

Tow Line



Fall 1984

ON THE COVER

THE UNITED STATES LINES *American New York* departing on her maiden voyage, assisted by four Moran tugs. The new generation of containerships coming to the Port of New York & New Jersey this year offers many changes and challenges to the maritime industry. Moran is able to serve these new ships with decades of experience and a fleet of modern tugs that were planned for the future. *Tow Line* features details and photos of the new breed of ships in this issue.

Cover, Tow Line Aerial Photo, Pilot Tom Olivo



The new United States Lines containership, the *American New York* is assisted by the tugs *Amy Moran* aft, and the *Judy Moran* forward, on her maiden arrival this past July. The ship was docked by Captain Grover Sanschagrin at the Howland Hook Marine Terminal, Staten Island, N.Y., after sailing up the Hudson River to receive the Port's traditional welcome.



IN THIS ISSUE—

On the Cover	2
Moran Container Services Co. ...	4
New Generation Containerships	6
Canadian Navy Visit	8
South Brooklyn's New Crane	9
USS INDEPENDENCE	Centerfold
Salute to Lady Liberty	12
Ships in The News	14
Ashore & Afloat	16
Recommended Reading	18
Moran's Annual Picnic	19
S.S. BRITANIS	Back Cover

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Francis James Duffy, Editor



Containership LARS MAERSK, Maiden-Arrival, Port of N.Y. & N.J., MARGARET MORAN at stern.

Tow Line Aerial Photo, Pilot Ed Fuller

Moran Container Services Company Starts Operations

Moran Towing & Transportation Co., Inc. has formed a subsidiary company, Moran Container Services Company, to provide Shipping Lines with feeder services for the movement of containers between East Coast ports. The first specially fitted barge went into weekly service this past August between New York and Boston.

Barge 411, 748 TEU Capacity

The 400 foot-long, 748 TEU capacity *Barge No. 411* services customers at various container terminals in the Port of New York & New Jersey and Massport's J.F. Moran Container Terminal in Boston. Present schedules call for a New York sailing every Tuesday and a return to New York from Boston on Friday's. Additional routes and barges will be added to this service as customers needs and market conditions dictate.

Advantages of Barge Services

The increase in size and capacity of the new generation of containerships is forcing economies to be made by the ocean carriers. One of those economies is in the number of port calls the new ships make and this change in operations is beginning to result in the development of large container load centers. Barging containers from these load centers to other ports has become an attractive economic alternative to transportation by over-the-road trucks because of the inherent advantage of waterborne transport and favorable treat-

ment under existing labor contracts. Ports on the East Coast are now expanding and modernizing container facilities, similar to the J.F. Moran Terminal in Boston, to handle feeder barges as well as the new generation of giant containerships.

Jones Act Restrictions

U.S. future container barges will sail under the American flag because of restrictions against foreign operators under the U.S. Jones Act for vessels in the coastal trade. Other barge feeder services have been in operation between the Port of Seattle and Alaska, and ports on the Gulf and Florida. Moran's *Barge 411*, however, is at present the largest lift on/lift off (Lo-Lo) container barge now sailing under the American flag.



BARGE 411 loads a cargo of containers at the South Brooklyn Marine Terminal. Standing by to take the barge in tow when finished loading for the trip to Boston is the JUDY MORAN.

Moran Container Services Company's Management Team



The Management Team of the Moran Container Services Company. Seated Charles S. Cumming (l to r) Captain Dimitri Panourgias, Donna Paskiewicz and Howard G. Mattsson.

Moran's Barging Experience

The Moran Company has had years of experience in marine transportation using barges, both in domestic and world-wide trade. A Moran Barge, the *Virginia*, recently moved a bulk cargo of grain under tow from the East Coast of the United States to Casablanca, Morocco. Seaboard Shipping Company, a Moran subsidiary company, has a fleet of modern petroleum barges that are a familiar sight supplying the power plants in the Port of New York & New Jersey as well as other New England ports, in addition to bunkering ships and transporting other petro-chemicals for customers. In the company's history, Moran has transported a wide range of items by barge from the excavated material from the first New York City's subway, ocean drilling rigs, portable power plants, canal cargoes on inland waterways, and bulk cargoes of sugar, phosphates, salt and coal. The Moran Container Services Company looks forward to following the Moran tradition of services to its customers, backed by the parent company's fleet of modern tugs and professional shore-side staff.

Mr. Thomas E. Moran, President of Moran Towing & Transportation Co., Inc., has appointed Charles S. Cumming as Manager of the firm's subsidiary company, Moran Container Services Company. Mr. Cumming brings an extensive background in maritime and business education and experience, both ashore and afloat, to the new company. He is a graduate of the United States Merchant Marine Academy, Kings Point, N.Y. and holds a M.S. degree from the N.Y. State Maritime College, Fort Schuyler, N.Y., and an M.B.A. from Northeastern University at Boston. He was formerly associated with Sylvan Shipping Co., a subsidiary of ITT Rayonier, where he was Manager of Marine Operation for Northern Europe.

Joining Charles Cumming in servicing customers of Moran Container Services Co. are Captain Dimitri Panourgias, Donna Paskiewicz and Howard G. Mattsson. Captain Dimitri Panourgias is in charge of cargo operations, assisted by Operations Coordinator Donna Paskiewicz, both based in the company's office at Port Newark. Howard G. Matt-

sson is Sales Coordinator with Charles Cumming at the World Trade Center Office. Both Howard G. Mattsson and Donna Paskiewicz are licensed deck officers and graduates of the United States Merchant Marine Academy, Kings Point, N.Y. Captain Dimitri Panourgias was formerly Manager of Marine Operations for Hellenic Lines.

Moran Container Services Company may be contacted at One World Trade Center, Suite 5311, New York, N.Y. 10048, phone number 466-3744. There is also a field office at Port Newark, N.J., phone numbers 210-589-8401, 8367, 7777.

Mass. Maritime Gets New Training Ship

Massachusetts Maritime Academy, Buzzards Bay, on Cape Cod, will receive a new training ship from MarAd in the near future when conversion is completed on the former Prudential Steamship Company's *SS Santa Mercedes*. The ship was built twenty years ago in the Magdalena-class and featured quick conversion to a troop ship. The new training ship will have berthing for 700 cadets, officers and crew. Mass Maritime has been without their own training ship since 1982 and has been using those of the Maine and New York schools.

Inventor John Ericsson Honored

The Swedish-born inventor John Ericsson was honored in a wreath-laying ceremony, along with Swedish music, this past July at his statue, which is located at the northern end of Battery Park, at the tip of Manhattan. Members of the John Ericsson Society, Inc., which was founded in 1907, gathered at the base of the statue that portrays Ericsson holding a model of the Union Navy ship *Monitor*, which he designed.

John Ericsson lived and worked for many years in New York City and designed and built the *Monitor* in Greenpoint, Brooklyn. The Union war vessel defeated the Confederate Navy's *Merrimac* in one of the decisive battles of the American Civil War. John Ericsson is also inventor of the screw propeller that revolutionized marine engineering and ship development. This past July was the 181st anniversary of John Ericsson's birth.

Moran Serves the New Generation of Containerships

Chief Joseph Flynn, Commander of the Marine Division, New York City Fire Department, and his fireboats have been very busy in 1984, not, thankfully, in fighting fires, but in helping to promote the Port by welcoming the many maiden arrival ships with the traditional water display. Most of the lines serving the port have introduced new tonnage and the containerships now arriving are some of the largest vessels to have come down the ways in recent years.

Although these ships are owned and operated by competitive companies, have been built in different shipyards world-wide, and will sail on various trade routes, they all have much in common. Diesel engines are now almost universally used for propulsion, with slow speed, efficient units, having a modest service speed for fuel economy. The number of containers carried is more than on any previously built ships, and yet they are operated by smaller crews. All are designed for rapid port turn-around, and many have on board cranes and enlarged ramps for ro-ro cargoes.

Barber Blue Sea

One of the first of the new generation ships to arrive in the bi-state port was the *Barber Tampa*, which not only had a maiden arrival here, but also was christened by marathon runner Gerte Waitz, at the Port Authority's Passenger Ship Terminal this past March. Billed by BBS as part of their new "Super System," *Barber Tampa* is a combination roll on, roll off vessel, one of the nine self-sustaining Ro/Ro ships that will enter BBS's round-the-world service.

Stern Ramp - 115 Foot Wide

Sailing under the Norwegian-flag, with the distinctive livery of the company's orange hull, *Barber Tampa* made a dramatic sight going up the Hudson River. She has a capacity of

2,400 20 foot containers, is 860 feet long and 44,000 metric, deadweight tons. An outstanding feature of this ship is her 115 foot wide stern ramp, as wide as two standard traffic lanes, and able to handle ro/ro cargoes up to 450 tons. The three new ships built for the company in the *Barber Tampa* class are one third larger than their present Super Carriers, introduced in 1979, an indication of the rapidly changing state-of-the-art in containership design and size.

Atlantic Container Line

Atlantic Container Line has introduced the new "G-3" ships, a third generation ro/ro containership combination, said to be the most advanced in the consortium's 15 year history. The first of the class, the *Atlantic Companion*, arrived from the shipyard in Malmo, Sweden, docking at Port Elizabeth this spring. The 820 foot long, 37,000 deadweight ton *Atlantic Companion* is one of the five new ships that will enter ACL's Northern European service. These ships are built as replacement tonnage for ACL's steam-powered ships now in service, having a slow speed, six cylinder diesel engine, with a service speed of 18 knots.

New MacGregor - Navire Stack Cells

The new ships will all have an advanced MacGregor-Navire "stack cell" guide system located on the weather deck, an unusual variation from the other combination ro/ro containerships being built. The system incorporates movable guide frames to stack 1,000 containers without the need of manual securing, and also provides outlet points for reefer containers too. Another feature of the cellguide system is that it makes it possible to have unrestricted container weight at any level. A second ship, *Atlantic Concert*, arrived in the bi-state port in June, and the *Atlantic Compass* in the fall, with two others still to come. According to Daniel J. Kerrigan, President of ACL



M.V. EVER GARDEN One of the Evergreen Line's new "G" series container ships, loads a cargo at Port Newark.

(USA) these new G-3 ships "will carry ACL into the 21st century as the premier carrier on the North Atlantic."

Evergreen Line

The *Ever Garden*, the first of the Evergreen Line's new series of "G" type ships came on a maiden call this past August. The ship has a capacity of 2,728 TEU's, with a 24,000 horsepower, Sulzer diesel main engine, giving it a service speed of 20.5 knots, but a consumption of only 68 tons of fuel a day. The extensive use of automation in these new ships has made it possible to operate them with a seventeen man crew. *Ever Garden* launched the company's eastbound round-the-world service having first called on Asian Ports, Kingston, Jamaica, in the Caribbean, and Charleston and Baltimore before coming to the Port of New York & New Jersey. The ship then sailed on to European ports.

Ten-Day Frequency

In expanding their fleet, the Taiwanese based company will be able to offer a ten day frequency on their east and westbound routes. The Pacific Northwest routes, that had been suspended in 1981, will be resumed, with calls at Seattle, Los Angeles and San Francisco. The company employs a fleet of smaller feeder vessels in the Caribbean, Mediterranean and Southeast Asia. Operating a fleet of 53 ships, and with the addition of new containers, Evergreen will have a one billion dollar investment in new services.

Maersk Line

A.P. Moller's bid for the lucrative Far East and United States container markets was shown this past July when the *Maragaret Moran*, under Pilot/Captain James Fagerstrom, brought the *Lars Maersk* in for her maiden arrival to the Port of New York & New Jersey, docking at the Port Elizabeth container port. The ship had sailed directly from the builders, Odense Steel Shipyard in Denmark. *Lars Maersk*, the last of nine ships in the Moller's fleet of liners in their "L" series built, is larger than the other ships in the class with a 3,000 TEU capacity, against 2,000

TEU's for the first ships to come down the ways. The first vessels built are due to be lengthened by Hatachi Shipyard in Japan in 1985.

Weekly Service

Lars Maersk loaded her first cargo at the Port Elizabeth Terminal and entered the Line's Far East and United States service. The vessel has a 47,000 horsepower diesel power plant, is 886 feet-long, and 42,800 deadweight tons. With the addition of the *Lars Maersk* in the Moller Line's fleet, Maersk will offer weekly

service from New York for its customers.

United States Line

Not since the great trans-Atlantic passenger ships made their maiden arrivals here has a new ship of the United States Lines attracted so much attention from the maritime community and the general public as the introduction of the "New York Class" ships. The first of twelve of these giant containerships, *American New York*, was welcomed to the

Continued - page 13



M.V. BARBER TAMPA The new Ro / Ro ship of the Barber Blue Sea Line paid a maiden visit and was christened in New York last March.
Photo credit: Jeff Blinn



M.V. ATLANTIC COMPANION The first of the Atlantic Container Line's "G-3" ships sails up the Hudson River to receive the traditional Port's welcome.
Photo Credit: Flying Camera

VISITING GOOD NEIGHBORS



CANADIAN NAVY—The Canadian Navy's Fifth Destroyer Fleet paid a four day visit to the Port in June, giving the four frigates' crews the opportunity for liberty in the Big Apple.

The tugs MIRIAM MORAN, EUGENE F. MORAN and PATRICIA MORAN docked the ships at the Passenger Ship Terminal, North River.

Pictured above, top left, clockwise: HMCS ANnapolis (265), HMCS MARGAREE (230) and the MIRIAM MORAN, HMCS HURON (281) and the HMCS OTTAWA (229) with the PATRICIA MORAN.

New Container Crane Dedicated South Brooklyn Marine Terminal

THE NEW YORK CITY DEPARTMENT OF PORTS & TERMINALS has installed a new \$3 million container crane at the City of New York's South Brooklyn Marine Terminal. This will be the third unit in operation at the 110-acre facility, which is operated

by the International Terminal Operating Co., Inc. (ITO) for the City. The crane was built by Kone Corporation of Finland as the result of a publicly bid contract awarded in April of 1983. The new crane, which is 183 feet high, 90 feet wide, has a lift capacity of 50 tons with a 133 foot reach.

Rebuild New York Bond

The South Brooklyn Marine Terminal, at 39th Street and First Avenue, is one of two container terminals in the Borough that serves some fifteen shipping lines. The crane is part of a four year, \$40 million improvement plan for the facility, paid for in part by the City of New York and the New York State

Transportation "Rebuild New York Bond's" revenues. South Brooklyn will also receive, in addition to the new crane, 12 new truck traffic lanes at the entrance gate complex, new sheds, scales and yard area.

One Million Ton Increase in Cargo

The expansion and improvement of the South Brooklyn Marine Terminal will increase the cargo capacity to some one million tons above the current 750,000 tons it can now handle. The Sunset Park area waterfront facility was built in 1962 to handle mostly breakbulk cargoes. In 1982 it handled 60% of the cargo in containers.

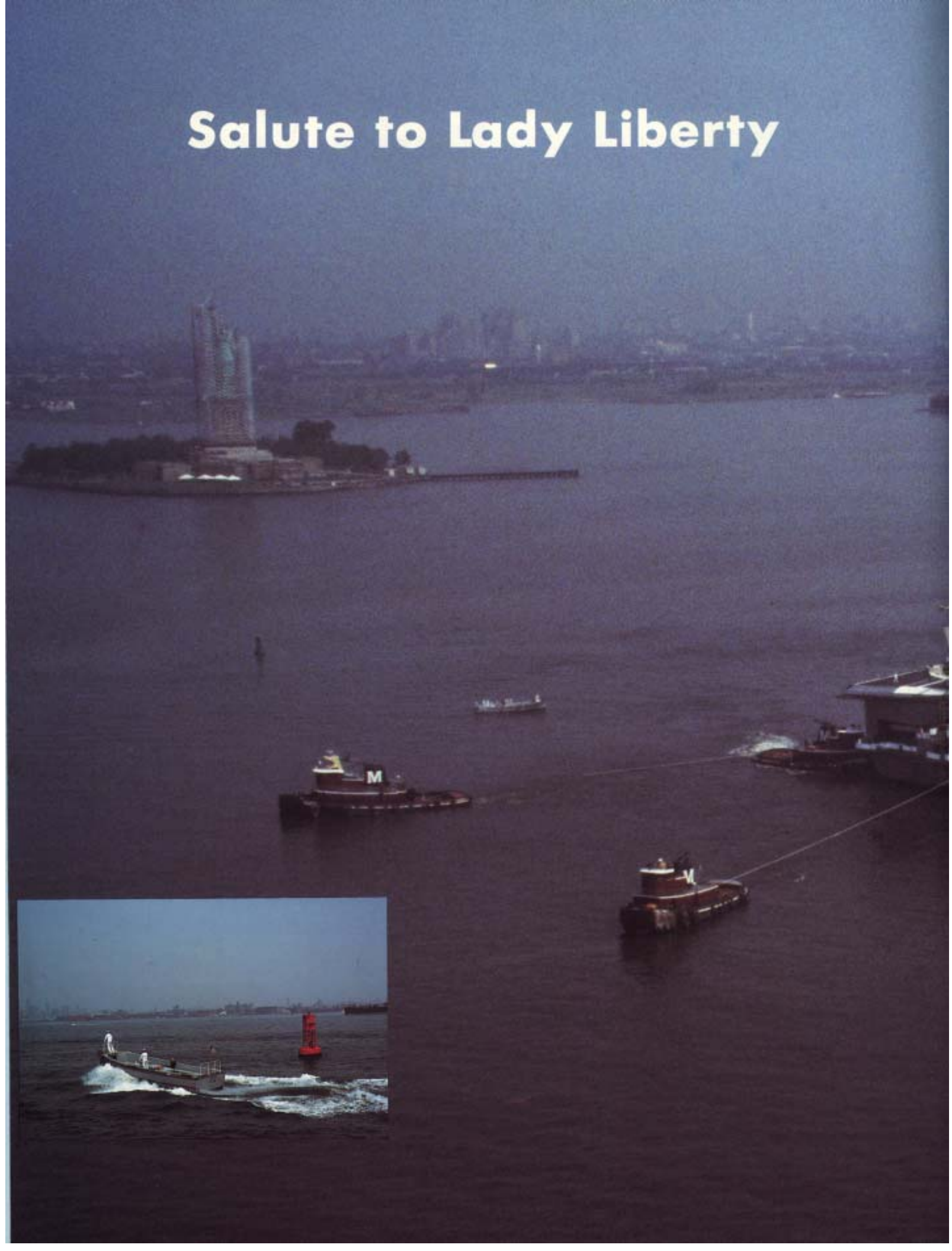
Waterfront Employment Increased

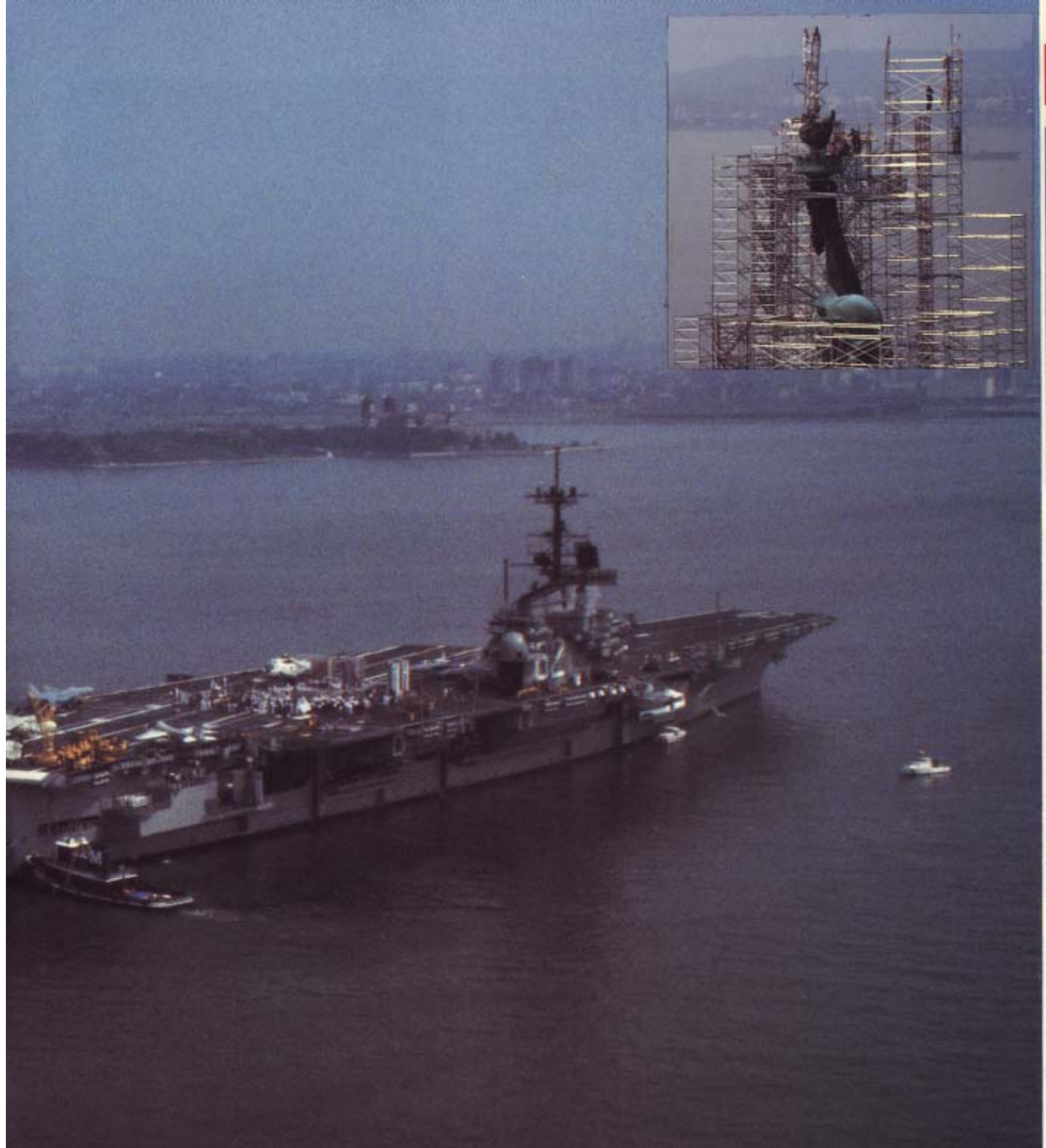
At the dedication ceremony held at SBMT this past May leaders of government, labor and industry, including Mayor Edward I. Koch, Frank Lonardo, President of the I.L.A., Local 1814, Susan Frank, Commissioner of N.Y. City's Department of Ports & Terminals, John J. Farrell, Jr., President of ITO and others, in their speeches were unanimous in stressing that the new crane, and other improvements at South Brooklyn, were a testimony by the city and state to the future of the Brooklyn waterfront, to increase jobs and obtain its share of the container cargo in the bi-State Port. It is estimated that employment on the site will increase from 500 to 700 jobs, while off-pier, related employment will go from 800 to 1,200 jobs.



The new \$3 million container crane at the South Brooklyn Marine Terminal, Brooklyn, N.Y. receives a fireboat salute at the dedication this past May.

Salute to Lady Liberty





USS INDEPENDENCE (CV-62) anchored off the Statue of Liberty, held on station by four Moran Tugs. On the hawsers (l to r) the AMY MORAN and the HARRIET MORAN, against the carrier's bow, the MARGARET MORAN and the MIRIAM MORAN.

Insert photos, top right, a crane starts to remove the torch of the Statue of Liberty. Bottom left, the INDY'S liberty launches were kept busy ferrying the 5,000 crew members.

A Salute to Lady Liberty

THE STATUE OF LIBERTY ELLIS ISLAND FOUNDATION, has a \$230 million fund raising drive from the private sector for the restoration of the Statue in time for her 100th birthday in 1986.

The aircraft carrier *USS Independence's* four acre deck was used as a floating stage for the taping of a TV all-star musical variety special show, while the ship was at anchor in New York Harbor's upper bay for the drive.

The 1,047 foot-long navy carrier, which was built at the former New York Naval Shipyard (Brooklyn Navy Yard) in 1959, was positioned off Liberty Island to have the Statue of Liberty in the background all during the taping of the show, which took ten hours. Performers, technicians, props and other production people responsible for the entertainment were airlifted by helicopters from the Battery Heliport, or ferried out to the ship on a chartered Circle Line Yacht.

Millions Watch TV Special

Millions of viewers watched the two hour TV special, shown on July 8th on WCBS-TV, both nationwide and via satellite overseas, which was held on the temporary stage, built on the flight deck of the veteran carrier. The main part of the live audience watching the show was made up of the ship's 5,000 crew and their relatives.

Among those featured in the musical were performers Betty Buckley of the Broadway Show "Cats," pianist Ray Charles, who held the audience spellbound with his blues version of "America the Beautiful," movie actor Anthony Quinn, Brooke Shields, the Latin singing group Menudo, Walter Cronkite, John Denver and others. The aircraft carrier provided the most unusual stage held fast on station in the upper harbor by four powerful Moran tugs. All during the taping, in spite of the changing tides and winds, the Statue remained in the same spot in the background of the picture.

Moran Tugs Hold "Indy" Fast

Few of the TV viewers realized the amount of planning and work that went into providing this spectacular background. The U.S. Navy had sent an advance team to New York weeks before the ship left her homeport of Norfolk, Virginia, with the personnel responsible for piloting the ship to review the charts and consult with military and civilian experts, including operations people from Moran. Arrangements were made with the N.Y. City Police, U.S. Coast Guard and others for security of the carrier.

Veteran Moran Captain Grover Sanschagrin had the job of moving the ship from her anchorage off Staten Island to the temporary anchorage off Liberty Island, and then turning her around to return to Staten Island. Captain Sanschagrin and Moran are no strangers to handling capital ships of the U.S. Navy, often in the past taking them out at launching and years later moving the same ship to the scrapyard. When the aircraft carrier *USS Roosevelt* was decommissioned, Captain Sanschagrin piloted the giant carrier to the scrap yard at Kearny, N.J.

The *Indy* had put out her two 30 ton anchors from the bow, with the ship headed upstream. Captain Sanschagrin positioned four of Moran's most powerful harbor tugs on the stern of the ship, the *Miriam Moran*, with Captain Artie Biagi Sr., the *Margaret Moran*, Captain Jim Naughton, holding close in with their bows pushing the ship, while the *Amy Moran* coned by Captain Jim Gully, and the *Harriet Moran*, Captain Phil Gaughran, held the ship with long hawsers. The four tugs were in constant movement



U.S.C.G.C. RARITAN in the parade of sail.

during the ten hours of taping, directed from the bridge of the carrier by Captain Sanschagrin's VHF radio, keeping the ship on station.

"I Lift My Lamp Beside the Golden Door"

This year's annual Harbor Festival was highlighted by the visit of the *USS Independence* and the special ceremony in connection with the removal of the torch from the Statue of Liberty, part of the restoration work. At High Noon, while helicopters with photographers buzzed around the right arm of the Harbor Lady, the 1½ ton torch was gingerly lowered for fifteen minutes, ending up on the roof of the Museum of Immigration at the base of the Statue. A new torch will be built and returned to the top of the arm on Independence Day, 1985.

Harbor Lady as an Aid-to-Navigation

Maritime interests might be surprised to learn that the Statue of Liberty, whose official name is "Liberty Enlightening the World," was once an aid-to-navigation, listed in the Official Light List. When Frederic Auguste Betholdi designed the Statue the plan did not call for a light in the torch for Edison's incan-



Looking aft, port side, *MIRIAM MORAN* leads the Parade of Sail.

descent lamp had not been perfected yet. Carbon-arc lamps were first used to illuminate the torch, then 1,000 watt incandescent lights, and most recently, four 500 watt sodium vapor lamps. The first use of electricity for a lighthouse was in the Statue of Liberty. The Statue was removed from the jurisdiction of the Lighthouse Board in 1901, when it was transferred to the then War Department. The new torch will have no internal illumination, using gold leaf to reflect light in the daytime, and spotlights on it at night.

Sail for Liberty Parade

The *Miriam Moran* was the Grand Marshal's boat for the annual Harbor Festival on Independence Day, 1984, leading the special water-born Sail for Liberty Parade, which climaxed the water events of the holiday. The line of Power Squadron yachts, U.S. Coast Guard vessels, boats of the U.S. Army Corps of Engineers, and other pleasure boats, formed behind the *Miriam Moran* at 0100 for the three hour sail salute to the Statue and the visiting *USS Independence*.

The parade of vessels was under the direction of Everitt Merrill, Moran's Assistant Manager of Harbor Operations, who coordinated the fleet by VHF-AM radio from the pilot house of the *Miriam*. Everitt Merrill used his extensive knowledge of the harbor waters to line up

the boats, many of which were first time visitors to the Port, to advise on buoys and to turn the fleet safely around the *Indy*. The crew of the *Miriam Moran*, under Captain Artie Biagi Sr., had dressed the tug with the traditional signal flags for the occasion.

USS Independence, A Native New Yorker

The aircraft carrier *USS Independence*, homeported in Norfolk, Virginia, spent five days visiting the bi-State Port, giving the crew the opportunity to see the local sights. The ship, under the Command of Captain William A. Dougherty Jr. USN, a Naval Aviator and 1958 graduate of the U.S. Naval Academy, had not been back to the Port of New York/New Jersey since her launching here in 1959. The *Indy* had recently returned from a tour of duty as the flagship of the Battle Force, Sixth Fleet, serving off Lebanon, in the Mediterranean Sea. The ship celebrated her Silver Anniversary in January of 1984 and is now slated for a major overhaul.

Moran Towing and Transportation Company was proud to have played a major role in support of the visit of the *USS Independence*, the Statue of Liberty Restoration, and the 1984 Harbor Festival. The company has been part of the Port's scene since 1860, part of the history and still making maritime history with its fleet of modern tugs.

New Container Ships

Continued from page 7

Port in July. The new ships, built in South Korea, at the Daewoo Shipyard as part of a \$570 million contract, are 950 feet-long, a beam of 106 feet (making it possible to pass through the Panama Canal) and a draft of 35 feet.

A FEU Capacity of 2,241

The New York Class ships have a capacity of 2,241 FEU's, making them the largest containerships now sailing the seas. Malcom McLean, who pioneered the concept of containers for cargo, and acquired the United States Lines in 1978, plans on using the new ships in a round-the-world service, when all twelve are completed for the fleet in 1985. The ships are now planned for a 84 day schedule, calling at some twenty ports each week world-wide.

Four Ships Delivered And Christened

Four of the new class ships have been delivered and christened to the United States Lines at the Daewoo Shipyard, *American New York*, *American New Jersey*, *American Maine* and *American Alabama*. The impact of a ship with this container capacity may be seen at the port's Howland Hook Marine Terminal, Staten Island, where the 3,000 boxes loaded and unloaded from the *American New York*, were 500 more than the Terminal normally handles in a week from all the ships that dock there. Malcom McLean said at the reception for the *American New York*: "We'll now get out and work to bring the American flag back to the seas."

Moran Tugs Service The New Ships

The Moran Towing & Transportation Co., Inc. fleet, crews, and shore-side staff welcome the challenge of the new containerships and wish for each one "fair winds and a following sea."



SHIPS in the NEWS



S.S. BERMUDA STAR – Bahama Cruise Line

S.S. Bermuda Star A familiar visitor returned to the Port of New York & New Jersey this past June, the 23, 819 gross-ton passenger cruise ship *S.S. Bermuda Star*. The ship was launched in 1958 as the *Argentina*, for the Moore McCormack Lines, sailing out of New York for the various ports in South America. She was sold in 1973 to the Holland American Line, along with her sister ship *Brasil*, and renamed the *Veendam*. The maiden docking at the Port Authority's Passenger Ship Terminal was handled by the *Dorothy Moran* and the *Amy Moran*, under Captain Grover Sanschagrin, with the Kurz-Moran Agency for the operator Bahama Cruise Line.



M.V. PROJECT EUROPA – Blaesbjerg America Photo Credit – Flying Camera

M.V. Project Europa Allied Inter-Continental Agency handled the maiden arrival of the 12,811 deadweight ton, heavy lift vessel *M.V. Project Europa* on her visit to the Port of New York & New Jersey this past March. The ship was docked at Port Newark by the *Miriam Moran*, under Captain James Fagerstrom, after receiving the traditional fireboat water display in the Hudson River, off the World Trade Center. At Port Newark's heavy-lift Berth 23/24 *M.V. Project Europa* loaded a General Electric, 265-ton stator for delivery to Taiwan. The ship has two 350-ton capacity cranes and four 35-ton capacity cranes onboard.



M.V. NADA V – NYK Lines

M.V. Nada V Joined the N.Y.K. Line's fleet of vehicle carriers this past March on her launching from the Tsuneishi Ship Building Yards in Hiroshima, Japan. The 12,000 deadweight ton vessel has 13 car decks, with a capacity of 5,100 vehicles. Running at a service speed of 17½ knots, the diesel powered ship made the maiden voyage from Japan to New York in twenty eight days, arriving on July 11th for a port welcome. She was docked at Berth 25, Port Newark to discharge her cargo by the *Margaret Moran*, under Captain James Naughton.

M.V. Lloyd Pacifico The first fully cellular containership from Brazil, *M.V. Lloyd Pacifico*, was handled by Norton Lilly & Company as general agents on August 2nd for her maiden arrival to the Port of New York & New Jersey. The ship was built at Kure Shipyard in Japan and launched on January 12, 1984. The tugs *Eugene Moran*, *Miriam Moran* and *Nancy Moran*, under Captain Vincent Hilser, escorted and docked the ship at Pier 39, South Brooklyn Marine Terminal. Sailing under the house flag of Lloyd Brasileiro, *M.V. Lloyd Pacifico* has a capacity of 1,200 FEU's and is 22, 600 gross-tons.



M.V. LLOYD PACIFICO – Lloyd Brasileiro

M.V. Savannah The 8,000 gross-ton semi-container *M.V. Savannah* was launched at Bremerhaven, West Germany on April 6, 1984 and made her debut into the Port of New York & New Jersey on July 11th past. The ship, operated by Ivaran Lines, will sail from Atlantic East Coast ports to Brazil, Argentina and Uruguay. A feature of this multipurpose vessel is on-board cranes with capabilities to handle 20 and 40 foot containers. In addition to containers the *M.V. Savannah* can carry heavy lifts, long length freight and liquid cargoes in the deep tanks. Ivaran Agencies Inc. handles the ship as general agents.



M.V. SAVANNAH – Ivaran Lines

Photo Credit – Flying Camera

Nantucket One of the oldest aids-to-navigation in the United States passed into history this year, the *Nantucket* lightship. There has been a lightship on station some fifty miles off Nantucket Island, Massachusetts since 1854, warning vessels of the dangerous shoals there. Ships making a landfall for New York will no longer be greeted by the red-hulled lightship with her beacon and horn and the words "Nantucket" in large white letters on her side for now there is only an automated large navigational buoy (LNB) to warn mariners. Few of the U.S. Coast Guardsmen that served on the lightship will miss the isolated duty.



NANTUCKET II – United States Coast Guard

Photo Credit – Howard W. Serig, Jr.

Ashore



and Afloat

THIS ISSUE OF ASHORE AND AFLOAT news is pleased to report that sixty-six people listed below received the Moran Service Awards for 1984. Awards are presented from the time an employee completes five years of continued service with the company. A piece of personal jewelry, with the famous block letter "M," bearing different jewels for number of years of service, is given on the anniversary.

FORTY YEARS: William Weir

THIRTYFIVE YEARS: Fred J. Coseglia, Joseph F. Meseck, Jr., Ervan Rausch, Ralph Tobiassen

TWENTYFIVE YEARS: Reynold L. Arata, Thomas Britt, George Sahlberg, Henry Wiggins

TWENTY YEARS: Daniel Anderson, Arthur Biagi, Jr., Ramiro Calvo, Thomas Campbell, Francisco DeRosa, Silvano Gelcich, Shirley Holt III, Thomas E. Moran, James R. Pope, James Syverstsen, John J. White

FIFTEEN YEARS: Mary Bardach, Edmund Bracken, Alvin Combs, William Crusier, Neil C. Dickey, John Graney, Alfred Limson, Russell G. McVay, John Murphy, Richard Murphy, Ron M. Obida, Charles Ramsey, Brian Smith, Robert Volz, Ernest Wilgus

TEN YEARS: Victor W. Earle, Catherine Harte, William LeVeen, Henrietta Thomas, David Willette

FIVE YEARS: Bruce Alexander, Theodore Andreadis, Edward Batcheller, Peter Collins, Robert Decker, Ronald Demello, Kenneth Dorst, George Dunlop, Robert Flannery, Dean Frank, John Hassard, Donald H. Howcroft, Fred Johnson, Helen Karpiak, Ronald Lamothe, Chris

Lewis, Jesus Lopez, Rainer Liessem, Paul McNamara, David Meadows, Thomas Pearce, James Richardson, William Staats, Jr., Daniel Sullivan, Richard Wengland, Harold Walsh



Fred J. Coseglia (left) receives congratulations and a thirty-five year Moran Service Award from President Thomas E. Moran.

Photo Credit: Jeff Blinn



Edmond J. Moran, Jr., (right) Manager, Moran Barge Division, presents a twenty-five year Service Award to Reynold L. Arata, Assistant Manager of Crew Personnel



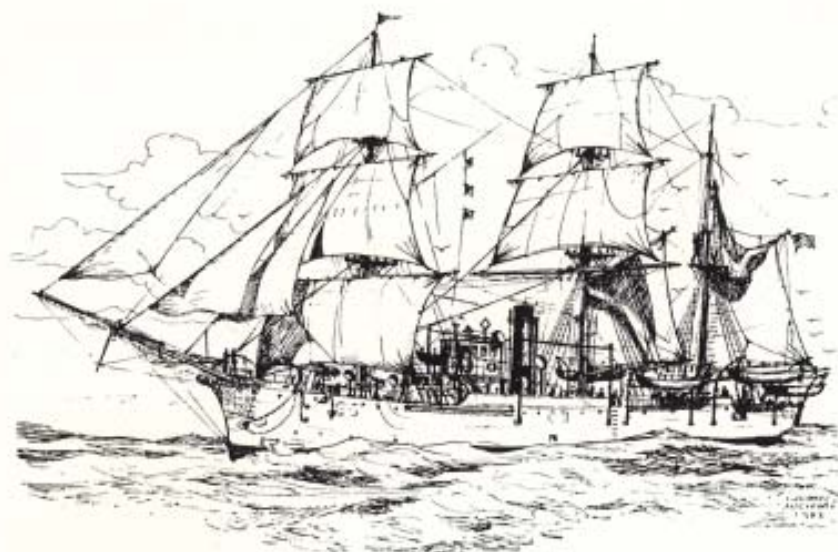
Jeff Blinn, retiring Editor of *Tow Line*, receives a gift from his fellow employees, presented by Vice President Lloyd R. Graham.

Retired Editor Honored

As announced in the last issue of *Tow Line*, Jeff Blinn has retired after thirteen years as editor and thirty years service with Moran. In a round of testimonial luncheons, included one hosted by Lloyd R. Graham, Vice President of Moran, at the Whitehall Club, friends and colleagues in the maritime industry and fellow journalists honored Jeff.

Alan Litty, of Flying Camera Inc., summed up what many felt about Jeff's work and friendship: "He was the dean of marine photographers, yet was always willing to help others and give of his time." Lloyd Graham recalled how Jeff would answer requests for information to the company with a personal letter that did much to enhance Moran's reputation worldwide.

In remembering his years working for Moran, Jeff told about the times he spent aboard the tugs. Never an arm-chair writer, he spent many hours on the water aboard the working vessels, including riding one barge solo on a coastwise tow. He brought back to readers of *Tow Line* pictures and stories from these experiences so they could better understand Moran's work in the harbor, coastwise and even overseas. A testimony to Jeff's professionalism was the reprinting of his works in other publications.



T. V. EMERY RICE The auxiliary barque *EMERY RICE*, under full sail, training cadets for the U.S. Merchant Marine Academy. Note the smoke stack amidships in the drawing by Admiral Lauren McCready USMS (Ret.)

19 Century Steam Engine Delivered by U.S. Lines

The United States Lines container-ship *AMERICAN MERCHANT* brought an unusual cargo from the West Coast this past spring, a disassembled steam engine built in 1876. The engine had been removed from the former schoolship *T. V. EMERY RICE* before the vessel was scrapped in 1958 in Baltimore.

The *T. V. EMERY RICE* started life as the gunboat *USS RANGER*, at the time when the U.S. Navy was making the transition from sail to steam. She was a three-masted, iron-hulled, square-rigged ship that had an auxiliary, horizontal steam engine of some 500 horsepower, which liberated it from the fickle winds. The ship served in the Spanish-American War and was turned over to the State Nautical School of Massachusetts in 1909 for use as a schoolship to train future officers for the American merchant marine and renamed *T. V. NANTUCKET*. In 1940 the ship received her last name change when it was transferred from the state school to the then new U.S. Merchant Marine Academy at Kings Point, N.Y. as the *T. V. EMERY PRICE*.

When officials at Kings Point learned that the engine had survived

all these years in storage at the Naval Supply Center, Oakland, California, they enlisted the help of the United States Lines to have it packed in containers and returned to the Academy.

Under the direction of retired Chairman of Engineering at Kings Point, Admiral Lauren McCready, USMS, who trained generations of future marine engineers aboard the *T. V. EMERY RICE*, the engine is now at the Academy. Plans call for rebuilding the vintage engine and returning it to operating condition for display. The project is using volunteer labor and raising private funds.

ALBERT BRENET PAINTER

ALBERT BRENET Long time readers of *Tow Line* will be pleased to know that the French painter Albert Brenet is still active and working in his native land. Brenet's paintings, many of which are still on display in Moran's Headquarters at One World Trade Center, were featured on the covers of *Tow Line* over the years. He specialized in marine work, and executed paintings of many of the great passenger liners of the day, in addition to scenes of harbor life in New York. Albert Brenet is now 81 years old and writes he still looks forward to receiving *Tow Line*.

Captain Russell G. McVay Honored by Kings Point Alumni

Captain Russell G. McVay, Vice President of Operations for Moran Towing & Transportation Co., Inc. has received the U.S. Merchant Marine Academy's Alumni Association's Outstanding Professional Achievement Award. The Award, a specially engraved plaque, was given to Captain McVay at the Annual Award's Dinner, held at the Academy, Kings Point, N.Y. and presented by Admiral Thomas A. King, USMS, Superintendent.

According to Eugene D. Story, National President of the Kings Point Alumni Association, this honor is conferred on graduates of the Academy as a result of a vote by their classmates in recognition of their professional accomplishments in the maritime industry. Captain McVay is a 1964 graduate of Kings Point and has been with Moran since joining the offshore tugs in 1964, becoming Vice President of Operations in 1983.

NEW MANAGERS APPOINTED

W. Anthony Watt has been named Manager and David A. Beardsley Assistant Manager of the Construction and Repair Department by Thomas E. Moran, President of Moran Towing and Transportation Co., Inc.

Tony Watt had formerly been with Florida Towing Co., joining Moran's subsidiary, Seaboard Shipping Co., in New York in 1978. He became the Assistant Manager of the Construction and Repair Dept. in 1980 and was appointed Manager this past April.

Dave Beardsley started with Moran as a trainee on the *Esther Moran*, going on to become Chief Engineer on the *Amy Moran* in 1975. He came ashore in 1976 as Port Engineer and was Shipyard Manager from 1979. His appointment as Assistant Manager in the C. & R. Department became effective in June.

CHANGE IN COMMAND

The U.S. Navy's Military Sealift Command, Atlantic, has had a change in command. Captain Howard E. Miniter, Jr. USN has turned over *Misclant* to Captain Elizabeth G. Wylie USN. Captain Wylie is a native of San Diego, California and joined the Navy in 1961 after graduation from Dickerson College.

RECOMMENDED READING

The First Great Liners in Photographs: 1897 to 1927

By William H. Miller, Dover Press, New York, N.Y., 1984, 144 pages, 180 Vintage Photos, \$9.95

William H. Miller, a prolific writer on ocean liners, has written a companion volume to his earlier work "The Great Luxury Liners: 1927-1954," also published by Dover Press. This new book features some fascinating close-up views of the great days of ocean liner travel, a time of elegant ships, keen competition, all when liners "were the only way to cross."

The book has numerous three-quarter views of the great two, three and four stackers of the time, ships that are breathtaking in their grandeur. Many of these ships, however, reflect the social order of the day with class distinction a way of life.

The German *Imperator* is an example with Pompeian Baths, an indoor swimming pool surrounded by marble columns, but only for the first class passengers. Life for others aboard the ships, steerage and crew, is given little attention in the text, but still the general reader should find the book of considerable interest.

Review by Howard Serig

A Carless Word...A Needless Sinking by Captain Arthur R. Moore, American Marine Museum, Kings Point, N.Y., 1983, 562 pages, 486 photos \$55. plus \$2.25 postage, \$3.25 foreign

Much has been written about World War II but it took all these years for a complete record of the men and ships lost in the sea war serving in the American merchant marine. In 1942, Arthur R. Moore, one of the brave young men who sailed the "bridge of ships," was a graduate of the U.S. Merchant Marine Academy, Kings Point, N.Y. Captain

Moore received his master's papers in 1948 at 24 years of age. He retired from the sea in 1980 to his native Maine, where he wrote this classic history.

The author has culled the records of the Navy, Coast Guard and Maritime Commission to cover the details of 757 ships that were sunk or damaged in the war. He includes the history of each ship, many with photos, where built, homeport, owner/operator, master's name, time, date and location of enemy action, even including the names of the submarines.

Listed in the book are the names of more than 6,000 merchant seamen who lost their lives to enemy action and those taken prisoner. Several men had Liberty Ships named after them and a few received the Distinguished Merchant Marine Medal. Time passes all too quickly and often the facts are easily lost. We are fortunate to have Captain Moore's work as a permanent record of the great sea war.

AREA LIGHTHOUSES SAVED

Lighthouses have been a guide for the safety of mariners since 300 B.C., when the first one was built in Egypt, and a source of fascination for laymen probably as long. Modern electronics, however, have removed the need for many of these picturesque aids-to-navigation, with those that still remain for the most part automated sentinels. Two lights that have outlived their usefulness as aids-to-navigation are the Fire Island Light, off the South Shore of Long Island, and the Hudson-Athens Light in the Hudson River. Both of these lights have been saved for the future, thanks to the efforts of maritime preservationists and the support of the general public.

One of the first sights seen by ships coming into New York and making a landfall is the Fire Island Lighthouse, located on the western tip of the island from which it receives its name. The present 166 foot tower was built in 1858 and served mariners and local boaters until 1974 when the U.S. Coast Guard struck it from the Official Light List as obsolete. The

Light, which is now part of the Fire Island National Seashore, started to fall into a state of deterioration.

A group of concerned citizens formed the Fire Island Lighthouse Preservation Society in 1982 with the



Hudson-Athens Lighthouse in the Hudson River, New York

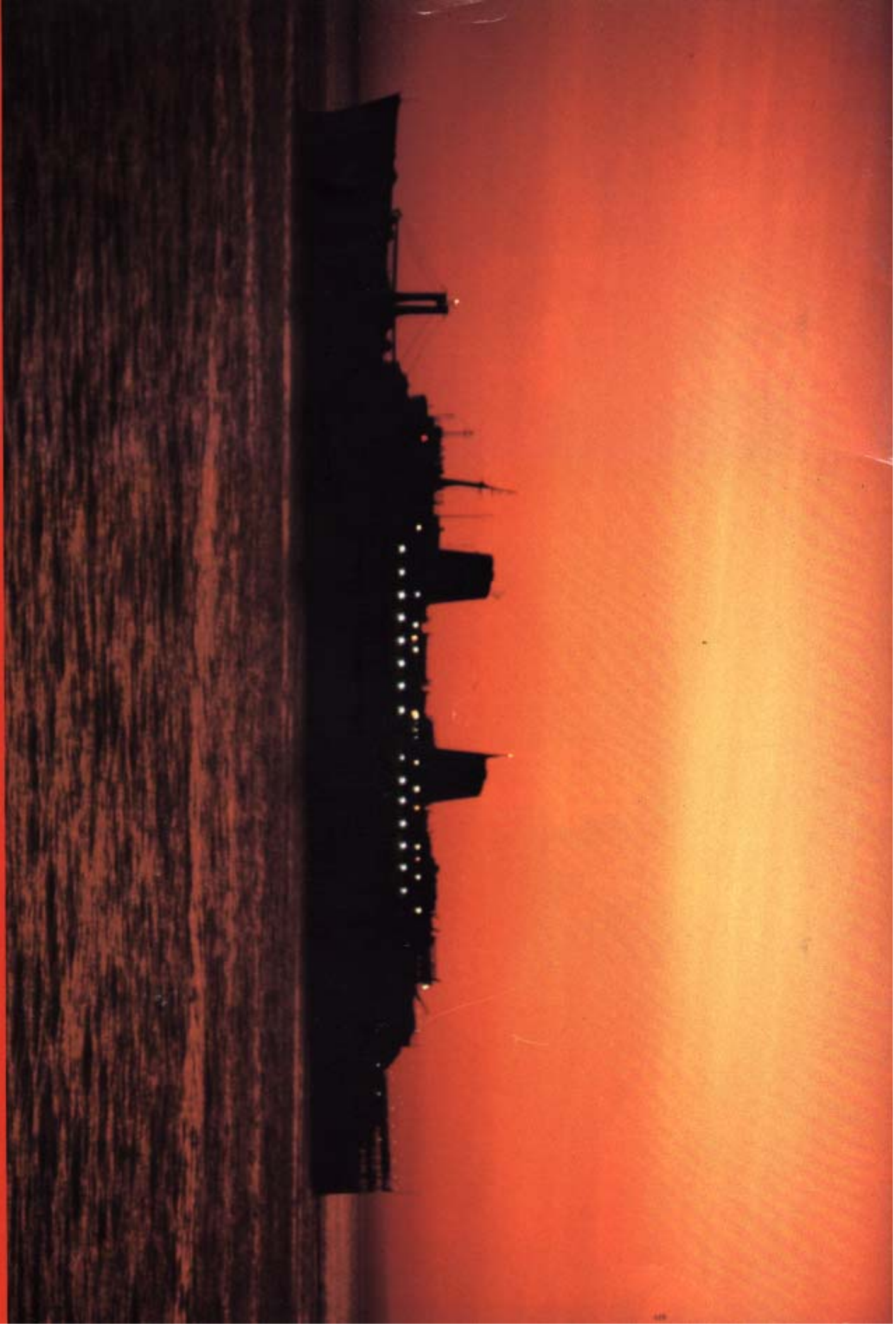
aim of rebuilding the light tower and keepers quarters. Plans call for raising \$1.1 million for the project and having it completed and relighting the beacon by 1986. The Society has found a novel multi-use for the Light, and a way to raise money, by renting out space at the top of the tower for a commercial F.M. radio station's antenna.

The Hudson-Athens Lighthouse was built in 1872 at a cost to the federal government of \$35,000. Generations of riverboat men, and ocean going ships traveling to Albany, were guided by this light. It is located on a rock base, mid-stream in the river, a short distance from shore, between Hudson and Athens, New York. The light had a keeper until it was automated in 1949. This year the Hudson-Athens Lighthouse Preservation Society made the first move to preserve the light when it received a lease for one dollar from the U.S. Coast Guard. The Society has started fund raising and plan to restore and refurbish the light and open it to the public as a museum.



Moran's Annual Headquarters Picnic





S.S. BRITANNIA

The cruise ship, S.S. BRITANNIA hove to in the early morning at the entrance to New York Harbor, by the Ambrose Light Station, waiting to receive the Bar Pilot.