

TOW LINE

## ON THE COVER—



**L**ADY LINERS have been favorite subjects for covers by our noted French marine artist Albert Brenet. This issue proudly presents his striking portrayal of the new Cunard super cruise liner, the first ship of a new era, the Queen Elizabeth 2. In the months that she has been in service, this magnificent vessel has attracted a large and loyal following. She has succeeded in a glamorous and exciting fashion, and her success has done much to encourage those who feel that travel and cruising by ship is a "way of life" that must be experienced by all.



Rear Admiral Walter F. Schlech, Jr., USN is the Commander, Military Sea Transportation Service, Atlantic Area. Admiral Schlech is a Brooklyn-born graduate of the U. S. Naval Academy and his distinguished Naval career includes extensive command in the Submarine Service and Naval Research. This issue of TOW LINE highlights the wide scope and importance of the Military Sea Transportation Service to our country's scientific, defense and commercial interests.

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**M.S.T.S.**

# TOW LINE

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Cable Address: MORANTOW

Frank O. Bruyard, Editor

Jeff Blinn, Associate Editor

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## MSTS Cargo Movements

**T**HE MSTS is twenty years old, and, as a major source of employment for ships of the merchant marine, is of great moment to shipowners in the port of New York. MSTS means Military Sea Transportation Service. It is the sea transport arm of the Defense Department.

MSTS also means big business. It is the one service that bills for all its work. If its income is higher than its expense for one quarter, then, for the next quarter its rates are revised downward to create a balance. Last year the total cash flow from MSTS amounted to \$1,300,000,000, of which eighty per cent went into private industry. Cash payments to the New York business community alone amounted to about \$160,000,000.

Tow Line takes pleasure in presenting a review in three parts of the functions and scope of MSTS. The introductory article will outline the cargo movement activities of the vast operation. The second article covers the Arctic operations of MSTS and the third will feature some of the scientific ships and research projects under MSTS direction.

MSTS is run by a thin line of senior Naval officers backed up by a large civilian staff. The experienced core of civilian staff stay on to provide continuity while the Naval officers are reassigned every two to three years to other duties in the Navy.

In New York, MSTS has its headquarters at the old Army Base Terminal which opens its portals at First Avenue and 58th Street in Brooklyn. This is an imposing area of massive concrete warehouses and huge piers which have played a vital role in two world wars and other conflicts. Untold millions of tons of military cargo and hundreds of thousands of troops have passed through this facility which was long known as the Army Port of Embarkation.

Complementing this terminal as a facility for the gigantic MSTS shipping operation is the Bayonne Naval Depot on the New Jersey side of the Upper Bay almost directly opposite

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the Brooklyn terminal. This enormous complex has approximately four miles of wharfage space and loads endless lines of cargo vessels destined with supplies for overseas bases.

Rear Admiral Walter F. Schleich, Jr. is the present Commander of MSTS in the Atlantic area. His responsibility literally extends from the North Pole to the South Pole and includes both the East and Gulf Coasts of the United States. The three other MSTS area commands cover the Pacific, the Far East and the Eastern Atlantic and Mediterranean.

The shoreside staff of the Atlantic command in New York comprises some 450 people, of whom 40 are officers and enlisted men of the United States Navy. In addition, ap-

*(Continued on page 2)*



## MSTSLANT in Eastern Arctic

**E**ACH SPRING the Military Sea Transportation Service, Atlantic, prepares for its annual resupply operation of U. S. Air Force bases and sites in Labrador and Greenland.

These stations, some of which are located in Goose Bay, Labrador and in Greenland at Sondrestrom, Thule and Kulisuk, support the Ballistic Missile Early Warning System, the Distant Early Warning System and the Strategic Air Command. Their sea approaches are open to shipping only a few months of each year.

Since the completion of Project Blue Jay in 1951, MSTSLANT has provided the sole means of sustaining these sites.

Project Blue Jay, the largest peacetime arctic operation in our nation's history, utilized some 140 MSTS ships and crews under the command of MSTSLANT. With the equipment and construction material transported by these ships, the U. S. Army Corps of Engineers were able to build the giant Thule Air Force Base.

Organized as Task Force Six, the nucleus supply fleet each year usually consists of 12 to 14 ships; two ice-strengthened cargo ships, a former buoy tender deployed as a utility ship to rehabilitate submarine petroleum pipelines and navigational aids, six to eight T-2 and T-5 tankers and two U. S. Coast Guard icebreakers to make the initial penetration into the Arctic ice pack.

Over the past 20 years, through painstaking experience, the Military Sea Transportation Service, Atlantic has developed the procedures now accepted as standard for commercial operations within this Arctic region.

With icebreakers making the primary probes of the winter-formed ice and with information on ice conditions transmitted by U. S. Navy long

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range reconnaissance aircraft flying out of Argentia, Newfoundland, the projected ship routes are determined.

In two decades of Arctic operations, the Military Sea Transportation Service, Atlantic, has never lost a ship and never failed a mission. But ice damage is expected in a yearly calculation. Thus far an average of four ships a year suffer propeller damage, hull cracks or plate indentions, but extreme hull damage is rare.

This history of safe operation in the Arctic is largely the result of the expertise and proficiency of MSTS personnel. For the most part they are experienced Arctic sailors and the average master is a veteran of six to eight years in the endless, icy wastes characteristic of the earth's poles.

Operations under the direction of Special Projects Operations Officer, B. T. Kyle, Jr., usually begin at Goose Bay, Labrador toward the end of June with Thule and Sondrestrom following during July.

In order to carry out their demanding assignments the MSTSLANT

*(Continued on page 8)*



## THE SCIENTIFIC NAVY

**M**OST GLAMOROUS of all Naval maritime projects is the support MSTS has given to the moon exploration. Our nation's whole space program has been given notable assistance by ships of MSTS.

Project Apollo involves five MSTS vessels. Three are the so-called "moonships" USNS *Vanguard*, USNS *Mercury* and USNS *Redstone*. All three are converted standard-type World War II oil tankers. Each is crammed with \$45,000,000 worth of the most sophisticated tracking, communications and other electronic gear available.

The two other Apollo MSTS ships are the USNS *Watertown* and the USNS *Huntsville*. Both are converted Victory ships of which more than 500 were built by the Maritime Commission during World War II.

In line with its overall purpose of providing water transportation for any and all government agencies, MSTS has a specially designed vessel to move the giant Saturn rockets to the Cape Kennedy area. She is the USNS *Point Barrow* which looks more like a floating quonset hut than anything else. The *Point Barrow* gives the rockets a stabilized, weathertight, dehumidified environment for their brief water voyage before installation at the Cape.

Others of some 40-odd special projects ships operated by MSTS are used in such programs as acoustic, oceanographic, and hydrographic research; oceanographic surveys; telem-

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etry and recovery of missiles; Antarctic research (see special feature); support of survey teams; support of various types of Army units by positioning of equipment, and communications research.

Each of these scientific study areas is well worth inclusion in this issue of *Tow Line*, but for our purposes we were able to visit only two of the MSTS ships assigned to special work. One was the ex-tanker USNS *Mission Capistrano* and the other was the coastwise type vessel USNS *Redbud*.

We will tell you something of what we saw.

### *Mission Capistrano*

Captain B. von Gerber is master of the *Mission Capistrano*, and he is typical of the highly skilled mariners that MSTS has for its special ships. Born in Sweden, he went around the world twice under sail in his youth. The ship he served on was the *C. B. Petersen*, a four-masted bark and she carried grain from Australia. On his second voyage aboard her she was struck by a British cargo ship off the Azores and sank in twenty minutes.

Captain von Gerber came to the United States in 1940 and joined the Army Transport Service. He moved to MSTS after the war and his first command was the *Lt. Alex. Nininger*. He joined the *Mission Capistrano* in 1960, when she was rebuilt to her present exotic use.

Her conversion was specifically engineered to fit her for Project Artemis. Named after the Greek goddess of the hunt, the ship is designed to conduct underwater acoustical experiments that would make Jules Verne pale with amazement. Her chief tool is a monster device known as "the array." "That's the most polite thing we call it," jokingly said First Officer Peter T. Devlin.

The array has 1,440 individual transducers sending and receiving sound. It can be lowered 1,500 feet down into the ocean. It weighs some 400 tons and is supported by monster cables 2 $\frac{3}{4}$ " in diameter. (See the photo on page 3.) The array is lowered into the ocean through a hole in the ship's hull.

The *Mission Capistrano* provides the array with enough power to light a city of 50,000 people.

Aboard the ex-T2 tanker are posi-

*(Continued on page 7)*



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## SCIENTIFIC . . . .

(Continued from page 6)

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tioning devices to keep the ship in approximately the same location while the array is down. Computer controlled, the system is built around two 1,250 horsepower electric propulsion units fitted into elevator trunks in the bottom of the ship. A seven-foot propeller extends from the bottom of each trunk pointing horizontally. The units can rotate in full circle to point the propellers in any direction. The computer, linked to signals from an acoustic beacon on the ocean floor, keeps turning the propellers to keep the ship in the intended position.

### The Redbud

The other MSTs scientific ship we visited was the little *Redbud*. Captain von Gerber took us over from his ship, which was at the outer end of the two-mile long Bayonne Naval Depot pier. The *Redbud*, only 180 feet long, was tied up to the north side of the pier perhaps half a mile nearer the shore. Captain von Gerber introduced us to Captain L. W. Couch, who since our interview has been transferred to the *Mizar*.

Captain Couch showed us around his craft. She is used to open and close the Navy's various Arctic installations, has a towing bitt on her stern and resembles a large tub as much as anything. With a single propeller, she has a 1,400 horsepower plant with bridge control.

"The air's great in the arctic," Captain Couch said.

"I got a cold as soon as I got back," he added.

Last year the *Redbud* rescued eight Swiss mountain climbers from a twelve foot boat off Greenland. They were near the end of their rope and their boat had only inches of freeboard, loaded down as it was with so much gear.

"It was one of four rescues by MSTs boats in a ten-day period," Captain Couch said.

Everything about the *Redbud* was neat and shipshape, even to her snappy nameboard which boasted bright yellow letters on mahogany.



THE REDBUD, one of the MSTs Arctic ships, is above. At the top left of the preceding page are four idle P2 transports at the Brooklyn base of MSTs. Below left of same page is the T2 re-built tanker *Mission Capistrano*, one of MSTs' scientific vessels. On page 3 is shown full page the *Capistrano's* 400-ton transducer array.

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Captain Couch drove us back to the Admiral's barge at the end of the interview. Thanks to MSTs public information officer Al Mongin, we had come over from the Army Base in the MSTs's beautifully-kept motor launch called simply "MSTSLANT".

It was a rough, spray soaked trip back across the Upper Bay.

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## CARGO . . . .

(Continued from page 4)

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proximately 3,000 civilian mariners serve as officers and crews of vessels belonging to the Government and assigned to MSTs as part of its basic fleet. These seafaring individuals are part of the Federal Civil Service system and are directly on the government payroll.

On our tour of New York headquarters we were privileged to meet some wonderfully capable and enthusiastic senior members of the staff like Captain Ray A. Spencer, the man responsible for all cargo shipments who wears a tie clasp denoting past duty in the submarine service of the Navy and Captain Elton Sumrall, Operations Officer for the vast enterprise whose office wall carries a position board indicating where the units of his great fleet are located around the globe at all times. We also had the pleasure of renewing acquaintance with Moe Kirschenbaum, Industrial Relations Officer and seeing an old

friend, James B. Soden, who has been a tower of strength to the Command through many years as a top civilian adviser.

### Historic Lifts

Since October, 1949, when MSTs was formed, the organization has been called on to move all types of material and heavy lifts. A run down of some of the unusual assignments would include the moving of a twenty ton Freedom Bell to Germany; transporting 1500 live mosquito fish to Guam to combat a serious mosquito problem and the moving of large quantities of heavy construction equipment to build the DEW Line bases in the Arctic. Our tugs participated in the last named effort, as they have done in many other MSTs assignments.

It was an American merchant ship under Moore-McCormack Lines houseflag that carried an all time record passenger load during the Korean War. On charter to MSTs, the *Meredith Victory*, built to carry 12 passengers, evacuated 14,000 North Koreans at one time from Hungnam in one of the classic maritime operations of all time. Five babies were born on the three-day passage to Pusan in South Korea.

Nearly 21,500 Hungarian exiles were brought to the United States by MSTs.

On one occasion, tons of Spanish soil were carried to the United States by MSTs to determine if it had been

(Continued on page 9)



## EXECUTIVE CHANGES . . .

**T**WO CHANGES in top Moran Towing organization personnel were made public shortly before this issue went to press.

Captain Leonard G. Goodwin has been assigned the supervision of all the ocean-going tugs and barges operated by the Moran Towing & Transportation Company and its affiliates. This move was made "in recognition of the growing importance of our ocean towing activities." With Moran for 25 years, Captain Goodwin has had a distinguished career since he won his first job as a deckhand aboard a coastwise freighter at the age of 17. He served during the war as a merchant marine officer, obtaining his master's license in 1945. He had his first command at the age of 25, a Liberty ship. Captain Goodwin came to Moran in 1945 as a tug captain, coming ashore in 1956 and being named a Vice President in 1965. (Photo see page 17)

Martin J. Carroll was named a Director of the Moran Towing Corporation and the Moran Towing & Transportation Co., Inc. Eugene F. Moran, III, was named a Vice President of Moran Towing & Transportation Co., Inc.

Mr. Carroll joined Moran in 1956. He was named Assistant to the President of the Moran Towing Corporation in 1965 and became a Vice President in 1968 of both companies. He was born into a family with a long background in towing, his father, Edmund J. Carroll, having been president of Amboy Towboats, Inc.

Mr. Moran, a great grandson of the founder of our company, attended Lehigh University and joined Moran in 1961. He subsequently attended the General Motors marine engine school while on leave in 1963, returning to serve as oiler and engineer on tugs in the fleet. He then spent two years at the Moran shipyard before coming to the construction and repair division at headquarters.

Announcement has also been made of the appointment of Malcolm W. MacLeod as Manager of Harbor Operations. Mr. MacLeod's responsibilities will cover all tug operations in New York Harbor as well as operations on the New York State inland waterways and in Long Island Sound.

Joining Moran as a messman, Mr. MacLeod rose to be a mate on our tugs before coming ashore in 1957 to join the sales department. He is a graduate of the Massachusetts Maritime Academy. His previous maritime experience includes service in the Navy, which he left with the rank of Lieutenant, and a period aboard the United Fruit Company liner *Talamanca* as Third Mate.

Daniel V. Jones has been named to the post of General Manager of Moran Towing of Puerto Rico, Inc., a post held previously by Mr. MacLeod.

Mr. Jones went to sea at the age of 17. He started his career with Moran as a deckhand on the *Margot Moran* and later came ashore to serve as a dispatcher. In 1967 he was named Assistant Marine Superintendent.



MARTIN J. CARROLL



EUGENE F. MORAN, III



MALCOLM W. MacLEOD

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## ARCTIC . . .

(Continued from page 5)

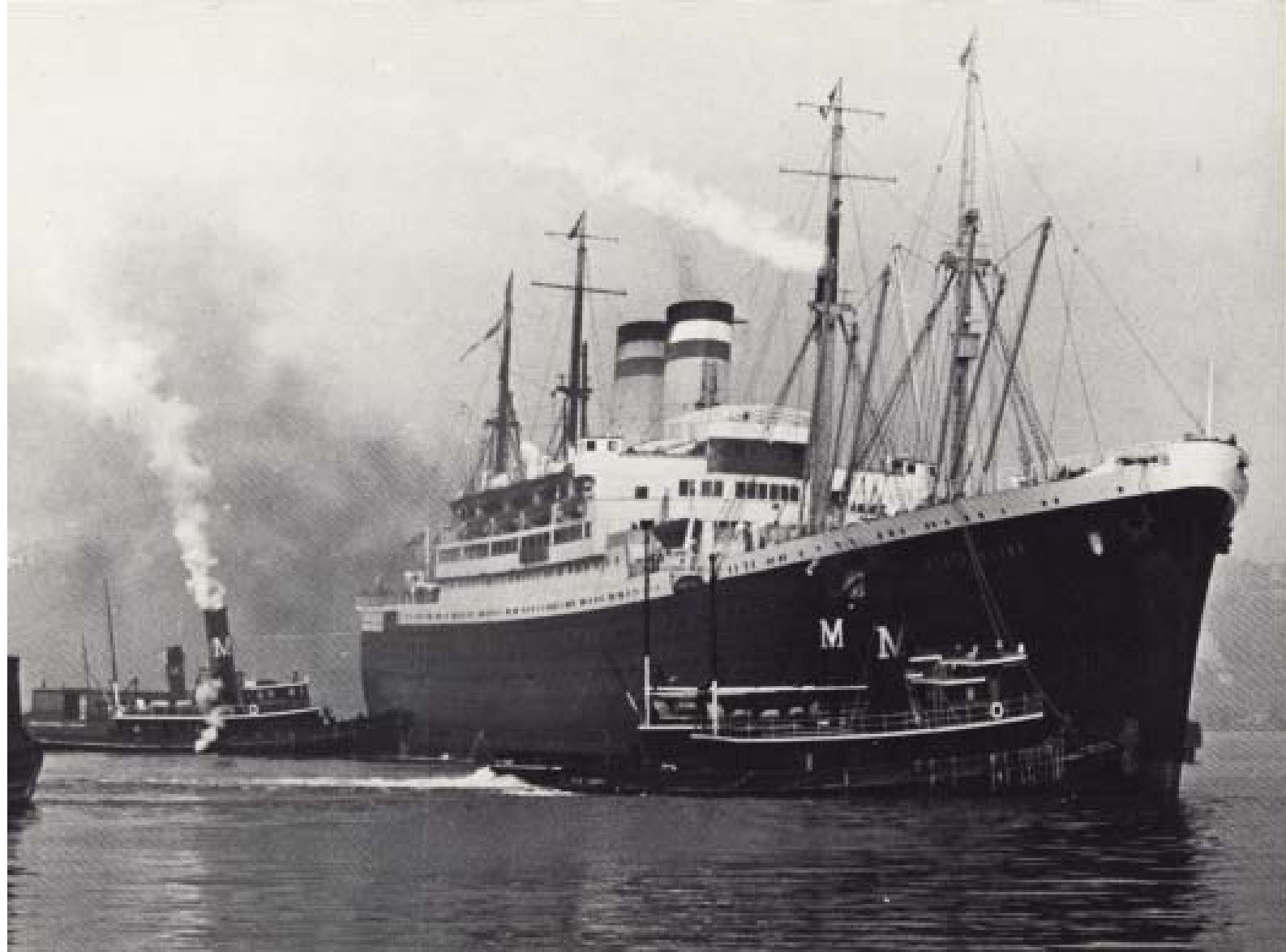
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requires each ship to be self-sustaining. Some of the basic necessities are landing craft, trained scuba diving teams, helicopters and a whole range of special equipment including port-

able diesel pumps, special spare parts, dual radar sets on each ship, extra rations and automatic radio beacons.

These ships each year deliver some 80-thousand measured tons of dry cargo and over 2-million barrels of bulk petroleum products to sustain these lonely outposts of defense and scientific research. Their crews deserve great credit for their skill and dedication to a difficult task.





## Great Liners of the Port of New York — No. 11

**NEW BOW, NEW STACKS** — This is the *Deutschland*, one of four famous Hamburg American Line passenger ships of the period between the two world wars. As originally built she had twin stacks, much lower than those she has in this photo. Her bow, as shown, is also new, and replaces an old-style upright stem. Her length was increased by 37 feet when the new rounded prow was added, a change that made her three knots faster. A vessel of 21,300 gross tons, the *Deutschland* was lost during the war, being bombed and sunk near Lubeck while serving as a transport. Her sisters were the *Albert Ballin*, *Hamburg* and *New York*.

## CARGO . . . .

*(Continued from page 7)*

contaminated by the accidental loss of an H-Bomb in that area.

More than 100,000 gallons of dried milk were taken by MSTs to the Congo in a mercy mission.

Military trucks, jeeps and tanks in all parts of the world depend on MSTs for the fuel they use. More than a million tons of oil are shipped each year to Europe for power and heat at Army and Air Force stations.

Bulk petroleum shipments have risen steadily in the past four years.

In 1966 19.8 million long tons were delivered by MSTs ships. In 1967 the total was 24.4 million long tons. It rose to 28.1 million tons in 1968, and to 30.6 million tons for fiscal 1969.

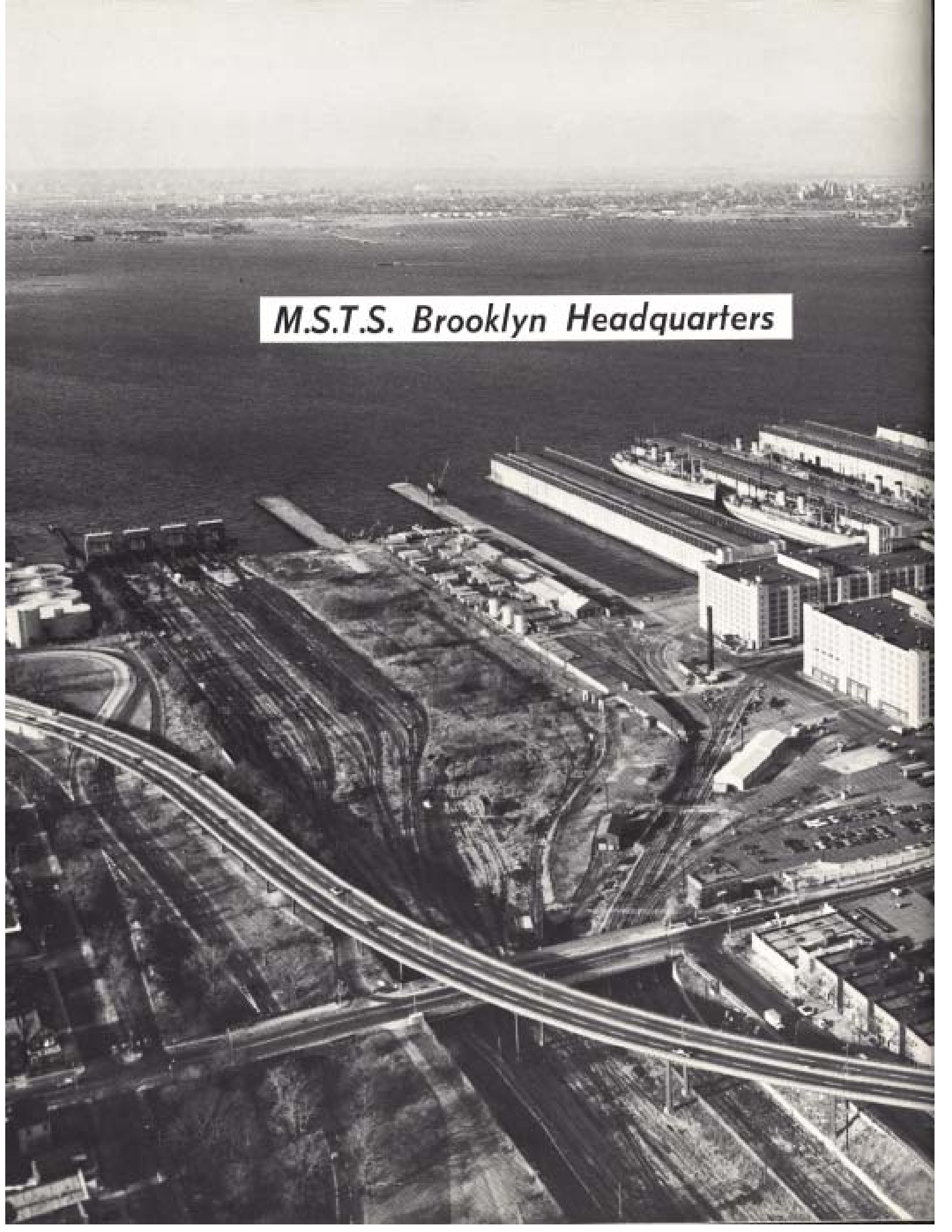
With dry cargo for military purposes there is the same gradual upward curve of MSTs activity.

Fiscal Year	Measurement
	Tons in Millions
1966	20.9
1967	27.8
1968	28.7
1969	30.6

## The Fleet

The MSTs fleet includes nearly 450 ships, of which some 200 or more are chartered merchant marine vessels. Eighty others are merchant-type vessels withdrawn from the various National Defense Reserve Fleets of the Maritime Administration and operated for MSTs under general agency agreements by commercial operators. The 150-ship nucleus fleet of regular Government craft includes a wide variety of vessel types. Some of these, including the scientific ships of MSTs and their Arctic project vessels, are described in accompanying articles.

*M.S.T.S. Brooklyn Headquarters*





## 50 TUGS NEEDED

**T**HE *VATERLAND*, world's largest ship, became embroiled in one of the port's most hectic tug situations on her maiden voyage in 1914.

The 950-foot liner, whose tonnage then was 54,000 gross (she later was remeasured as 59,956), was owned by the Hamburg American Line. Her docking at Hoboken took over three hours and ultimately involved fifty tugs.

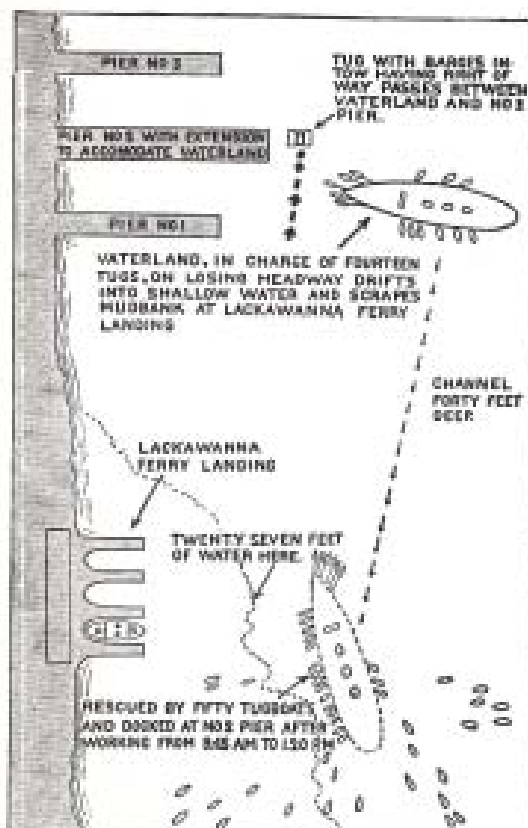
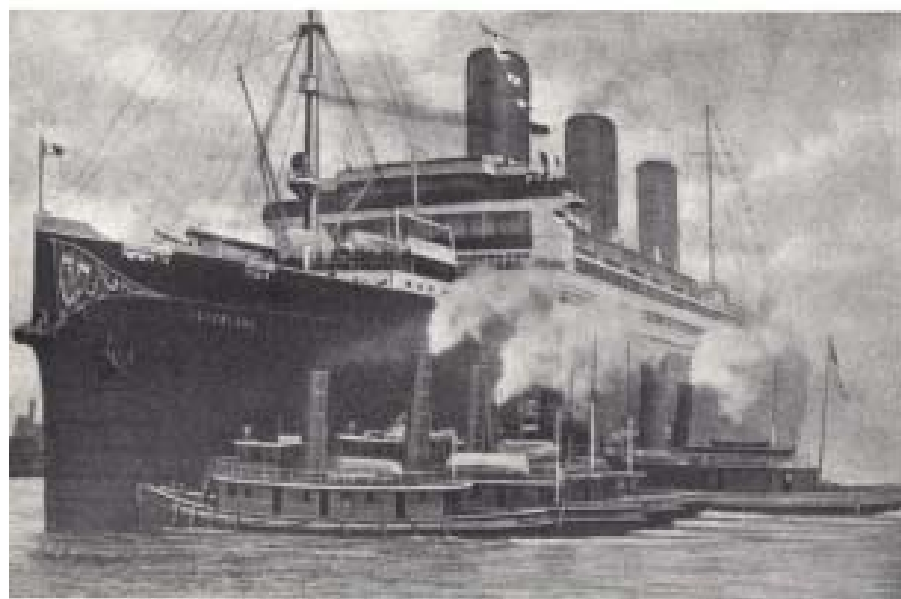
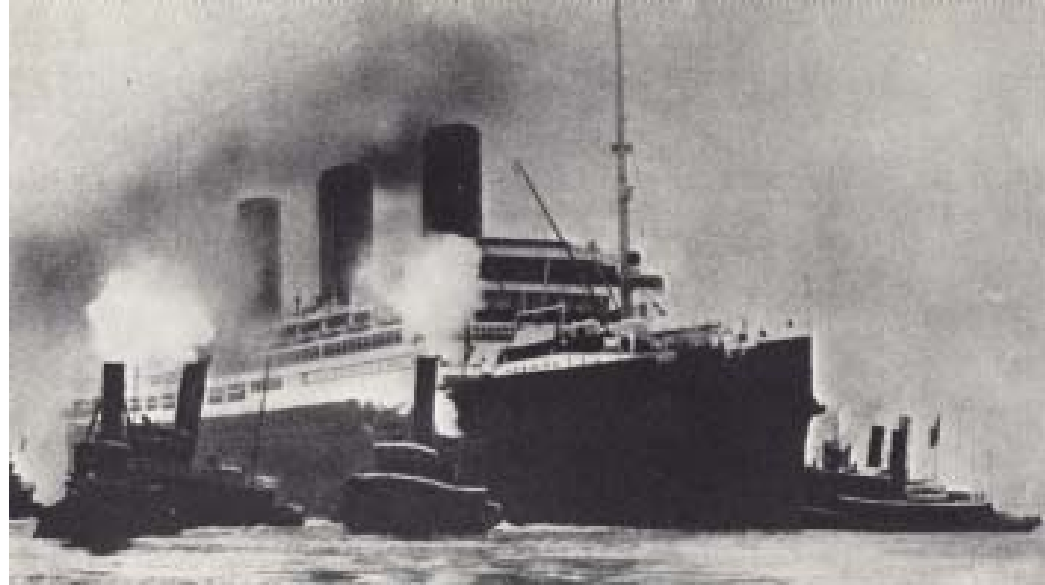
The pride of Albert Ballin, great Hamburg shipping leader, and of all Germans, the huge ship was the second of three superliners being built for the Hamburg-New York luxury run. The three ships, each capable of carrying over 4,000 passengers, would have been among the finest ever on the Atlantic. World War I ended it all.

An outbound tide met the *Vaterland* when she entered New York harbor, and its effect was increased greatly by a wind blowing down the Hudson. The giant vessel, which has been exceeded in size only by six other liners, appeared as a tremendous cliff rising out of the Hudson as she turned to face her New Jersey berth alongside Pier 2, Hoboken. The pier had been enlarged to accommodate her bulk. Fourteen tugs were at work and plans seemed to be proceeding smoothly.

At a crucial juncture a small tug appeared towing a string of barges and having a hard time against current and wind. She was moving straight into the gap between the pier and the rising prow of the *Vaterland*, emblazoned with its imposing gilt scroll work and boasting three tremendous anchors. The little tug could not stop very well, and so it was up to the *Vaterland*.

The towering new liner, partly hidden from view by clouds of smoke from the fourteen attending tugs, slowly came to an almost motionless position. Her three enormous yellow smokestacks seemed to lean very slightly to port, as the gusty winds blew hard against her black hull and the vast white superstructure, capped with mahogany varnished lifeboats. She began drifting!

*(Continued on page 13)*



**DOCKING A MONSTER** — The *Vaterland* needed 50 tugs on her maiden arrival at New York, creating tugboat history. She was the largest ship in the world at the time, and the pride of the Hamburg American Line. The top view shows some of the tugs working on her port bow. This picture is reproduced from an old issue of *Popular Mechanics*. Immediately above is another view, taken from a newspaper of the day, showing other tugs pulling on her starboard bow. The great new liner was later to be seized and renamed *Leviathan* when America entered World War I. To the left is a diagram of what happened when a tug with barges got into the act. The *Leviathan* served for many years as flagship of the United States Lines. Her sisters were the *Berengaria*, ex *Imperator*, and *Majestic*, ex *Bismarck*. The *Berengaria* served under the Cunard houseflag. The *Majestic* was a White Star Line ship.

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## VATERLAND . . . .

(Continued from page 12)

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A crisis situation had developed.

The massive bulk of the big German ship began to move downriver. The wind was pushing her, and she had completely lost her headway. The *Vaterland's* sideways motion was too much for her fourteen escorting tugs to stop. More tugs were called and still others and they all pushed, but the downstream drift continued.

The draft of the *Vaterland* was nearly forty feet. The water off the Lackawanna Ferry landing, toward which she was drifting, was only twenty-seven feet deep. More tugs were called and they came from all directions. Six were pulling on bow hawsers. Three were on the starboard side. Fifteen were nudging up along the port side facing Hoboken. Another two dozen or more were approaching and were eventually

brought into service. Altogether some fifty tugs joined the fray, pulling or pushing the great *Vaterland*.

Eventually the downstream drift was halted, but not until her four propellers were churning up mud and sand.

Slowly and laboriously the fleet of tugs, by far the largest ever to push on a single vessel in New York harbor's history, managed to overcome the wind and current. The *Vaterland* was brought back into position and nudged into her slip. She tied up at 1:20 P.M. The drifting had begun at 9:45 A.M. New York's most heroic tug battle had been won.

And so began the career of this impressive ship.

Interned in New York during the early days of World War I she later became the famous *Leviathan*.

(Editor's Note: The six ships which have surpassed the *Vaterland* in size are the 83,000-ton *Queen Elizabeth*, the 83,000-ton *Normandie*, the 81,000-ton *Queen Mary*, the 66,000-ton *France*, the 65,000-ton *Queen Elizabeth 2*, and the 56,000-ton *Majestic*. There are those who will dispute the *Majestic's* claim, although she was six feet longer than the *Leviathan*. She was third of the Albert Ballin trio, the *Berengaria* being the first.)

**THE EAGLE** — United States Coast Guard's sail training ship, assigned to the Coast Guard Academy, New London, Conn. She is shown entering the slip at Pier 16, East River, making her annual visit to the South Street Seaport. One of the world's few remaining great square rigged vessels, she measures 295 feet in length and has a complement of 245 men. The *Eagle* was host ship in the 1964 sail training ship rendezvous in New York known as Operation Sail, when two dozen such vessels came here from all over the world. She was built in Germany as a sail training ship for the German Navy and taken over after World War II by the United States.

PHOTO: Jim Arkin



## Pier 92 War Use Makes Good Yarn

Our story about the quick turn around of three of the big Italian Line ships from Pier 90 provoked an interesting comment from one of our brother editors. "You should have seen that Pier 92 in wartime," said Commander Arthur Wills, of *The Compass*, highly-regarded publication of the Marine Office of America. We asked him to tell us more:

**P**IER 92 was used as New York's principal Navy wartime Receiving Center. The ingenuity that went into turning this vast 1,000 foot structure into a home-away-from-home for 10,000 men is a tribute to the United States Navy. It was used for this purpose continuously from 1941 until 1944.

Heat was provided for the barracks space on the upper level by steam from an old government-owned freighter called the *Camden*. She was berthed on the south side along with the cruiser *Seattle*. Although it was not easy to obtain materiel in those days, the Navy set up a heating system that looked like something from Rube Goldberg's drawing board.

Some 250 heavy-duty hoses were linked with the old *Camden's* steam boilers. They brought low-pressure steam to pipes strung in 600-foot patterns on the upper and lower decks of the pier. Two hundred large fans, each an arm-span in diameter, diffused the heat as it emerged from the pipes at 200 properly spaced outlets.

About 1,000 men arrived every day and another 1,000 departed. Some men stayed only one night, others as long as a month. The Navy had 350 men and officers there permanently. Commander Arthur M. Wills was one of them. He began as Services Officer and ended his three-year stint as Executive Officer.

As Services Officer he was in charge of twenty seven types of activities, all involving money. There was almost every kind of service store under the sun, and they did an annual business amounting to \$3,000,000. There was an auto repair shop, a filling station, snack bar, pool hall, barber shop, laundry, general store and so on.

The auto repair shop was put in as a patriotic gesture by one of New



**MYSTERY SHIP**—Did you ever hear of the good ship "AM"—Well, here she is being helped into her pier by the good tug *Patricia Moran* last June. For those who have not guessed it already she is really the new 25,000-ton luxury cruise liner *Hamburg* being docked at Pier 40.

PHOTO: Jim Aikin

York's major automotive firms and it cost them a good deal of effort and money. They had to install a 12-foot hydraulic lift and to do so had to drop a piston deep into the pier's foundation. It took them two weeks and their total charge for the facility was a token \$150.00.

The beer bar made so much money, although the management tried sincerely not to, that they had to establish a free period each day of one and a half hours.

There were 12 tables in the pool hall.

The theatre could seat 600 people, and the finest Broadway shows were given trial runs here; nothing but the best for the boys. Various theatrical producers provided sumptuous lighting systems and switchboard facilities for these shows.

What is now the comfortable passenger waiting room on the pier's shore end upstairs was then the crew's recreation room.

A small waiting room was main-

tained for the society ladies who helped out as emergency car, truck or bus drivers day and night as required.

All profits from the various pier businesses went into the ship's welfare fund. It was used to buy athletic gear, gymnasium equipment and to hold crew dances twice a year at the Hotel Astor. It also paid for the cost of chartering a Hudson River Day Line excursion steamer for an annual boat ride.

The men slept in three-tiered bunks on the upper level. There were five doctors permanently assigned to the pier.

This huge pier, one of the largest in the port of New York, juts out into the Hudson at 52nd Street. It is now the headquarters for Cunard Line's passenger operations in this port.

Just to the southward was Pier 90, where the famed Cunard superliners *Queen Mary* and *Queen Elizabeth* loaded their unbelievable loads of 10,000 to 15,000 troops for the voyage to the war fronts. Many a night Commander Wills used to watch them boarding from his cabin on the cruiser *Seattle*.

It seemed like an endless line of uniformed men, each carrying his heavy pack. It took 24 hours to load one of these great *Queens*.

And one pier farther down river lay the beautiful *Normandie* after the tragic fire that destroyed her.

It was an exciting part of the city to be in during those hectic years. We wonder if any of those hundreds of thousands of naval men who slept on Pier 92 have since returned to the pier as passengers to sail out on luxury liners.

### New Giantess

**T**HE CHESAPEAKE BARGE Corporation, one of our subsidiaries, has concluded a contract for the construction of a 23,000 ton barge. The barge, believed to be the largest ever built for use on the inland waterways, is to be constructed by the Bethlehem Steel Company shipbuilding facility in Beaumont, Texas. To be delivered in June, the barge will operate on Chesapeake Bay.

## RECOMMENDED READING

**MISSION: PORT DEVELOPMENT...** WITH CASE STUDIES by Walter P. Hedden. Published by the American Association of Port Authorities, Washington, D.C., 1967. Price: \$10.00.

**A**N INTENSE and thorough study, this work was written with the aid of a grant from the Ford Foundation, administered through the Institute of International Education. It is a work with two main divisions. In the first, Mr. Hedden discusses a variety of technical port matters having general application to all seaports. His years of experience with the Port of New York Authority and as a port consultant make him ideally suited for this type of writing. The second part covers the practical applications of this thinking in five specific developing nations. These are: Trinidad, Israel, Turkey, Tunisia and Liberia. Again, Mr. Hedden offers not only a clear style of writing but also a vast background of knowledge to his readers. A good appendix, containing various laws and regulations in full, a selected bibliography and a detailed index add to the book's value.

**STEAMSHIPS AND MOTORSHIPS OF THE WEST COAST**, by Richard M. Benson. Published by the Superior Publishing Company, Seattle, 1968. Price: \$12.95.

**A**NOTHER STRIKING and delightful picture book from Superior, this 175-page, oversize volume will provide much pleasure to the historian and lover of ships. Chapters on pioneer vessels of the Pacific Coast, old ferries, disasters, unusual ships, today's ships and future vessels give the book real scope. A bibliography and two indexes add to the work's value.

**THE SHIPS THAT SERVE NEW ZEALAND, Volume 1: British and European Lines**, by I. G. Stewart. Published by A. H. & A. W. Reed, 182 Wakefield Street, Wellington, New Zealand, 1964. Price:—

**A**FINE REFERENCE work, this big book contains thirteen chapters and is profusely illustrated. The book gives not only the names and pictures of ships serving New Zealand, but also describes the ship lines in considerable detail. It traces the development of the different ship types of the area, and has end papers with trade routes of the lines serving New Zealand. Among the 150 photos shown are many in color. Several scholarly fleet lists and other appendix items bring the book to an end. There is a good index. The author, a cargo surveyor and marine insurance assessor, served for a period with the New Zealand Shipping Company.

**The JEANNETTE EXPEDITION, An Ill-Fated Journey to the Arctic**, by A. A. Hoehling. Published by Abelard-Schuman, 6 West 57th Street, New York, N. Y. 10019, 1969. Price: \$5.00.

**A**FINE WRITING and research job by "Dolph" Hoehling, author of many books of note, this 224-page study, well illustrated and entertaining, should be on every marine student's shelf. It describes a poorly planned but highly publicized effort to reach the North Pole. The book carries the story of the 1879 expedition right down to the death in 1933 of the last survivor.

**JANE'S SURFACE SKIMMER SYSTEMS**, edited by Roy McLeavy; published by McGraw-Hill Book Company, 350 West 42nd Street, New York, N. Y. 10036. Price: \$9.95.

**A**NOTHER FINE new British book, this is the first edition of what will undoubtedly become an annual similar to the famous "Jane's Fighting Ships." It is edited by Roy McLeavy and its 136 large pages on coated stock are filled with photographs, plans and interesting diagrams. It affords a glimpse into the future in its chapters on the status of the air cushion vehicle, on manufacturing air cushion vessels in Australia, Canada, France, Japan, Sweden, Trinidad, the United Kingdom, the United States and the Union of Soviet Socialist Republics. Another section on air cushion assisted load carriers and one on tracked air cushion vehicles describes the variety of new ideas that are accompanying this radical transportation breakthrough. A section on air cushion applicators, conveyors and pallets is further evidence of the expanding field of related services whose development follows the mainstream of air cushion evolution. Still other sections deal with hydrofoils, their manufacture and operation. An equally dazzling collection of photographs shows how rapid and out-of-this-world has been the development in this field as well.

**"THE STATELIEST SHIP" QUEEN MARY**, published by The Steamship Historical Society of America, with a text by Frank Cronican and Edward A. Mueller (write care Richard Mason, 588 Pelton Ave., S.E. 10310). Price: \$5 for soft cover and \$7 for hard cover.

**A** GRAND STORY about the grand ship. This book is packed with photographs, pictures of *Queen Mary* memorabilia, a few sketches and loving text. It is an outstanding production and the staff that put it out is to be congratulated: Donald O. Ringwald, publication coordinator; George Foster, publicity and distribution; Edward A. Mueller, editor and compiler; Randolph Chalfant, assistant editor; Frank Cronican and Mueller, text, and Daisy Patton and Edith Monson, typing. The work is a

monument to all those who served aboard the great Cunard Line steamship *Queen Mary*, to those who helped build her and to those who went abroad on her in the war.

**DUTTON'S NAVIGATION AND PILOTING (12th Ed.)**, by G. D. Dunlap and H. H. Shufeldt. Published by the U.S. Naval Institute, Annapolis Md., 1969. Price: \$15.00.

**A**N OUTSTANDING WORK this comprehensive and entirely new edition of a classic covers the whole range of navigational instruction from elementary concepts to complex systems. It explains such new electronic systems as inertial, Doppler, Omega, satellite and bathymetric systems. With 500 new illustrations and presented in a most readable format, the book is most attractively done.

**SHIP IDENTIFICATION, Part 1, Merchant Ships (Engines Amidships)**, by Lieut-Comdr. E. C. Talbot-Booth. Published by Ian Allan, London, 1969. Price: £5 25.

**N**O DOUBT Commander Talbot-Booth is the senior authority in the world on ship identification. His own excellent line drawings illustrate this work, all in scale and profile. The work lists comprehensive information on nearly 10,000 ships, enabling their identification at first sighting. A 40-page index is included.

**SOVIET MERCHANT SHIPS**. Published by Kenneth Mason Pub., Ltd., 13-14 Homewell, Havant, Hampshire, UK, 1969. Price: 70 s.

**T**HIS IS a directory of 2,500 Soviet ships of over 1,000 tons, with builders, dimensions, etc. An important reference book it contains over 100 fine photos. Commander Mason, RNR, has had 40 years experience in merchant ship recognition. The work has an introduction by Lawrence Dunn.

**TANKER PERFORMANCE AND COST, Measurement, Analysis and Management**, by Ernest Gannett. Published by Cornell Maritime Press, Cambridge, Md., 1969. Price: \$6.50.

**A**LITTLE BOOK, but packed with graphs and tables, this work is designed to help the tanker operator arrive at meaningful expressions of demand for his vessels, the supply of ships to meet this demand the performance and costs involved. With 25 years in management and 15 at sea, Mr. Gannett is qualified by experience.





MARY\* CASSIDY, artist and protege of the leprechauns, daily reveals her considerable talent for bookkeeping as a member of Nora Lascari's NCR machine room staff. Bright, cheerful and with a smile for everyone, Mary has been on the asset side of the Moran ledger since 1967. Weekends, she tells us, the Cassidys watch the big "M" tugs at work in the North River from a 19th floor, London Terrace apartment in Manhattan's midtown. Married 31 years, Bertrand and Mary have no children except the leprechauns, clowns and animals she paints so well. Art courses in the Frank J. Riley School in Manhattan and at the Museum of Modern Art helped a talent first expressed in grammar school posters during Mary's childhood on Long Island. Art exhibits include the Niantic Art Show in Connecticut and, as recent as last October, the Downtown Art Association in lower Manhattan. Oils, watercolors, pen and ink are her mediums to express a warm, puckish personality. (\*Mary's full name is: *Mary Katherine Patricia Kelly O'Neill Cassidy*)



FRITZ TIMOTHEE, a member-in-good-standing in Moran's hard-working Accounting Department, is a friendly fellow who enjoys his work as a junior accountant. Soft spoken and serious, Fritz was born in Port au Prince, Haiti where he studied and acquired his knowledge of bookkeeping and accounting both through school and employment. Two years of accounting followed by completion of a three-year University of Chicago correspondence course and twelve

AS DIFFICULT TO CATCH MOTIONLESS as a Moran tug is Bernard J. Warner, our Assistant Controller. But we disguised ourselves as a financial statement and gained entry into his compact office to gather a modicum of personal information.

Bernard is a Bostonian by birth and only slightly by accent. He graduated from the Bay State's reputable Bentley College in 1958, perhaps with visions of debits and credits dancing in his head.

It was during a Cape Cod holiday from studies at Bentley that Bernard met a new interest in the person of Miss Barbara Patwell, on holiday from New York. They were married shortly after his graduation.

Although working as an accountant with various firms for the next few years, Bernard won his B.S. degree in Finance at Seton Hall University, South Orange, New Jersey in 1963.



**BERNARD J. WARNER**

Ambition brought the rising accountant across the Hudson River to test his mettle in the Big City. In Manhattan he rose to become General Accounting Supervisor for a subsidiary of Eastman Kodak. However, a subsequent relocation of Recordak's accounting operations to Kodak's

home offices in upstate Rochester and a desire to remain in more temperate climes brought this opportunity to a close.

Naturally possessed of keen insight, Bernard approached Wilkinson Sword Inc. of Mountainside, N. J. He was their Chief Accountant when a fortuitous response to an advertisement brought him back to the Big City and Moran in 1968.

The Warner family live in Bergenfield, New Jersey where Bernard is a P.A.L. coach during the baseball season. Bernard and Barbara are well on their way toward raising their own team. To date they have three boys and a girl with momentary expectations of adding a fifth.



MURIEL GARCIA, an attractive bookkeeper in the Moran HQ machine room, likes ships and travel as well as swimming, ice skating, bowling and popular music. This past summer she made a whirlwind trip through Mexico hitting the high spots and, most recently, took a short, enjoyable cruise on Chandris Lines' *ELLINIS* with other members of Moran office personnel. Muriel is a dark-eyed daughter of a Finnish mother, who is a public health nurse working on Staten Island and a Filipino father, who is a retired Coast Guard chef. She was born in New London, Connecticut and attended the Eliot School in Boston. After moving to Staten Island she graduated from Curtis High School. Before joining Moran in July 1968 Muriel was an NCR operator for Bankers Trust in downtown Manhattan.

## Outstanding Safety Records Rate Cash Awards



Moran Captain Earl Castello (left) is the first recipient of a cash bonus award for completing 120 accident-free working days. Captain Leonard G. Goodwin, Operations Vice-President, presents \$500 check to veteran master of canal tug Agnes A. Moran for his safety achievement.

**A** NEW INCENTIVE PROGRAM designed to reduce damage and personal injury accidents through making cash awards to Moran captains and mates was instituted April 1, 1969. The awards of \$500 to captains and \$300 to mates are made on the basis of accumulating 120 continuous working days with a damage and injury free record.

Other captains and mates who have recently achieved this award are: Mate Alexander Burgo, *Mary Moran*; Captain Meredith Connor, *Mary Moran*; Mate Millard Dennis, *Margot Moran*; Mate Walter Karwoski, *Mohawk*; Mate Rolf Salvesson, *Sheila Moran*; Captain William Hayes; Captain George Dyrsten; Captain Richard Scarborough, *Joan Moran*; Mate Clayton Gillikin, *Sheila Moran* and Mate John Peterson, *Agnes Moran*. **CONGRATULATIONS!**

years keeping records for a coffee exporter were behind him when he came to the United States in 1966. Fritz and his wife, Claudette, live in Brooklyn with their three children: Pascale, 5; Franck, 3 and Fritz, Jr., 6 months. Three brothers who live in Montreal, Canada are visited during vacations but for relaxation during the rest of the year Fritz listens to semiclassical music. He joined Moran in December 1968 and hopes to continue his business education as soon as possible.

**W**HILE HELPING our old friend Werner Bamberger of the New York Times do a story on how tug-men eat, we ran into a couple of most interesting stories ourselves. Standing in the "Good Grub" company wholesale food store, where our tug chefs buy their food, we ran into a familiar face.

It was that of Chief A. J. Montgomery, of the *Diana Moran*. He was there getting cigarettes. He has been 23 years with Moran, the first 10 spent aboard the *Margot Moran*. He

started going to sea way back in 1918, and his first ship was a United Fruiter, their first oil burner, he says, although her name escapes him. He worked with Moran briefly in 1920, being hired by a young man named Edmond J. Moran.

Before World War II Chief Montgomery worked deep sea, spending time on a wide variety of ships, including many old Hog Islanders, famed mass production ships built for World War I but delivered too late to serve. Some of these old vessels are still operating, he said. He saw several of them in Brazil when he was down there not so long ago with a tow. At least one is operating under the flag of the Soviet Union.

His son Richard and he joined the Navy together on the same day and were the first "father and son" team to do so. They received considerable Navy publicity at the time. His son was sent to the cruiser *San Diego* and he was assigned to the ill-fated *Juno*. Fortunately for him (and for us) he was re-assigned to the *San Diego* when it was found they didn't need him on the *Juno*, which was lost to the Japanese shortly thereafter. He saw action in many World War II naval engagements, including the battles of Santa Cruz, Midway, Shortland Islands and the Solomons. The cruiser *San Diego* was known as the "ghost" she was so successful in appearing and disappearing in night time engagements.

We were delighted to come by one of the finest tributes to Moran operating skill we have ever heard while chatting with Chief Montgomery. His son is now first assistant engineer aboard the American Export Isbrandtsen Line's *Flying Hawk*. She serves on the run to India. He told his father that he could tell when a Moran tug was docking his ship at the AEI Hoboken piers because it was done so much more quickly, with so few engine orders from the bridge—in contrast to the times when tugs of other companies had the work!

Are we glad we bumped into Chief Montgomery in the Good Grub store.

**OUR OTHER STORY** for that day came from Captain Harold Stebbins, Jr., a third generation New York

harbor tug man. His father, Captain Harold Stebbins, Sr., has spent his entire life on tugs in the port. His grandfather, Captain Frederick Stebbins and his uncle Captain William Stebbins owned a fleet of New York tugs, including such greats as the *Gen. I. J. Wister*, the *Governor*, the *Dixie* and the *W. W. Stebbins*.

Harold was decking at the age of 17 and was in Jersey City the day the *Normandie* burned. He saw the whole thing from the river side.

For many years Captain Harold Stebbins, Jr., was with the Olsen Towing Company. He and Captain Ole Ericksen are now the only old Olsen men left in our company, he believes.

Captain Stebbins now is on the *Kerry Moran* whose 3,500 horsepower is seven times that of the *Governor* on which he first served his time way back in 1930.

His home is in Massapequa, L. I.

While we were with him, Captain Stebbins performed a most delicate bit of piloting, with his mate, Captain B. Hennessey handling the *Kerry Moran*. We sailed into the narrow entrance to Atlantic Basin, Brooklyn. There were four vessels in the slip and the one at the outer end of Pier 11 had her sailing flag up, but it was the ship at the inner berth we were assigned to take out, a big German heavy lift vessel, the *Schoenfels* which was sailing to Khorramshahr, West Iran. F. W. Hartman & Co. are her agents in New York.

Captain Stebbins boarded her and we got her out, sternfirst, in as perfect a stern tow maneuver as you could imagine. It was a pleasure to watch such *finesse*.

NOT SO LONG ago the Staten Island Advance published a photograph of a painting entitled "West Side Bathers." The oil was painted in the 1940s by Reginald Marsh, and was one of the paintings on display at a Madison Avenue gallery when the newspaper went to press. The painting obviously pictures the end of our own Pier 1 North River, in the shadow of Moran headquarters, but, even better than that, the main feature of the dominating horizon above the bathers and loungers is a speedy



M.V. ACADIA FOREST, the world's first LASH vessel, is a 20-knot, 860-foot-long vessel operated by the Central Gulf Steamship Corporation under a long term time charter for her Norwegian owners. Here she is shown loading barges at Panama City, Florida with her giant 510-ton shipboard gantry crane. Voyages are scheduled between U. S. Gulf ports, the United Kingdom and Western Europe.

Moran tug, moving gallantly along with a grand bone in her teeth and a plume of white wash astern.

## A Strange Story

A MYSTERY has sprung up around the rescue of a woman in New York harbor. The rescue took place a couple of months ago and the rescue tug was the *Julia C. Moran*. Captain Ray Poissant and his Mate Philip Goughran both must take a big share of the credit, although everyone on board was in on the affair.

The *Julia C. Moran* was coming down the East River at about 8:30 in the evening. Nearby was the *Melvin H. Baker*. The *Baker* was passing the Battery as the *Julia* hove into sight from around the Staten Island Ferry terminal. A sharp lookout on the *Baker* spotted a figure in the water, about at a mid point between the Statue of Liberty, Governors Island and Ellis Island. He reported it to his bridge and the officer of the deck relayed the information to Moran headquarters at 17 Battery Place. Our dispatchers, with their customary alertness, passed the information on to the *Julia C. Moran*.

With his entire crew on deck, their eyes peeled, Captain Ray hurried to the location mentioned by the *Baker*. He used the *Julia's* searchlight. As he approached, he spotted the swimming figure. There were faint cries for help coming from the person in the dark water. The sun had set and visibility was very poor. Deckhand Louis Polewczak, Cook Raymond Giusti and Chief Engineer Edward

Wilkie were all alert and scanning.

The *Julia C. Moran* moved quickly through the waters of the Upper Bay, closing in on the speck of humanity. Everyone helped pull her aboard, for it turned out to be a woman. She spoke in very broken English, so broken that no one could get much from her.

Then Deckhand Polewczak tried his Polish on her, for her jumbled conversation sounded as if she were trying to speak in that language. Eventually she did manage to convey the fact that she had fallen from a Staten Island ferry. In fact, she said she had been pushed and that someone had stolen her handbag in the process. She said she had been in the water for at least forty-five minutes. She was picked up at 8:45 P.M.

"She was a darn good swimmer," Captain Poissant said later.

The *Julia C. Moran* telephoned to Moran dispatchers who called for a police ambulance. The tug brought the lady in to Pier 1 North River and the ambulance was there. To the police the survivor gave her name as Esther Abraham and said she lived at 231 10th Street, Brooklyn. She was rushed to the hospital, although she said she was fine. They didn't keep her long in the hospital.

Then the mystery began.

Reporters checked at the Brooklyn address she gave and there was no one there by that name. No one had heard of the lady. At the hospital she left no other information, and when she walked out she dropped completely out of sight. She made no complaint about her missing handbag with the police, apparently preferring to let everything be forgotten.

Nothing has been heard from her since.

### Made a Hit

**CAPTAIN HAROLD STEBBINS** and the *Kerry Moran* made a hit with a young guest not so long ago. Peter McMullen, son of Dr. J. J. McMullen, spent a day aboard our *Kerry* and Captain Stebbins received the following delightful letter some days later from Peter's father:

Dear Captain Stebbins,

Thank you very much for your hospitality in making Saturday such a memorable day for Peter and his friends. The voyage was a great experience and most enjoyable, and it was very pleasant being with you and the rest of the crew.

Naturally, all the kids had a great many comments about you, the boat, the crew, and everything else; but the one I enjoyed most of all was Peter's, on Saturday night just before he went to sleep. He called me into the room and said, "Let's talk a while." Naturally we talked about the trip and the tug, and he ended up by saying, "You know, Dad, that cook is really too good to be on a tug-boat. He should be in the White House."

So my advice to you is to make sure that no one looking for a "French chef" is allowed on board.

Sincerely,

J. J. McMULLEN  
President

United States Lines

Congratulations to the *Kerry Moran* for making such a fine impression, and to the cook—Peter Elkowitz.

### Alert Moran Men Receive Thanks

**A** LETTER dated December 5, 1969 to John S. Bull, President, Moran Towing & Transportation Co., Inc., from A. Lyle King, Director, Marine Terminals Department of the Port of New York Authority points up the alertness of our men at work throughout the port.

We quote: "About 9:00 P.M. last evening, your vessel the *Patricia Moran* in the charge of Captain Wee was undocking the Grace

Line vessel *Santa Clara*. Once again, the alertness of the personnel on your vessels resulted in a quick response by the local Fire Department to the scene of a fire in our Building No. 386. Your Captain Wee reported the fire to your dispatcher who in turn alerted our police.

Would you please convey my sincere thanks to the crew of this vessel?"

Mr. Bull immediately conveyed these thanks to the personnel involved and, now, **TOW LINE** passes it on to the rest of the fleet and our readers.

**SERVICE AWARDS** have been given to six tug men and five office staff members, it was announced as we went to press.

The tug personnel getting awards are:

<i>Oliveriros Frank</i>	30 year award
<i>George Kircher</i>	25 " "
<i>Daisey Vaughn</i>	25 " "
<i>Martin Larsen</i>	20 " "
<i>Anton Smith</i>	20 " "
<i>Harold Stensland</i>	20 " "



**TUGS OF YESTERYEAR** — This sturdy tug, the *Dauntless No. 5*, is making the voyage through the New York State waterway, still very much used by modern Moran tugs. Can you guess who the stalwart is standing at the far left near the pile of coal on deck? Those who work at Moran headquarters, 17 Battery Place, see him every day.

The office personnel are:

<i>Howard Nielson</i>	40 year award
<i>Emanuel Bonforti</i>	20 " "
<i>John J. Boyle</i>	20 " "
<i>Joseph F. Meseck, Jr.</i>	20 " "
<i>William Weir</i>	20 " "

These awards were for service ending between July 1, 1969, and Dec. 31, 1969.

**WHERE** — Four liners grossing more than 111,500 tons are shown above in this striking air-view. The ships are the *Iberia*, 29,614 tons; the *Guglielmo Marconi*, 27,905 tons; the *Achille Lauro*, 25,600 tons, and the *Orcades*, 28,396 tons. An estimated 10,000 persons were on the pier to greet or wave farewell to the 2,500 passengers who arrived or sailed within a six-hour period on these ships. The port is Melbourne, Australia.



