arrived with a cargo of Toyotas. She was the first ship sailing under the American ensign to deliver Japanese built cars to a Gulf Coast port. The vessel is under long-term charter to the Toyota Motor Corporation. Overseas Shipholding Group, Inc. is one of the largest bulk shipping Companies

engaged in the ocean transportation of liquid and dry bulk commodities in both the U.S. and worldwide markets.

## *THE LARGEST U.S. FLAG PCC*

The *PCC OVERSEAS JOYCE* is the largest of the new PCC's built to sail under the American flag. She is 625-foot long, 48,017 gross tons and was built by the Hitachi Zosen Corporation's Ariake Works in Japan in 1987. In addition to having an automobile capacity of 5,300 cars, the ship also has the capacity to transport larger vehicles, having the feature of two liftable decks. Her diesel power plant gives the *OVERSEAS JOYCE* a service speed in excess of 18 knots.

## *MARINE RELIANCE*

On July 25th, 1987, the first ship to enter this lucrative market was the *MARINE RELIANCE*, built and operated by Marine Transport Lines. The *MARINE RELIANCE* had many firsts to her credit: the first ocean-going vessel to have Secaucus, N.J. as her homeport, which is also the headquarters for Marine Transport, and the first PCC to sail under the American flag, with American officers and crew. The ship is built in Japan, like all the other PCC's sailing under the American flag, and is on charter to Nissan Motor Co., Ltd. for three years.

## *OVERSEAS JOYCE*



Photo courtesy of Overseas Shipholding Group, Inc.



## GREEN BAY



### SHIPS BUILT IN JAPAN

The *MARINE RELIANCE* was built for MTL in Japan by Sumitomo Heavy Industries. She follows the functional lines of all PCC, some twelve stories high, 564-foot-long and has a capacity to carry 4,000 cars. A Sumitomo built - Sulzer diesel engine gives the 11,677 dwt vessel a service speed of 18 knots. The *MARINE RELIANCE* made her first delivery and maiden voyage to Port Newark on July 25th, 1987 to deliver a cargo of Nissan cars.

### CENTRAL GULF LINES

Central Gulf Lines, the world's largest operators of Lash vessels and barges, has transported disassembled and created auto parts for Japanese auto makers in the past, but this will be the first time fully assembled cars will be carried. The company built two ships in Japan for the trade, the *GREEN LAKE* and the *GREEN BAY*. The *LAKE* was built by Ishikawagima Harina and the *BAY*

by Mitsui Engineering & Shipbuilding, both at an estimated cost of \$25 million. The ships have a capacity of about 4,000 cars. Toyota will be using the *LAKE* and Honda the *BAY*.

### PCC GREEN BAY

The *GREEN BAY* made her maiden voyage to Port Newark, N.J. this past May, delivering 2,500 Honda cars. The 597 foot-long PCC is built to ABS class, is 11,660 dwt, and has a service speed of 18 plus knots. Like the PCC's of Marine Transport Lines and Overseas Shipping, the Central Gulf PCC's are also built to carry trucks, and heavy machinery made in Japan.

Moran is proud to have provided tugs and pilots to handle this latest addition to the American Merchant Marine's fleet. The ships show the ability of American companies and seamen to compete on the basis of cost and service in this specialized trade.

## MARINE RELIANCE



Photo by Flying Camera

# SHIPS in the NEWS



*PRESIDENTE SARMIENTO* - Empresa Lineas Maritimas Argentinas (ELMA) Maiden Arrival, November 11, 1987



*CONTINENTAL WING* - Mitsui O.S.K. Lines, Maiden Arrival, December 7, 1987



*AMBASSADOR BRIDGE* - K Line, Maiden Arrival, February 28, 1988



*CYPRESS PASS* - Hyundai Merchant Marine Co., Maiden Arrival, April 8, 1988



*MARCHEN MAERSK* - Maersk Line, Maiden Arrival, May 4, 1988



*USCGC RARITAN* - Fifty year old Coast Guard tugboat has been decommissioned, May 1988

# BOXES AND PASSENGERS



**I**t has been many years since a large passenger ship has boarded people in Brooklyn so this past March 3rd was a special day for the Red Hook Marine Terminal. Ivaran Lines' new container/passenger ship *AMERICANA* made her maiden arrival and had a christening ceremony in Brooklyn. Although Ivaran carries passengers on their other ships, the Norwegian-flag *AMERICANA* can accommodate 108 passengers, not the normal twelve for a cargo ship.

## 100 PASSENGER ACCOMMODATIONS

The *AMERICANA* was built for Ivaran Lines by the Hyundai Shipyard in Ulsan, Korea. She is the first ship designed to carry 1,120 teu containers and 100 passengers, a new concept for cruising. She will carry containers and passengers between the East Coast of the United States and South America. A seven-cylinder Hyundai built B&W diesel develops 14,280 bhp to give the ship a service speed of 19.5 knots, making a 46 to 48 day round-trip cruise. The 592-foot long vessel has two 45-ton cranes, making it independent of shore installations when necessary. The container capacity includes 55 reefer containers and three tanks have a 900 ton capacity for liquid cargoes.

## AMENITIES OF A CRUISE SHIP

The passenger accommodations are on par with any cruise ship. The amenities include luxuriously appointed cabins and suites, cruise ship cuisine, a swimming pool, health club, lounges and a fully staffed medical department with a doctor. There is a casino, light onboard entertainment and shore excursions. With a capacity for only 108 passengers, served by a crew of 30, Ivaran offers a more intimate atmosphere on *AMERICANA*. A feature to having passengers on the containership will be that she will get immediate entry into all ports. Ports of call for the ship are New York (Brooklyn's Red Hook Terminal), Philadelphia, Baltimore, Norfolk, Charleston, Savannah, Jacksonville, Miami, Rio de Janeiro, Santos, Buenos Aires, Montevideo, Rio Grande do Sul, Paranagua, Salvadore and Fortaleza.





*ATLANTIC EMBLEM* - Shinwa U.S.A.

## RAILCARS ARRIVE AT BROOKLYN

**W**hen the *ATLANTIC EMBLEM* arrived in Buttermilk Channel, to dock at the Red Hook Terminal in Brooklyn, she had a most welcome cargo for the people of the City of New York, ten new subway cars. It was the first shipment of 200 new railcars ordered by the New York Metropolitan Transportation Authority from Japan's Kawasaki Heavy Industries for the New York City Transit Authority. The new cars, which are quieter, graffiti-resistant and designated R-68 A's, were offloaded by Universal Maritime Service Corp. on April 8th of this year.

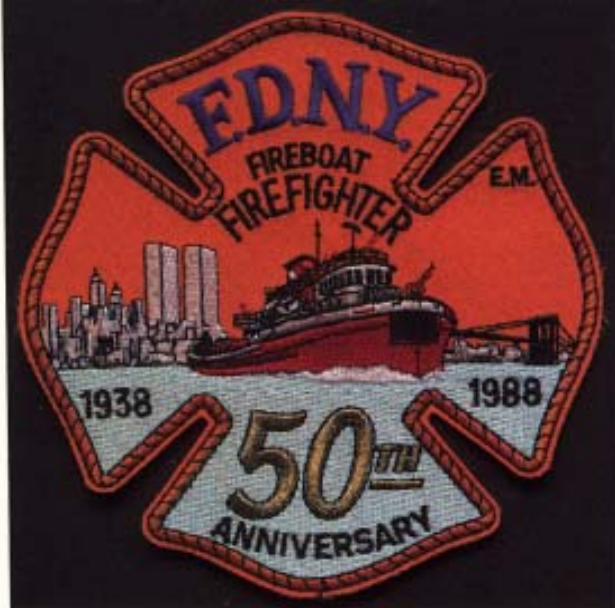
### CONTAINER CRANES UNLOAD CARS

The first ten railcars of the shipment arrived fully assembled, but the remaining 190 cars will be delivered as shells.



The cars are transferred from Red Hook to barges and then brought to the Yonkers assembly plant of Kawasaki-Nissho Iwai joint venture at Yonkers, N.Y. industrial park. Using container cranes at Red Hook, with special gear supplied by Kawasaki, stevedores at the terminal quickly unloaded the subway cars with their usual skill.





## A HALF CENTURY WITH THE *FIREFIGHTER*

October 22nd of this year marks the 50th Anniversary of one of the finest and heroic vessels in the Port of New York and New Jersey, the fireboat *FIREFIGHTER*. Designed by the naval architecture firm of Gibbs & Cox, the same firm that designed the Liberty ship of World War II and the United States Lines luxury liners *AMERICA* and *UNITED STATES*, the twin-screw, diesel-electric boat was launched from the United Shipyard, Staten Island, at a cost of \$924,000 in 1938. The 134-foot fireboat can throw twenty thousand gallons of water a minute at 150 psi from her monitors and hoses. She is stationed near the entrance to the harbor by the ferry terminal, at St. George, Staten Island.

### WORLD WAR II

One of the most dramatic episodes in the long career of the *FIREFIGHTER*, happened during World War II, in New York Harbor. At the start of the war the New York City fireboat fleet gave up their red and white livery to take on a battleship gray color. Before the U.S. Navy and U.S. Coast Guard had the boats and personnel, the fireboats became one of the first lines of defense patrolling the port. Much of the ammunition for the war in Europe was moved through the port and the crews of the fireboats had on board plans of all the ships using the harbor, so that they knew where cargoes of ammunition were located.

### EL ESTERO FIRE

On April 24, 1943, the Panamanian freighter *EL ESTERO* was loading a cargo of explosives at Caven's Point terminal in Jersey City, N.J. In addition

to the cargo of ammunition in the ship, she also carried a deck cargo of high octane aviation gasoline.

### DANGERS TO THE PORT

In spite of the most elaborate fire protection and security by the U.S. Coast Guard on the pier and aboard the ships at Caven's Point, the impossible happened. A fire started aboard the *EL ESTERO*. An oil burner on a boiler had a flashback, which in turn ignited some oil that should not have been in the ship's bilge. The fire spread quickly on the cargo ship and the only way to save the stored ammunition ashore, and the other ships at the pier, was to move the *EL ESTERO* out into the stream. There was even danger of a chain reaction, should the ship blow up, taking with it the oil tank farms and refineries along the New Jersey waterfront.

### HEROIC CREWS

The *FIREFIGHTER* was called to the scene, and she was placed in a situation that few combat vessels of World War II ever faced. She lashed up to the burning *EL ESTERO*, and while pouring tons of water on the burning ship, started to move it away from the pier. The danger was so great to the port area that the radio stations requested

people to leave their windows open and stay clear because of the fear of a blast. With the help of civilian tugs and Coast Guard boats, *EL ESTERO* was moved to a point off Robbins Reef Lighthouse, near St. George, Staten Island, and sank. It was said after the sinking the water bleached with the many underwater explosions. The New York City Fire Department awarded decorations to twenty-six crewmen from the *FIREFIGHTER* and the *JOHN J. HARVEY*, for their part in minimizing the damage from the *EL ESTERO* fire.

### OTHER GREAT FIRES

Over the years the *FIREFIGHTER* has answered calls on all the great fires on the waterfront. When the superliner *NORMANDIE* burned at her pier on a February afternoon of 1943, *FIREFIGHTER* responded. In more recent years, on June 2nd, 1972, when the containership *SEA WITCH*, collided with the fully loaded oil tanker *ESSO BRUSSELS*, under the Verrazano Bridge, *FIREFIGHTER* was there. She moved into a burning oil fire to rescue thirty crew members trapped on the burning tanker.

The Port of New York and New Jersey has been fortunate in having the protection of the *FIREFIGHTER* and the other boats of the Marine Division of the New York City Fire Department in the harbor. The *FIREFIGHTER* has also greeted all the great ships that have made a maiden arrival to the port with a water display, something no other port can duplicate.

# QUINCENTENARY PLANNED



**O**n August 14th, 1987, Costa Cruises Inc. ship *EUGENIO COSTA* arrived in the port and had a special welcome for one of the passengers, an eight-foot bronze statue of Christopher Columbus. The *EUGENIO C* has the distinction of being the first ship to take part in the 500th anniversary of Columbus discovering the New World.

## JULY 1992

Once again the Port of New York and New Jersey will be the host for a special anniversary celebration in the harbor waters in July of 1992. The world had watched New York at the Bicentennial in 1976 and the Statute of Liberty's 100th birthday in 1986, so it was only natural that the great port was chosen for the Quincentenary Jubilee too. The event will again bring the Tall Ships here, sailing in a flotilla from Cadiz, Spain, to commemorate Columbus' voyage.

## \$12,000 STATUE

The statue of the Great Navigator came here on a Costa ship for not only is the company Italian, but shares its homeport with the birthplace of Columbus, Genoa, Italy. The *EUGENIO C* sailed from Genoa, with the statue, after the sculptor, Enzo Gallo, checked that it was safely aboard. The \$12,000 for the statue was raised by Tom Sette, a former resident of Hoboken, N.J., who is now living in Florida. In a brief two years he had raised the money for the statue, which will be placed in Fort Everglades, Fla.

## CENTENARY HELD IN NEW YORK

The first Columbus Day observance was celebrated in New York in 1790 and the centenary was also held here in 1792. *Tow Line* will keep our readers posted on the plans for 1992 and, as in the past celebrations, Moran is sure to play a major role in the events.

*Ashore*  *and Afloat*



Mr. Thomas E. Moran, CEO and chairman of the board, presents a service award to his younger brother Edmond J. (Ned) Moran, Jr. (left) for the completion of 15 years service with the company. Mr. Ned Moran is president of Moran Towing of Maryland, Pennsylvania and Virginia.



Mr. Lee R. Christensen, vice president of administration and finance (left) receives congratulations from Mr. Thomas E. Moran, and the service award for twenty-five years with the Moran organization.



Mr. Joseph A. DeAngelo, treasurer, reaches his fifteenth year in his career with Moran and receives his service award from Mr. Thomas E. Moran.





**WELCOME ABOARD** Mr. Robert E. Larson (left) was appointed by Mr. Thomas E. Moran as controller of the company this past March. Mr. Glenn C. Gronseth joined the Construction & Repair Department as Engineer-Estimator.

## SERVICE AWARDS

### 30 Years

Capt. R. Locke  
Frank Lunde

### 25 Years

Lee Christensen  
Larry Eaves

### 20 Years

Capt. T. Evans  
Fred Jensen  
Louis Johnson  
Capt. J. Naughton  
T.L. Powell

### 15 Years

Brian Burtner  
Joseph DeAngelo  
William Kennedy  
Edmond J. Moran, Jr.

### 10 Years

Demetrio Aspiras  
Lawson Doughty  
William Muller

### 5 Years

Boyd Dillingham  
James Lindsey  
Daniel Stevens

## PROMOTIONS

Kathy Fitzgibbons  
Billing Dept. Supervisor  
Timothy Hogan  
Seaboard Dispatcher  
Mark Vanty  
Chartering & Contracts  
Administration



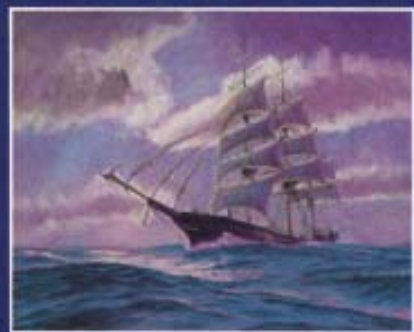
Dispatcher Dirk Van Oostendorf (right) presents a custom-made lamp he made for retiring dispatcher Vinnie Caskin, at a dinner hosted by his fellow dispatcher.

## RECOMMENDED READING

### A Portrait of A Ship

*THE BENJ. F. PACKARD*

by Paul C. Morris



(illustrated)

#### THE PORTRAIT OF A SHIP *THE BENJ. F. PACKARD*

By Paul C. Morris, Lower Cape Publishing, Orleans, Mass. 02653, 1987, 188 pages, illustrated with 180 b&w photographs.

The story of the *BENJ. F. PACKARD* is really two stories, one of the famous "Down Easter" ship and the other of the boy turned man who had a life-long love affair with the great square rigger, author Paul C. Morris.

The first three chapters of the book are a study of the "Down Easter," a square rigged ship design that was built in the shipyards of Maine after the Civil War. They had wooden hulls, could haul a large cargo and yet made passages that could rival some of the Clipper Ships of the early 1800's. In many ways these ships were an adaptation in a more modest way of the famous Clipper Ships. The book covers the yards in Maine, some of the other vessels of the time, including some vintage photos. The *PACKARD* was launched from the yard of Goss, Sawyer & Packard of Bath, in 1883.

In her early days the *BENJ. F. PACKARD* was often referred to as a "Hell Ship," "Blood Boat," and even "The Battleship of the American Merchant Marine." She earned these names early in her career when Maine captains and officers took her to sea with an untrained crew that was a long way from the cream of society. There were few American citizens that served before the mast and crews were generally a mixture of foreigners. Ships like the *PACKARD* seldom made the return trip

around the Horn with the same crew and often the only way to get any crew was to take those that were "Shanghaied," men taken off the streets, drugged and dumped aboard.

The book traces the *PACKARD* over the years from her launching in Maine and her many voyages, all with scholarly research. There are detailed reports of the masters to the owners and quotes from crew members and official records. She was a true "Cape Horner," driven by captains that had to please frugal owners and turn over the largest profit possible.

In 1909 the *PACKARD* started a new career in the Alaskan salmon fleet. She spent her last days under sail going north in April and anchoring in the Bering Sea as a dormitory for the fishermen, returning in September or early October. The fishermen of the Northwestern Fisheries Company would act as crew to sail the ship north and south. In 1925 the *PACKARD* was sold out of the fishing fleet and loaded with lumber for her last commercial voyage.

When she left Seattle in the fall of 1925 it was at the end of a tow line for the trip east. Her new owners didn't trust the ship and had an ocean going tug "to make better time." On this trip there was no Cape Horn passage for she was towed through the Panama Canal. At this point in her career, the ship was in greater danger than while sailing the seas. She became a stationary maritime landmark in the Port of New York while awaiting a new career. The last of the great "Down Easters" ended up in the mud off Port Washington, Long Island, N.Y., and was sold for a high bid of \$1,000.

In 1929 the new owners proposed turning a profit with the ship by having her refurbished, turned into a museum and taken to the then new park in Rye, New York, the still operating "Playland." After spending a reported \$80,000 the ship was open to the public, but few came aboard to pay a fee. It was at Rye that Paul Morris discovered the *PACKARD* and fell under her spell. She lasted there until 1939, and many people around today can remember seeing her.

In the spring of 1939 a contract was awarded to Merritt, Chapman & Scott for the removal and sinking of the ship. Paul Morris had gone aboard the ship with his father, who was on the staff of Playland, and took hundreds of photos of the ship and many are printed in the book. The Mystic

Museum removed the after house and it has been reassembled and may be seen there today. The contractor towed the old ship from Playland, with Morris and his father aboard, out into Long Island Sound. The *BENJ. F. PACKARD* was sent to a grave off Easton's Neck, Long Island on May 19, 1939.

#### A Sharp Lookout

By Rick Hogben, Fairplay Publications, Ltd., London, 1983, 197 pp., \$16.00.

This book tells the story of "FAIRPLAY", a weekly shipping journal which observed its 100th anniversary of publication in 1983. This British publication, which now derives 70% of its subscriptions from overseas, was founded by Thomas Hope Robinson. He was its editor for 29 years, succeeded by his son, Gordon Hope Robinson, for 41 years..

Mr. Hogben breaks down the century into important periods of maritime history, usually decades, and describes in great detail how "FAIRPLAY" reported on and editorialized about the events of the day. Throughout its entire history, "FAIRPLAY" was a steady champion of the ship owner.

#### TITANIC, TRIUMPH AND TRAGEDY

By John P. Eaton and Charles A. Haas, W.W. Norton & Co., New York, 1986, \$45.00, 319 pp.

This large (9"x12"), lavishly illustrated book must surely be the most complete and up-to-date chronicle of the "TITANIC" yet written. The entire story of the vessel is told, from its planning stage right through the investigations into the disaster. More than half the book is devoted to pictures, some never before published. Notable among these are hundreds of officers, crew, passengers and rescuers.

Also a special interest are copies of many court documents and receipts which were filed in the limitation of liability hearings after the sinking. The authors are plainly striving for completeness, and they succeed admirably.

Only four pages, in the Epilogue, show pictures taken by Woods Hole Oceanographic Institution, which have been widely published recently. Every other page in the book is filled with rarely-seen, old pictures and well-written text. Truly, this is a book to own.

Review by Captain Thomas Evans



# Moran Towing Corporation

Two Greenwich Plaza □ Greenwich, Connecticut 06830

## TUG FLEET

### Portsmouth, New Hampshire

Portsmouth Navigation Division  
Moran Towing of Maine, Inc.

34 Ceres Street, P.O. Box 472  
Portsmouth, New Hampshire 03801

Eugenia Moran ..... 3,165HP  
Nancy Moran ..... 1,800HP  
E.F. Moran ..... 1,750HP

### New York, New Jersey

Moran Towing & Transportation Co., Inc.

Two Greenwich Plaza  
Greenwich, Connecticut 06830

Esther Moran ..... 6,300HP\*  
M. Moran ..... 6,300HP\*  
Marion Moran ..... 5,000HP\*  
Sheila Moran ..... 4,700HP\*  
Alice Moran ..... 4,700HP\*  
Heide Moran ..... 4,700HP\*  
Cape Cod ..... 4,290HP\*  
Patricia Moran ..... 3,500HP\*  
Kerry Moran ..... 3,500HP\*  
Amy Moran ..... 3,300HP\*  
Judy Moran ..... 3,300HP\*  
Margaret Moran ..... 3,300HP\*  
Miriam Moran ..... 3,300HP\*  
Maureen Moran ..... 2,360HP  
Moirra Moran ..... 2,360HP  
Harriet Moran ..... 2,150HP  
Cynthia Moran ..... 1,750HP  
Diana L. Moran ..... 1,750HP  
Eugene F. Moran ..... 1,750HP  
Georgia Moran ..... 1,750HP  
Margot Moran ..... 1,280HP

Claire Moran ..... 1,750HP  
Cedar Point ..... 1,750HP

### Philadelphia, Pennsylvania

Moran Towing of Pennsylvania, Inc.

1101 Market Street  
Suite 2601  
Philadelphia, Pennsylvania 19107

Cape May ..... 3,300HP\*  
Reedy Point ..... 2,400HP  
Sewells Point ..... 2,360HP  
Carolyn ..... 1,800HP  
H.C. Jefferson ..... 1,800HP  
Wagners Point ..... 1,750HP

### Baltimore, Maryland

Moran Towing of Maryland, Inc.

The World Trade Center  
Suite 800  
Baltimore, Maryland 21202

Cape Romain ..... 3,300HP\*  
Cape Charles ..... 3,300HP\*  
Fells Point ..... 2,400HP  
Kings Point ..... 2,400HP  
Hawkins Point ..... 1,750HP

### Hampton Roads, Virginia

Moran Towing of Virginia, Inc.

109 East Main Street  
P.O. Box 3415  
Norfolk, Virginia 23514  
Cape Hatteras ..... 4,290HP\*  
Cape Henry ..... 4,290HP\*  
Cape Henlopen ..... 3,300HP\*

Dorothy Moran ..... 3,300HP\*  
Grace Moran ..... 3,165HP  
Town Point ..... 2,360HP  
Drum Point ..... 2,360HP  
Cavaller ..... 2,360HP  
Swan Point ..... 1,750HP

### Jacksonville, Florida

Moran Towing of Florida, Inc.

North Regency One, Suite 460  
9458 Regency Square Blvd.  
Jacksonville, Florida 32225

Cathleen E. Moran ..... 3,500HP\*  
Ann Moran ..... 3,300HP\*  
Mary M. Coppedge ..... 3,200HP\*  
Helen D. Coppedge ..... 2,850HP\*  
Powerful ..... 1,800HP  
Barbara Moran ..... 1,750HP  
Julia C. Moran ..... 1,750HP

### Beaumont/Orange/ Port Arthur, Texas

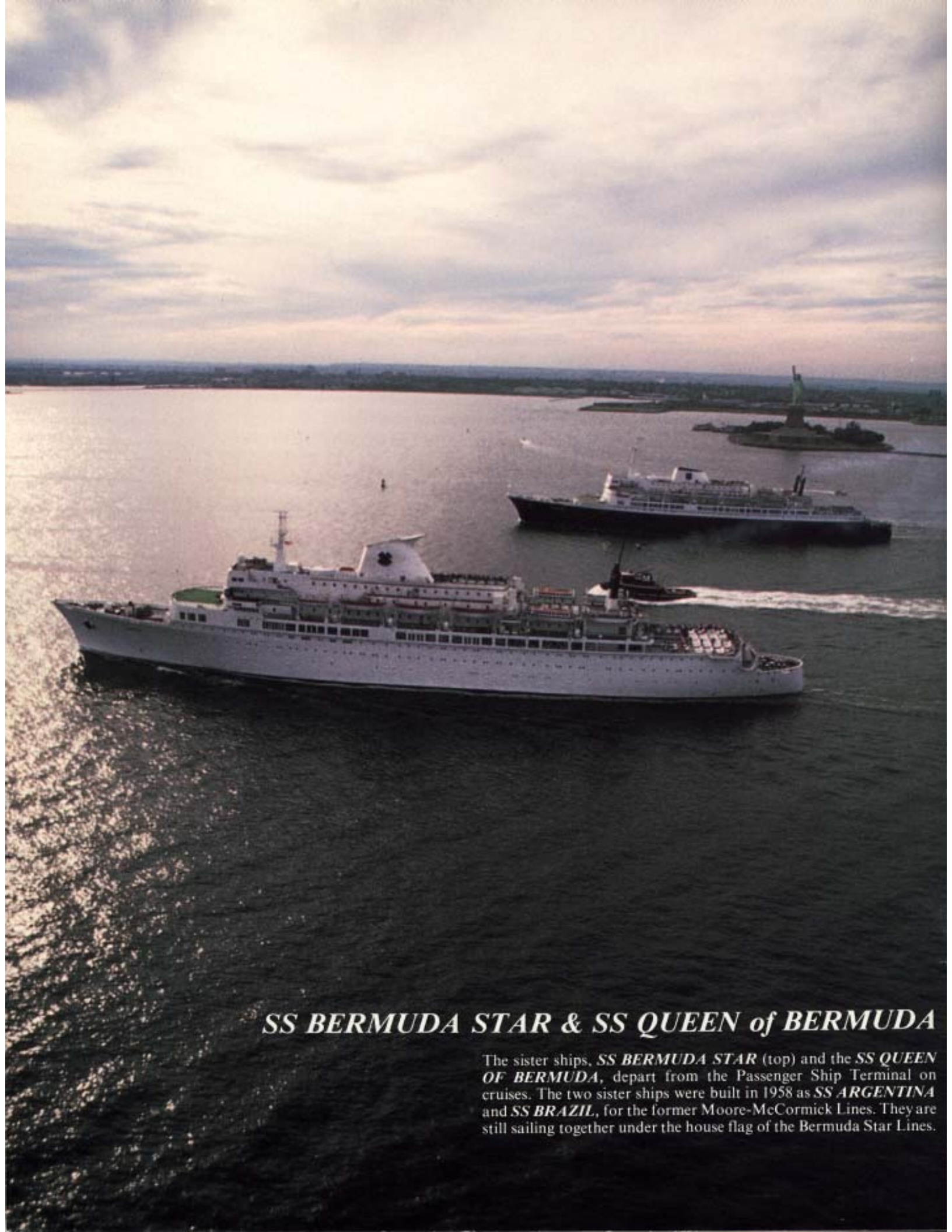
Moran Towing of Texas, Inc.

Box 139, 2300 Hwy, 365, Suite 570  
Nederland, Texas 77627

Doris Moran ..... 5,000HP\*  
Cape Ann ..... 4,700HP\*  
Joan Moran ..... 4,700HP\*  
Helen Moran ..... 3,500HP\*  
Mary Moran ..... 3,300HP\*  
E.M. Black ..... 1,600HP  
Stella II ..... 1,600HP

\*Denotes Twin Screw





## *SS BERMUDA STAR & SS QUEEN of BERMUDA*

The sister ships, *SS BERMUDA STAR* (top) and the *SS QUEEN OF BERMUDA*, depart from the Passenger Ship Terminal on cruises. The two sister ships were built in 1958 as *SS ARGENTINA* and *SS BRAZIL*, for the former Moore-McCormick Lines. They are still sailing together under the house flag of the Bermuda Star Lines.