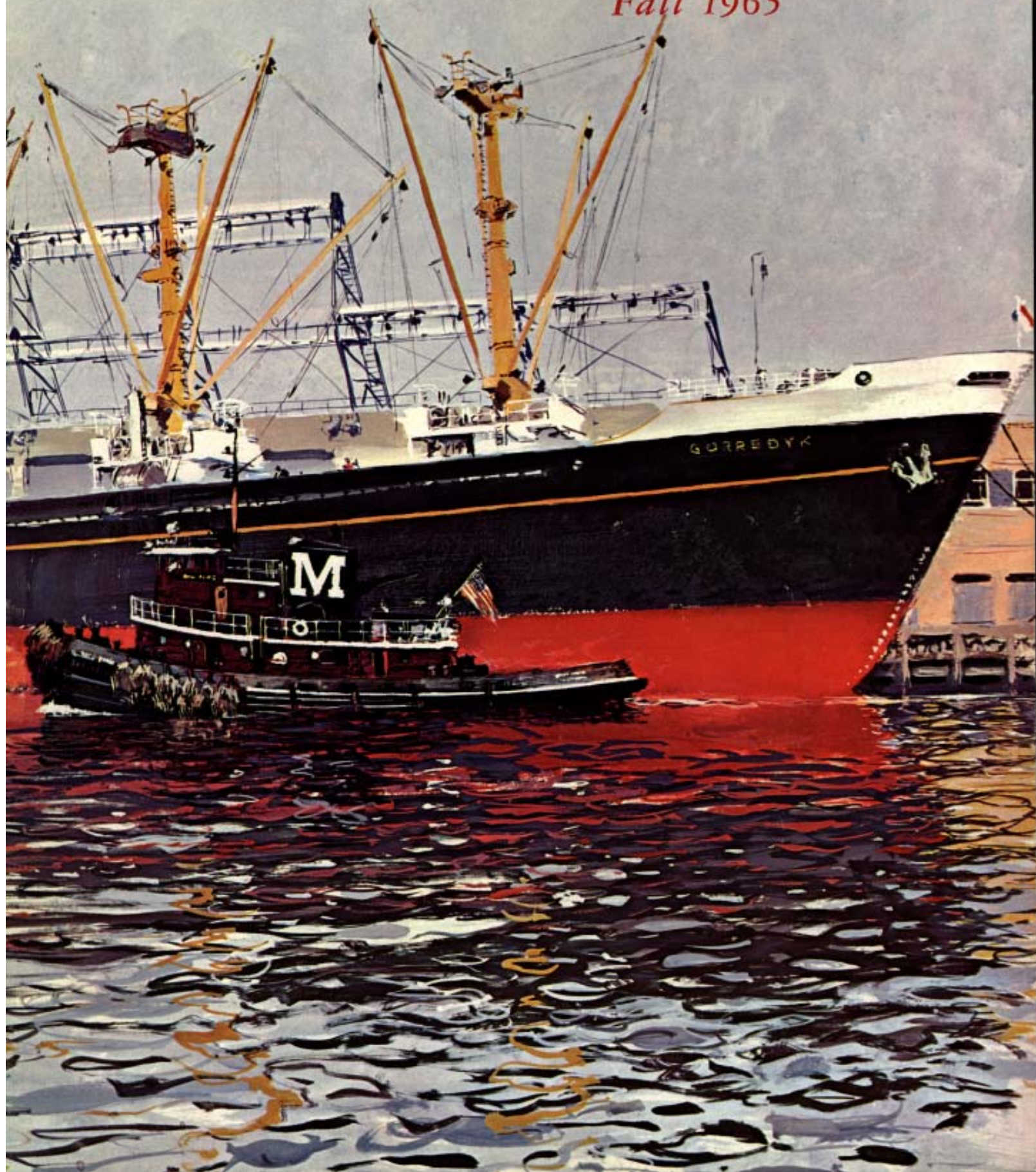


# TOW LINE

*Fall 1965*



## ON THE COVER—



Another cover painting by Albert Brenet graces this, our Fall issue of *Tow Line*. We are happy to present for your pleasure a bold and striking rendition of the *Gorredyk*, of the Holland-America Line.

A splendid example of the modern cargo liner, the *Gorredyk*, is 500 feet long, a motorship and has MacGregor hatches throughout with ventilation and dehumidification apparatus.

While this painting was being made, artist Brenet posed beside it with the deputy general manager of the Holland-America Line, Mr. A. A. van L. Maas and with our own Mr. John Bull, president of Moran Towing & Transportation Company. The picture was used in the *New York Herald Tribune*, in *Tow Line* and also in the "Holland-America Line News," thus giving it one of the widest circulations of any Brenet painting done for *Tow Line*.

The basic details for the painting were put on paper by M. Brenet from 10:00 A.M. to 5 P.M. He worked steadily in the full heat of the sun. The tug in the picture, with your editor aboard, came up in the late afternoon to assist the *Gorredyk* out of her berth at Pier 40, Hudson River. Having just unloaded a full cargo, the big Dutch freighter was high out of the water. (A limited supply of prints of this new Brenet *Tow Line* painting have been printed and are available to friends upon written request.)



### *Moran's European Agents.*

ENGLAND: James A. McLaren & Co., Ltd., 87 Bishopsgate, London, E. C. 2; SCOTLAND: Henry Abram, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Henning Astrup A/S, Fridtjof Nansenplass 4, Oslo; Bjrgger Gjestland A/S Kong Oscars Gate 62, Bergen; DENMARK: Jorgen A. Rasmussen, 33 Amaliegade, Copenhagen K.; SWEDEN: A. B. Sandstrom, Stranne & Co., Postbox 2219, Gothenburg 2; FINLAND: O. Y. Lars Krogius A. B., Box 18, Helsingfors; BELGIUM: Wm. H. Muller & Co., S. A. 21, Rue de la Bourse, Antwerp; GERMANY: Ernst Glassel, GmbH, Altenwall 21, P.O. Box 305, Bremen; SPAIN: Rafael Navajas, Alameda de Recalde 30, Bilbao; ITALY: Paolo Scerni, Piazza Portello 10 (P.O. Box 1857), Genoa; GREECE: National Hellenic American Line, Venizelou Street No. 10, Athens.



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## MORAN OFF-SHORE TUGS SET DISTANCE RECORDS

**M**ORAN DEEP-SEA TUGS are setting new long-distance towing marks this year. Four 'round-the-world-voyages, a tow to Africa and three more coast-to-coast (via Panama) trips are the big ones — and the year is far from over.

According to Captain Leonard G. Goodwin, Moran's manager of operations, the tugs' logs read like the itinerary of an Arabian Nights magic carpet. But then, Moran's far-

ranging tugs have always sought out more or less exotic ports of call: Thule, Greenland; Holy Loch, Scotland; Puson, Korea; Abadan, Iran and Buenos Aires, Argentina — to name a few.

The 'round-the-world (west to east) voyages began at Charleston, South Carolina. Their tows are destined for Far Eastern ports. Two global tows are still in progress at this writing.

These four tugs will aggregate

almost 100,000 miles: the *Edmond J. Moran*, Captain Solomon J. Hattaway; the *Marion Moran*, Captain James Barrow; the *Sparrows Point*, and *Lambert Point* of our affiliated concern, the Curtis Bay Towing Company of Baltimore, with Captains Perrin Cudworth and Randolph Backus in charge.

In a letter dated "M/V *Edmond J. Moran*, July 6, 1965, en-route Port Said" Captain Hattaway describes

(Continued on page 7)

**'ROUND THE WORLD** — The new *Marion Moran* leaving Charleston, S. C. on a 11,500-mile tow for the Military Sea Transportation Service. Her heavy tow is U. S. Army BPL-6665G, a 325-foot by 90-foot pier barge. Note in the background two re-activated Victory ships at the Charleston State Pier. This is the second long-distance tow for the 3,520-horsepower *Marion* since her launching this spring.



## Italian Line Introduces Two New Superliners— *Michelangelo* and *Raffaello*



**T**HE INTRODUCTION this summer of the two Italian Line superliners *Michelangelo* and *Raffaello* did more than any other single development to make 1965 "the year of the ship."

The Italian Line has reason to be proud of these splendid new liners, whose gross tonnage makes them the fifth and sixth largest passenger ships in the world. These eleven-deck gigantic ships with their twin smokestacks, perhaps the most distinctive on any ship ever built, will operate the year 'round serving New York, Naples and Genoa.

With turbines that can develop 100,000 horsepower, the new twins are each capable of 29 knots, making them among the fastest ocean liners ever built. Their maximum capacity of 1,775 travelers, places them near the very top in this category.

Each ship can well be described as a "floating art gallery," and the lavish use of art, both contemporary and period, gives them a beauty and charm noted for its richness and color.

The *Michelangelo* was built at the Ansaldo shipyard, Genoa. The *Raffaello* is the product of the Cantieri Riuniti dell'Adriatico, near Trieste. Each cost approximately \$60,000,000.

Commenting on the future of travel by ship, Giuseppe Zuccoli, president of the Italian Line predicted that no more ships would be built for immigration, long the mainstay of the ocean travel business.

"Ships will be built for people who prefer to travel in comfort," added the line's director general, Dr. Giuseppe Ali. "We are not trying to take passengers from air lines; we are trying to attract new business."

On the day following the tumultuous maiden arrival of the *Raffaello* on August 2, the *Michelangelo* joined her sistership at Pier 90, North River. This was a rare event on the New York waterfront. In over three decades no two sisterships of this size have been in port simultaneously. Their joint appearance was a unique treat to lovers of fine ships.

Aerial Photo (left) by Flying Camera, Inc.





**GOING HOME** — The white clouds seem to form a halo for the 1941 battlewagon *Massachusetts*, saved from the scrapper's torch by half-a-million Massachusetts school children and veterans. She is being towed from Norfolk to Fall River, Mass., to be used as a museum ship. Relieved for a time from her Norfolk to New York Eastern Gas and Fuel Associates coal run, the *Margaret Moran* is doing the towing in this fine photograph by Alexander C. Brown reproduced by permission of the Daily Press, Newport News, Va. Captain Vine ("Lefty") Chapman was master of the *Margaret* on this tow. An unidentified smaller tug is escorting the tow out of Hampton Roads. The Boston Tow Boat Company, which arranged for the tow, assisted with the docking at Fall River, as may be seen below in a fine photograph taken by Leonard J. Panaggio of Newport, R. I. The two-funneled *Margaret Moran* is seen pushing on the battleship's starboard as the fleet passed under the Mount Hope Bridge which connects the mainland of Rhode Island at Bristol with Aquidneck Island at Portsmouth.



## OCEAN TOWS....

(Continued from page 3)

their celebration of July 4, "We lashed together and had a joint celebration. Prizes were awarded by me for the following contests between tugs (*Edmond* and *Sparrows Point*): a pie-baking contest between cooks. Winner, *Sparrows Point*; a pie-eating contest. Winner, John Saether of the *Edmond*; a potatoe race. Winner, Nick de Mesa of the *Edmond*; a tug-of-war between four heavy weights on each tug. Winner, *Sparrows Point*."

The *Marion Moran*, whose launching story we featured in *TOW LINE*'s Spring Issue, made her maiden voyage towing three heavily-loaded barges to Sierra Leone, Africa from New Orleans, Louisiana. (This reminds us of the *M. Moran's* maiden voyage to Pusan Korea from Port Arthur, Texas). The *Marion's* 8,800-mile trip was completed ahead of schedule under the command of our veteran master, Captain James L. Barrow.

The three tows from Norfolk, Virginia to San Diego, California were made in the spring. Tugs *Edmond J. Moran*, *Lambert Point* and *Sparrows Point* each towed three *LCU's* for the Military Sea Transportation Service. Captains Charles Shaw, Binford L. Snead and Perrin Cudworth added another 30,000 miles to the record — and ahead of schedule again.

Among the tows of lesser distance, but noteworthy all the same, were the *Lambert Point's* tow of former Texas Tower #3 from New York to New Orleans; the *Patricia Moran's* tow of two mid-body sections from Baltimore to New Orleans and the *Diana L. Moran* and *Christine Moran's* three tows of scows and derricks to and from Puerto Rico.

All in all, the first six months of *Moran's* off-shore activity presages an enviable towing record for the year 1965.

The Cunard Line's 16mm color film "Call of the West Indies" has been awarded a CINE Golden Eagle award. It depicts the pleasures of cruising on the *Franconia* and *Carmania*.



**COASTAL TOWS** — *Patricia Moran's* two mid-body sections (top photo) and the *Lambert Point's* Texas Tower #3 (bottom photo) are shown underway and arriving at New Orleans in these fine photos from Hughes Bros., Inc.

### She Deserves It

Dear Sirs:

Southbound on the *SS Puerto Rico* the captain gave me a copy of your delightful magazine. As a resident of Media (Pa.) and having made a trip to England on the former Cunard *Media* I was pleased to see the new *Media*. Will you please be so kind as to send me an art print of your summer cover . . .

ELI S. SENTMAN  
Media, Pa.

### John Brown's Keel

The keel of the Cunard Line's new superliner was laid July 2 at John Brown and Company's yard on the Clyde, in Scotland. An all-welded steel section weighing 180 tons was moved into place on No. 4 building berth. Above this 117-foot fragment will rise a 58,000 ton liner due to enter trans-Atlantic service in the spring of 1968. Launching is expected to take place in 1967 for this great new ship, designed as a dual-purpose liner, for both regular Atlantic passenger operation and for cruising.

## Irish-American Poet A.M. (Mike) Sullivan Puts Prospero Rescue Epic Into Poetry

A. M. SULLIVAN, the noted Irish-American poet, inspired by the saga of the *M. Moran* and her 19-day ordeal over Christmas and New Years two years ago, has put the rescue of the British grain freighter (ex tanker) *Prospero* into verse. Our story of this heroic epic of the sea was told in the Spring, 1964 issue of TOW LINE.

Through the courtesy of Mr. Sullivan, we are happy to have the opportunity to publish this new poem. Mr. Sullivan, who has written several volumes of poetry, is putting the finishing touches to a book-length poem of the sea to be published soon. His tribute to the *M. Moran* will be included.

### Ghosts of the Horizon

By A. M. Sullivan

The Arctic winds swept down the frosty channel  
Past Labrador and bruised a score of vessels  
On the northern route beyond the  
mournful whistles  
That marked the Gulf Stream and  
the jewelled tunnel

Of crystal fog that circled night's emprise.  
The *M. Moran*, a tug sent north to find  
A wayward dredge blown seaward in the blind  
Void of the tempest saw the craft capsize

On the moment of discovery, it went under  
The curving lips of waters, hissing air  
That pitched to screams, and helpless in the lair  
Of mischief, burst her tanks asunder.

The tug returned to Boston with the word  
When came the second challenge to her worth  
Or failure, but scarcely found her berth  
In salvage. Captain Alex Stewart heard

New York relay the summons of distress  
Twelve hundred miles northwest. A Motorship,  
Named *Prospero* was riding in the grip  
Of winds at fifty knots. He answered "Yes"

And nudged his crewmen from their  
Christmas dream.

Stewart pushed the *M. Moran* full speed;  
Three thousand horses of the Diesel breed  
Knicked the twin screws forward as a team.

Five hundred feet of steel, the *Prospero*  
Bounced like an empty bucket as she fought  
The climbing waves, but courage came to nought  
When the racing screw spun loose, and  
dropped below

The naked stern. She spurned the sepulchre  
Pitching from the deep trough of the storm  
Lifting her nose out of the teeth of harm.  
Sparks took on meaning and began to stir

The ray of hope from Boston and New York  
Though ships were going down. *Douala* sank  
With seven men off the Newfoundland bank  
And the *Corfu Island* bobbing like a cork

In the St. Lawrence Gulf and came to sudden grief  
On the rocky shoals of Magdalen. The roar  
Of squalling fiends from coves of Labrador  
Swept a trawler landward like a scudding leaf.

Whether the *Prospero* was aptly christened  
For a duke who placed his spell upon the sea  
Raising a tempest amid tranquillity  
Depends upon the mood of those he chastened.

Not Ariel who wove the mane of cirrus  
Served the tanker *Prospero* that hour  
When she bared her stern post and  
devoid of power  
Won no solace from Juno or Iris,

Nor any angel out of Shakespeare's cast.  
Better to name the cripple Caliban  
Or Trinculo than the trickster of Milan  
Who spun his web of magic from the mast.

What mischief or what spleen could rouse such ire  
From a sorcerer and the singing bard of Avon  
To stir a witch's broth sans hope or haven,  
And lift chill waters to a devil's spire?

Enough to know the cockpit of the weather  
Was framed in ten degrees of latitude,  
Forty to fifty, with half the troubled brew'd  
At Sable Island where the witches gather.

The tug crawled through the tempest with an eye  
That pierced the raging squall precisely where  
The radar aimed, and Stewart made a snare  
To catch the hawser's lead line on the fly

John Smith, the skipper of the *Prospero*,  
Watched his compass platform shear the rivets  
And life boats flatten on their swinging davits  
As briny elbows hammered blow on blow,

### Our Art Spreading

Moran art is going places. Two paintings commissioned several years ago from Charles Evers are used as full page illustrations in a fine new book entitled "How to Draw and Paint Seascapes," one of a series by Walter Foster. One is of the tug *Doris Moran* with the Cunarder *Queen Elizabeth* approaching up the Hudson to her berth. The original is in Thomas Moran's office. The other is of the *United States*, escorted down the river by two Moran tugs, with the skyline in the background. A full page of diagrams, vanishing point explanations etc. goes with each colored illustration. Artist Foster hails Evers' work in enthusiastic terms, and we like Foster's book, although we do take issue with his habit of calling ships "boats"!

Rolling the craft beam ends, or raising stern,  
Then peak. Crew members numbering forty-one  
Laughed and cursed as the compass needle spun  
Then cheered to see the tanker slowly turn,

Head to the gale behind the *M. Moran*.  
The wind, force eight, howled through  
a sleepless night  
And the tow line parted with a demon's might  
And back they were again where they began.

Grim Stewart circled till the dawn awoke  
On frenzied seas with waves too tall and vast  
Between him the *Prospero* to cast  
A tow line stronger than the steel that broke

On "Boxing Day" (to quote from  
Captain Smith),  
"Barking like a six inch gun,"  
it snapped  
Whipping the air in fury till it slapped  
The wave tops like the serpent of the myth.

Christmas came and went without a greeting  
But on the twenty-eighth there came a lull.  
With a nylon hawser now the tug could pull  
The skittish tanker but the hope was fleeting,

As weather worsened. Wind at eighty knots.  
Fuel lessened in the tug boat's thirsty tanks.  
The ghost of *Prospero* renewed his pranks  
By tossing seamen from their soggy cots,

By splitting knuckles in the frosty rain,  
By spilling coffee on the galley table  
Or lumping ice along the nylon cable.  
For prudence sake, the tow was loosed again.

Day after day, winds sported with the bulk  
Of the *Prospero* as Stewart watched his gauge  
Of fuel drop with ocean's ceaseless rage  
Against the broadside of the writhing hulk.

The tanker staggered like a drunken knave  
Till New Year's came and saw the winds abate.  
A cord of nylon dragged a giant's weight  
Past Sable Isle and many a sailor's grave.

Steel fought high waters as the cordage sang  
And stretched between the monster and the mite.  
The winds curled down and the healing  
winter light  
Fell as a blessing on the weary gang.

Who conquered fate in nineteen days of duel,  
The longest fight of salvage men on trial  
Against the winds and waves. They gave denial  
To wind and water answering with a jest

Until the spell on the *Prospero* was broken  
And the tanker rubbed her flanks at Halifax.  
The *M. Moran*, refueled, made white tracks  
Homeward with thanks, the silent and the spoken

From skipper and seamen of the *Prospero*  
Who played the *Tempest* on a lively stage  
As the ghost of Shakespeare wrote another page  
Four centuries after the printed Folio.

© A. M. Sullivan

Forty-one men were aboard the  
*Prospero* in this dramatic rescue.

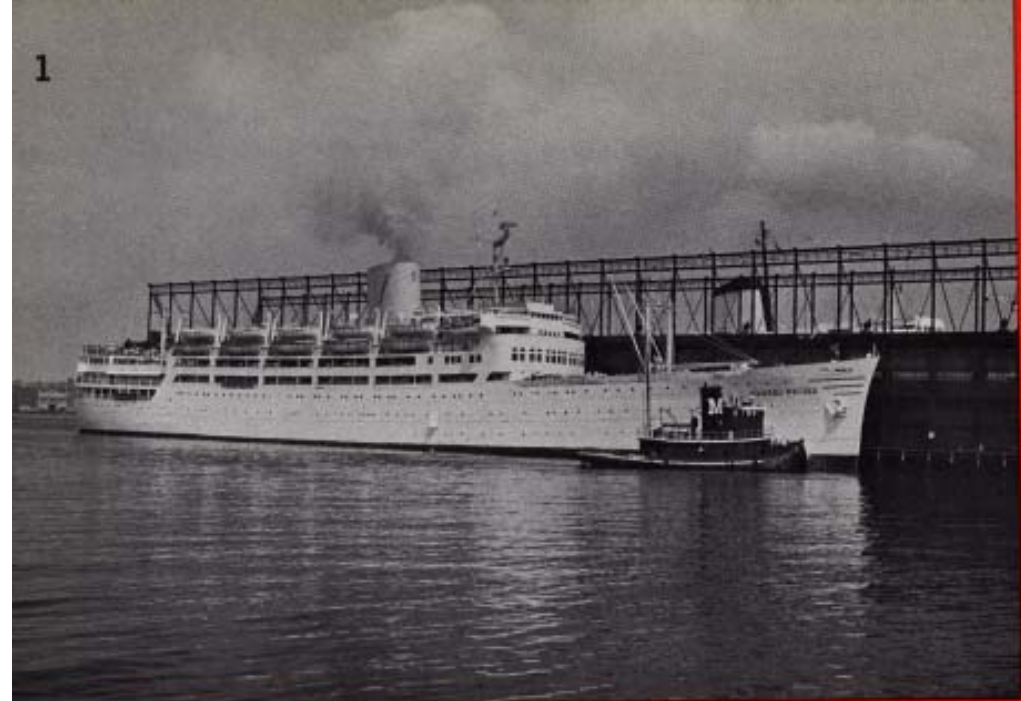
C. T. Bowring & Co., Ltd., London-  
managers of the British vessel, pre-  
sented every member of the *M. Moran's* crew with a butane lighter  
suitably engraved and inscribed with  
each man's name.





**OUR WORLD** — A part of the Moran world, at any rate, the 180 degree expanse of New York harbor, with the Statue of Liberty and lower Manhattan as targets in this spectacular sequence of photos produced by the Fairchild Camera and Instrument Corporation. The camera that made these pictures can take up to 12 shots a second. The photographs cover  $4\frac{1}{2}$  times the area recorded by conventional frame cameras. We are indebted to the publication 'Fairchild Views' (Vol. XI, No. 9) for these exciting views.

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## SHIPS IN T

CASTEL FELICE (1.), an Italian white lady liner, is an infrequent visitor to New York. From her cruiser stern to the flared prow, she has very attractive lines. The 12,478 gross-ton beauty of Sitmar Line is here offering cruises to American travelers. The Navcot Corp. is New York agent for the twin-screw ship.

2



LLOYD L. SEAMAN (2.), with two fine stacks but no engine, is operated by the St. John's Guild. Dr. E. H. Palmer is Director. This fourth vessel owned by the Guild has a 1,500-person capacity and each year transports 50,000 crippled children and handicapped persons around New York harbor. In this recent photo the *Martha Moran* is providing the power for these trips. Next year the Guild celebrates its centenary.

ROSA DA FONSECA (3.), a lovely 10,450 gross-ton lady from Brasil is owned by the Cia. Nacional De Navegacao Costeira. Fully air-conditioned and stabilized, this trim white liner (Sister-ship, *Anna Nery*) is on charter to Wall Street Tours, Inc.

BARDU (4.), an 11,276 gross-ton bulk-carrier owned by T. Klaveness of Oslo, Norway, is one of six, modern bulkcarriers built as sisterships at Deutsche Werft, Hamburg. In this photo of her, passing the lower Manhattan skyline, note the Clarke Chapman Mark 2 self-loader/un-loader just forward her bridge. It travels on rails, servicing all seven hatches at a capacity of about 450 tons per hour — dependent upon the cargo.

SAMARIA (5.), a magnificent new Cunard freight-ship, sixth of a series of new cargo liners, has

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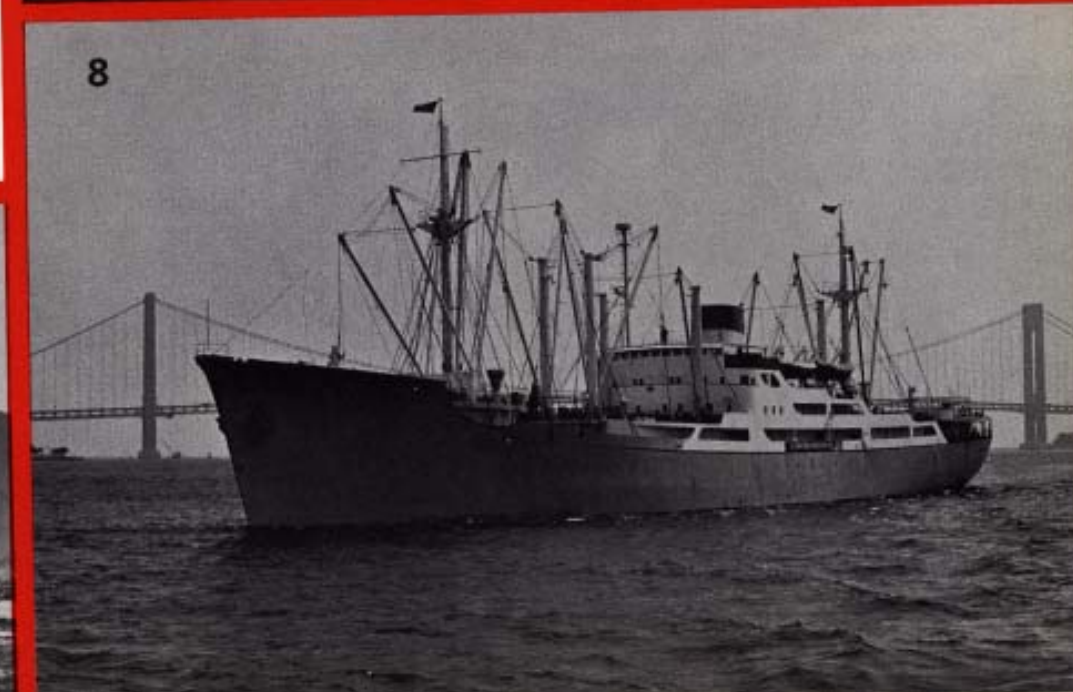
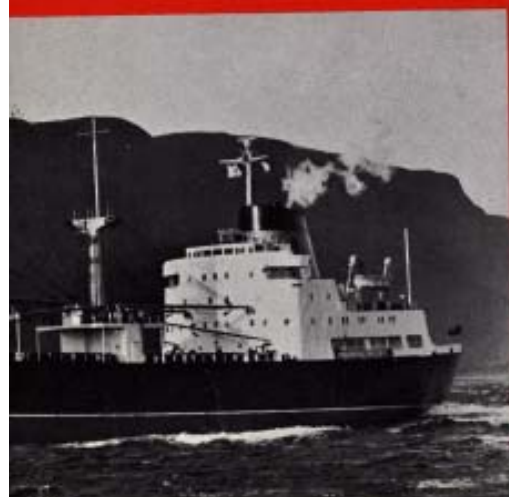
## THE NEWS

entered New York service. Shown here off the east coast of England, the *Samaria* has joined the new *Mythia* in Cunard's direct weekly freight run from New York to London in the joint Cunard/Anchor Line service. Both ships bear names made famous by pre-war 20,000-ton Cunard passenger liners.

**HELLENIC PIONEER (6.)**, a fast, new motorship of the Hellenic Lines is shown here docking at her 10th Street, Brooklyn berth, July 26. Founded and managed by Pericles G. Callimanopoulos, Hellenic Lines operates the largest merchant fleet under the Greek flag. The *Hellenic Pioneer* is one of over a dozen new buildings the line has undertaken since 1956. She was built by the Kure Shipbuilding & Engineering Co., Ltd., Japan.

**ORMACDRACO (7.)**, completed Moore-McCork Lines' series of six 'Constellation' class, fully-automated ships when she entered service in the port of New York, June 9. Costing in excess of \$10-million, the 12,100 d.w.t., 551 foot-long cargo liner operates at speeds in excess of 24 knots. All 'Constellation' class vessels have electronic bridge control of speed, boiler temperature and main, auxiliary and reefer temperatures. They represent the last word in modern cargo liner construction.

**MINNESOTA (8.)**, one of the fast 'Trans-atlantic' cargo liners of Rederi AB Transatlantic, Gothenburg, Sweden, paused for her portrait below the Ferrazano-Narrows bridge, July 14. With other States' ships, *Indiana*, *Alabama*, and *Arizona*, this Swedish beauty provides an express service to Sweden, Denmark, Finland and Poland.



## Lore of Launching

(Continued from Spring Issue)

### PART III

By Walter Hamshar

(Marine Editor, New York Herald Tribune)

On January 23, 1957, high winds prevented the launching of the tanker *World Bond* at Bethlehem Steel Company's yard at Sparrows Point, Md. Two young guests, John Thomas Hadley, 10, and Terence James Hadley, nine, were the most disappointed at not seeing the vessel go down the ways. Touched by their disconsolate predicament, J. M. Willis, general manager of the yard, invited the boys to remain overnight as his special guests. When the tanker slid into the Patapsco River the next afternoon, the lads were the only spectators.

The launching of the passenger liner *St. Paul*, of the American Line, predecessor of United States Lines, was celebrated twice with great fanfare because the vessel would not budge the first time it was scheduled to splash into the water. Built by the Cramp Shipyards of Philadelphia, the *St. Paul* attracted world-wide attention because the liner and her sister ship, the *St. Louis* were among the world's largest vessels of the time.

With great fanfare and publicity the launching was announced for noon March 25, 1895. A crowd of 25,000 was on hand to watch. The invited guest list included the Governor and entire Legislature of Pennsylvania. Noon came and passed but the ship remained stationary. Workers could be seen frantically applying big hydraulic jacks to start the ship, but she would not move.

Finally it was announced that the tallow on the ways was defective and that the launching would have to be postponed. However the invited guests would not be disappointed as far as the other ceremonies, including the luncheon, were concerned. They came off as scheduled without any obstruction from the sticky tallow.

On April 9, 1895, another ceremony was held, attended by Governor Hastings, the Legislature and a crowd of 30,000 this time. They saw the liner slide gracefully into the Delaware to

start a brilliant transportation career which did not end until the ship was retired after World War I.

While the success of the *St. Paul*, which included service as a war transport, did much to dispel the superstition that a launching mishap boded ill for the ship, the fate of the liner *Laconia* did much to revive the dire predictions. The launching of the hard luck vessel had to be postponed four times. The first, in November, 1920, because a fire on the steamer *Meduana* caused that ship to heel over and sink, blocking the *Laconia's* building way. Five months later the second scheduled launching was postponed because of high winds. After two more postponements for the same reason the *Laconia* finally entered the Tyne River in England.

By this time a shipyard strike had paralyzed most work at the yard forcing the *Laconia's* owners to have her towed to Rotterdam for completion. On September 26, 1934, the *Laconia* collided with a freighter and four years later she sank a tug at Havana. Her hard luck reached its climax when she was torpedoed by the Nazis in the Mediterranean in 1942. As the vessel went down the submarine surfaced and went to the aid of the British crew, the 1,800 Italian prisoners of war and some Polish soldiers aboard. At the height of the rescue operations an American Liberator began a bombing attack on the submarine with considerable loss of life to the survivors.

Despite another bombing attack, many survivors of the sinking, of whom half were British sailors, were saved by the German submarine crew.

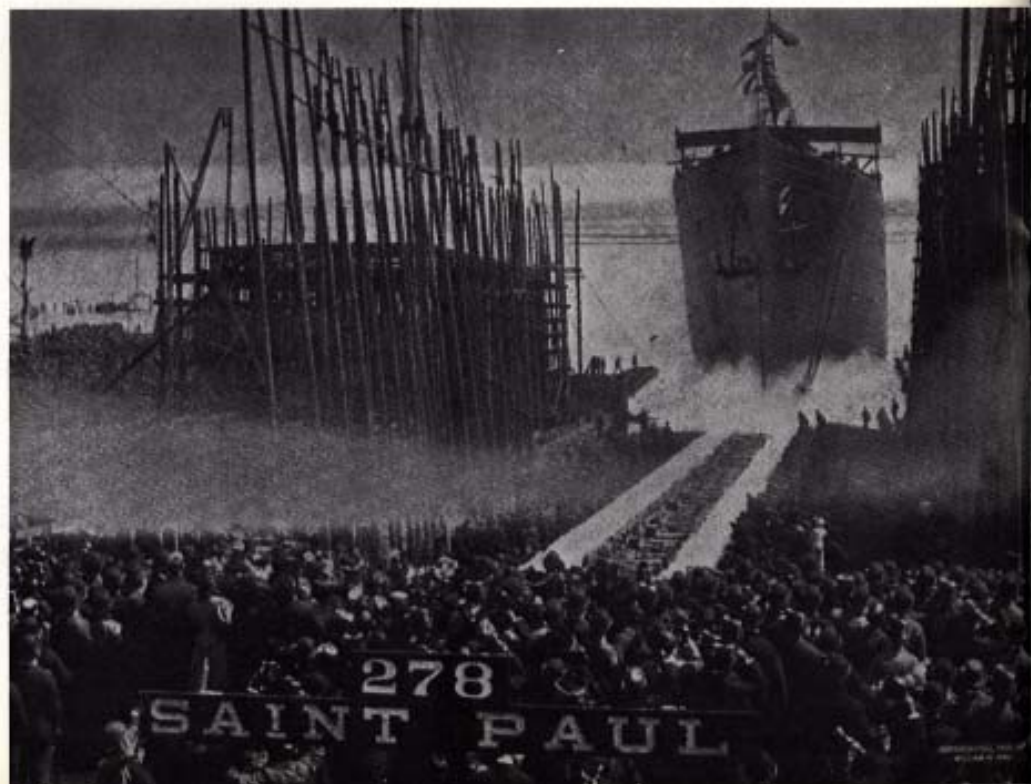
A century ago the launching of the passenger ship *Great Eastern* turned out to be one of the most fantastic miscalculations of maritime history. Announced for November 3, 1857, the ship did not reach the water until January 31, 1858, although daily work was performed during that period to push the ship into her natural element.

Actually almost everything connected with the *Great Eastern* was fantastic. Conceived and built at the dawn of the trans-Atlantic steamship industry, the liner was a mammoth financial failure. To the shipping world, the steamship was still unproven. The sailing vessel, paced by the great Clipper ships, was at its apex. New records for speed were being set almost daily by these graceful ships. The world was not yet ready for a sooty steam-propelled vessel as advanced as the *Great Eastern*.

The brain child of Isambard Kingdom Brunel, an engineering genius of the 19th Century, the *Great Eastern* was built on the Isle of Dogs on the

(Continued on next page)

**OLD FAVORITE**—Long one of the best known ships using New York, the *St. Paul*, of the American Line, is mentioned in the accompanying article by Walter Hamshar because of a peculiar episode involving her "double" launching in 1895.





**LEVIATHAN**—The *Great Eastern*, whose unsuccessful launching in 1857 turned into a tragedy. Two men were killed, three others injured the first time her builders tried to launch this famous vessel.

(Continued from page 12)

Thames not far from the heart of London. Her length of 693 feet, displacement of 22,500 tons and accommodations for 4,000 passengers were unheard of. Two giant engines turned paddlewheels on her sides and a 24-foot propeller at her stern.

Many freely predicted that the ship, built of iron, would never float. They were almost correct — not because of her weight — but because of the difficulty of getting the “floating city,” as she was called, to the water. Built parallel to the river, the ship was 330 feet from the high tide mark on an incline providing a drop of one foot every 12 feet. An intricate foundation of piles, concrete and rails was to provide the means for the vessel’s two huge cradles to slide into the water.

To start the 22,500 ton inert mass toward the water, Brunel had planned to use hydraulic rams for pushing, steam tugboats for pulling and huge steam winches ashore to check the slide if its momentum became too great. When the launching day arrived only two rams, instead of a half dozen, were available because the directors who were backing the *Great Eastern* were conducting an economy campaign.

On the morning of the launching a crowd of 10,000 jammed into the shipyard, getting in the way of Brunel and the workers preparing the ship for her launching. Other thousands were clustered on the roofs and at windows

of every building overlooking the yard. A short while before the start of the launch the directors presented a list of names proposed for the ship. Exasperated by the confusion, Brunel told them to name the liner anything they liked.

On a signal from Brunel the daughter of Henry Thomas Hope, who had organized the Eastern Steam Navigation Company and was chairman of its directors, christened the huge vessel the “*Leviathan*.” But the name never took. To the populace throughout her career the ship always was the “*Great Eastern*” — from the name of the company — until she was scrapped years later.

On the wave of a white signal flag by Brunel, the taut lines of the bow and stern were let go. The giant ship groaned and moved about three inches. The rams were then applied and with a squeal she began to slide as the crowd watched in stunned silence. The short slide took up the chain slack of the shore winches, spun the windlass at the stern with such sudden momentum that the churning handles caught a half dozen workers and threw them into the crowd. Five men were injured of whom two died later.

Panic and other injuries were averted by the foreman of the forward drum crew who applied the brake, holding the ship after it had moved less than 15 feet. Another attempt was made to launch the vessel after the injured men had been removed. But Brunel canceled further efforts when the bow winch stripped its gears and the two rams couldn’t budge the new ship. As the disappointed crowd drifted away some wag coined a new

name for the ship — the “Leave-her-high-and-dry-athan.”

By using every hydraulic ram he could rent or borrow, Brunel had his ship only halfway to the river channel by the end of 1857, two months after the original launching date. When it had reached the two-thirds mark with another 100 feet to go, it was estimated that the launching had cost about \$5,000 a foot. On January 30, 1858, during an unusually high tide, the ship finally was pulled into deep water and the cry went up that “She’s afloat.”

Engineering has advanced a long way since Brunel built the *Great Eastern*. The launchings of the superliners *Queen Mary*, *Queen Elizabeth* and *France* from sliding ways came off exactly as planned. The possibilities of a major engineering error occurring on such occasions today are virtually nil.

But the spectacle of a big ship sliding with a great splash into the water is an awesome one. As long as ships continue to be launched in this fashion, there will always be some who will expect to see the new vessel continue right down to the bottom.

**AWARD** — “For outstanding proficiency in small boat sailing and commendable scholastic record” the Eugene F. Moran award was presented to Deck Cadet Robert N. Kromann at ceremonies held prior to graduation from the United States Merchant Marine Academy at Kings Point, New York, July 30. Robert M. Loftus, harbor sales manager for Moran, made the presentation for Admiral Edmond J. Moran, chairman of the board, Moran Towing & Transportation Co., Inc. Cadet Kromann, who hails from Seattle, Washington, was awarded an appropriately engraved desktop clock.



## RECOMMENDED READING

**FLUSH DECKS AND FOUR PIPES**, by Cdr. John D. Alden. Published by the U.S. Naval Institute, Annapolis, Md. 1965. Price: \$7.50.

ANOTHER in the fine series of books put out by the United States Naval Institute, this work, quite unusual in format, is the story of the flush-deck destroyers of World War I. Crammed with splendid full-page illustrations, and offered in a most appealing manner, the book is a joy to read. It is more than that; it is something of an artistic achievement in its presentation. The story is one of very real interest to anyone involved with ships and the sea, taking the lives of some of these four-pipers from their launching through this conversion and then to their end. Fifty of the 273 ships of this broad class were lost. Others became banana boats, water carriers and odd commercial craft. Several saw service in foreign navies. The search for pictures must have been an exhausting and world wide one, for the photographs used are outstanding. An excellent statistical summary is presented with the relatively-brief text which appears to be as thorough as the statistical records kept by organized baseball.

**FIRE IN THE NIGHT**, by Robert Carse. Published by W. W. Norton, New York, 1965. Price: \$3.50.

A CRACKERJACK novel for any young lad interested in the sea or adventure, this new work by Robert Carse is crammed with interesting historical material, local color and entertainment. Beautifully put out, it is clean and clear, easy to read, and fun. Set in New York in 1838, the yarn involves a ship designer and his son and the China clipper *Euridice*. A fine Christmas present this book will be for many a sea-oriented boy this year.

**BUSY WATERWAYS**, *The Story of America's Inland Water Transportation*, by Ben Wattenberg. Published by John Day Co., New York, 1964. Price: \$3.29.

AMERICAN inland waterways have shown a remarkable growth in recent years. More than 10% of the national freight moves inexpensively along inland-waterways and rivers, helping to revitalize cities along the route. This is the theme of Ben Wattenberg, a free lance writer with considerable background in maritime writing. His attractive, very well illustrated book should be reference material in every school library in the country.

**THE GREAT WAR AT SEA**, by A. A. Hoehling. Published by Thomas Y. Crowell Co., New York, 1965. Price: \$6.95.

THE war at sea between 1914 and 1918 has until now been more or less on the shelf. It was a fierce struggle and one well worthy of a new look. That is what A. A. Hoehling gives us, a broad look and a

fresh one. His work is attractively illustrated with many new photographs, fine battle plans, and posters of the day. With his customary thoroughness, author Hoehling, perhaps best known for his work on the last voyage of the *Lusitania*, has included a good bibliography and a fine index. His chapter or section on "Notes and Acknowledgements" is as interesting as the text itself. The book is a solid example of the work of an enthusiastic student of his subject. Its stories of bravery and action are evidence that man's better qualities can be seen and admired even in a setting of utter stupidity and evil such as was the first world war.

**THE SAILING SHIP**, by Jan de Hartog, illustrated by Peter Spier. Published by the Odyssey Press, New York, 1965.

THIS is a pocket book, but it is something of a work of art in itself. The colored illustrations by Peter Spier are most attractive. Their reproduction is excellent. The text is clear and highly informative. Cut-aways, air views, close ups and good full-page, full-color pictures spot each page, make an appealing presentation.

### 1865 - 1965

Alfred Holt & Co., of Liverpool, have published a very special centenary edition of their attractive Blue Funnel & Glen Lines Bulletin. The edition commemorates the 100th anniversary of the Blue Funnel Line, formed in 1865 as The Ocean Steam Ship Company by steamship pioneer Alfred Holt. The 50-page issue is beautifully done with nostalgic photographs and other most attractive illustrative material. It is a pleasure to congratulate the Alfred Holt Co. on their centenary and to convey our best wishes for continued success and progress in the years ahead.

## Tanker Tunnels May Eliminate Catwalks

Oil tankers, now probably the largest single type of merchant ship in the world, may soon have a new silhouette due to the elimination of the long-familiar catwalk that runs from bow to stern.

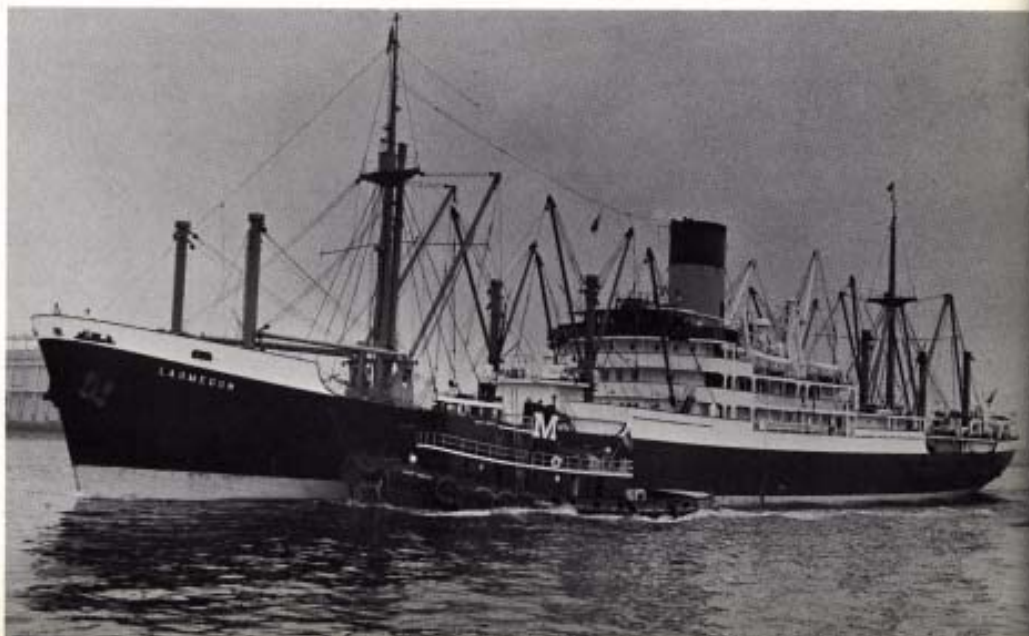
The catwalk is a raised steel walkway with handrails that is built on virtually every tanker afloat today. It connects the forecabin with the bridge house amidships and the bridge with the machinery and crew quarters aft.

A special patented design for a tunnel in the main deck, slightly off center, has been developed by Texaco. Five of Texaco's newest and largest tankers have it. Its adoption would see the elimination of the catwalk.

The tunnel design will be made available by Texaco to licensed users around the world, according to the oil company's house magazine "The Texaco Star". Its adoption will change the accepted tanker silhouette as much as any single design development since the clipper bow's adoption.

The old-style catwalk has long been an inconvenience, and even at times a hazard not to mention a problem. (Your editor was advised to take his glasses off while walking on a catwalk, the wind and spray were so strong.)

**BLUE FUNNEL LINE'S** *Laomedon* arrives off Pier 2, Bush Terminal, Brooklyn prior to loading for the Far East in the joint service of Blue Sea Line and The Swedish East Asia Co., Ltd. on July 14.



## Moran Men Mainstay Making Mouse Movie

"He goes to sea on a Moran tug . . ."

That's how Richard K. Doan, New York Herald Tribune's TV and Radio critic took note of our part in a wonderful children's story filmed last summer about a famous little mouse.

The mouse is none other than Stuart Little, the creation of E. B. White. White's story about the five-inch mouse who lived in New York just like an ordinary person was originally written for his grandchildren.

The story of Stuart Little is to be presented this winter by NBC-TV over their Children's Theater, and Moran has quite a substantial part in it. Our part began when NBC's June Reig, associate producer of the children's series, called to ask permission to use the Moran dump board, a Moran barge and one of our tugs for the mouse story.

The story tells of Stuart's life as the second son of Mr. and Mrs. F. C. Little of 22 Gramercy Park. He drives a Cord sports car, goes sailing in Central Park, serves for one day as a substitute teacher in a school and makes friends with a bird named Margalo.

Unfortunately he falls afoul of a dump truck and is deposited with the truck's contents into a Moran dump scow and towed out to sea. We don't want to give you the rest of the story, for it might spoil the TV show for you, but there is a happy ending.

Thanks to Eddie Johnson and his trusty dump board crew everything went well in the filming. Crews on both the *Harriett Moran* (Captain Harold Sigmon) and the *Michael Moran* (Captain Charles Romano) had the chance to meet Stuart Little, and the program's executive producer George A. Heinemann.

You can be sure that they will be part of the large audience which will watch this show this coming winter. No definite date for its presentation has been announced.

NBC was cordial in their words of appreciation for our Moran men, reserving a special note of thanks for Captain Romano who found and returned a cuff link lost by one of the TV crew while on the *Michael Moran*.



**ABOARD OUR BARGE** — Checking on the position of the little leading actor, the mouse named Stuart Little, with his bird friend named Margalo. Shown here are Miss June Reig (left) and George A. Heinemann, directors of NBC-TV children's theatre, aboard a Moran barge at our dump board on the East River, the tug *Harriett Moran* in the background. Unlike most actors, Stuart Little has half a dozen different bodies and as many heads, one for each occasion.

### An Anniversary

July 4, 1965 had more than ordinary meaning this year. It marked the 125th anniversary of the founding of the Cunard Steam-Ship Company Ltd. It was on that day in 1840 that the *Britannia* steamed out of Liverpool on her maiden voyage to Boston via Halifax to establish the now famous Cunard Line. Aboard was Sir Samuel Cunard and 114 other passengers. This past summer was important for still another reason, the keel laying by Cunard of their new superliner. To cost \$70,000,000, this 58,000-ton vessel is expected to enter trans-Atlantic service in May, 1968.

### 'Very Rugged'

Dear Sir:

Just a short note in appreciation for your copies of TOW LINE. . . . The plant and tug equipment described leaves us here in New Zealand with a certain amount of envy.

Our largest tug of 70 feet and 400 horsepower does considerable coastwise towing within New Zealand waters; conditions at times are very rugged.

H. L. JULIAN

Auckland, New Zealand

**HANDS ACROSS THE SEA** — Admiral Edmond J. Moran and Sir William Cross-thwaite (right), chief of England's well-known Tees Towing Company, exchange smiles in the former's office at Moran headquarters. Sir William visited New York recently to discuss our methods of handling tankers and other big ships. He is President of the British Tugowners Association and Chairman of the European Tugowners Association.



## Brooklyn Bridge Seen Threat To Navy Yard

(*Editor's Note:* Today, with the Verrazano-Narrows Bridge a year old, New York port is as bridge conscious as it has been for many years. The following extract from the diary of Daniel M. Tredwell, Long Island historian, shows that not all the comment about the city's bridges has been entirely favorable. Writing in 1849, nearly 30 years before the first bridge across the East River or the Hudson became a reality, his comments make most interesting reading today. We draw this bit of nostalgia from a two-volume edition of his works published in 1917 and entitled "Personal Reminiscences of Men and Things On Long Island".)

**I**ce has again appeared in the East River and agitation has again begun about a bridge to New York.

"Twenty years ago the project of a bridge across the East River was introduced by the newspapers of that day and much curious speculation was elicited. The necessity for a bridge, it was urged at that day was the great delay and danger in crossing the river, especially in the winter season when the river was filled with ice. But now that the clumsy old ferryboats, then in use, have been entirely done away with and we have safe, swift and commodious, almost palatial boats on which we cross the river in a few minutes at all seasons and in all weather, sooner, safer and less exposed than we would be in crossing on a bridge on foot and we have all not reached the luxury of carriages, we think the emergency of a bridge discussion ought to be considered off.

"But, it is not. We have recently had a renewal of the old craze. This may be as much, or more, owing to the fact that there is nothing more intangible to talk about, as for any other reason; but, whatever the cause, the question is here and seems determined to remain until talked out. To look this project squarely in the face and note the mischief, such an accomplishment which we look upon as being a little less than impossible and the difficulties to be overcome a little less than infinite, and the evils it would entail upon community, ought to silence all advocates of so chimerical a scheme.

### Shocking Deformity

"It would be necessary to build such a structure high enough to let our largest ships pass under it — say 125 feet, then, there is the greatest danger of vessels fouling with the piers. Who? let me ask would mount such a structure to walk over the river so long as our present ferry conveniences exists?

"But there are greater considerations why such a thing should not be built. First. — It would be a shocking deformity to both cities and the beautiful strait flowing between them, the peculiar beauty of which has been so much admired by strangers visiting our cities. Second. — Our two cities are fast moving up the East River and another generation will see them extending to Hell Gate and the approaches of the Sound.

### Ornament or Profit?

"All this vast water line will be required for the accommodation of our shipping which will necessitate uninterrupted communication with the sea. The obstacles presented by a structure which would require vessels to lower their topmasts, the supports, or piers of which standing in the river channel would be a perpetual menace to our already extensive and rapidly increasing commerce. Third. — Could our government maintain the Navy Yard in its present location with such a barrier at its portals? No! it would be immediately removed. No man in his senses would doubt it. It would be attended without a single benefit to the government. Fourth. — How in the name of all that is rational could it be made to pay? The American people have no love for things that don't pay. It would thus entail deformity and expense. Let me ask its advocates, would they build it for ornament for commerce or for profit?

"Our citizens ought to look to these things in season and stamp the project with marked disapprobation before it has reached a point where it may work incalculable mischief.

"The various individual estimates which have from time to time appeared in the newspapers for the construction of this gigantic scheme has run over the scale from one to two millions of dollars."

**FROM THE BRIDGE** — This is how New York looked when our company was only 16 years old. It is a view of the lower part of Manhattan made in 1876 from one of the piers of the brand new Brooklyn bridge, the wonder of that day. If you look closely, you may see a large clipper's stern protruding from one of the lower piers. That is about where the first Moran Towing Company office was at No. 14 South Street. Notice how Trinity Church dominates the horizon.



NEW YORK CITY 1876



# 50 YEARS AGO



(Source: New York Maritime Register)

**JULY 1, 1915** — The Shipping Question: The urgent need for improvement of our ocean transportation has forced the shipping question to the front. Whether legislation by Congress will insure the upbuilding of our merchant marine on a permanent basis remains to be seen. The U.S. has adopted the practice of notifying the German admiralty . . . of the time of departure of every passenger ship sailing the American flag and approximately the hours during which it will pass through the war zone.

**JULY 14, 1915** — Str. *Maryland* (Br) reports June 28., lat 43 49N, lon 49 01 W, passed an iceberg about 100 feet high and 200 feet long. Str. *St. Louis* reports June 29, lat 48 06N, lon 27 05W, passed a piece of wreckage about 100 feet long with a piece of a deck house attached, apparently a schooner's side.

**AUGUST 18, 1915** — A contract for the construction of a 6,000-ton steel steamship for the New York & Cuba Mail Steamship Co., generally known as the Ward Line, was awarded on Aug. 10th to the Seattle Construction & Dry Dock Co. The ship will be built at Seattle. It will be 368 feet long and will ply between New York and the West Indies. According to recent information the Pacific Mail steamships *Mongolia*, *Manchuria*, *Korea* and *Siberia*, just purchased by Atlantic Transport Line, may be put into the American Line's passenger service next September between Phila. and Liverpool taking the place of the steamers *Merion* and *Haverford*, now being used as troopships by the British Admiralty.

**AUGUST 28, 1915** — *Anglo-Californian* (Br. ss) — Montreal, Aug. 24 — Str. *Anglo-Californian* (Br.), with 1,100 horses aboard is aflame in this harbor. Many horses on the vessel were smothered to death. Twenty members of the crew were overcome by the smoke.

**SEPTEMBER 1, 1915** — Grassy Point, New York, Tug *Richard F. Young*, of the White Star Towing line, was launched here on August 26. She is 115 feet long, 25 feet beam, has fore and aft compound engines and two masts. Steamer *Thessaloniki* (Grk.), which was towed into Bermuda August 19, by steamer *Baron Cawdor* (Br.), Caskie, was towed for a distance of 800 miles. Captain Thomas J. Ginn, aged 52, a native of Rockland, Me., and a well known Shipmaster at New York, died aboard the schooner *Edward H. Cole* on June 28. Captain Ginn succeeded Captain Rogers, who died aboard the schooner while on the previous voyage from Norfolk to Rio Janeiro, and Captain Ginn died on the schooner's second voyage from the Chesapeake to Rio Janeiro.

for EARL C. PALMER

## MORAN'S 16th OFFICE OUTING

LADY LUCK smiled on Moran's employees and guests who attended their 16th annual outing at Old Cider Mill Grove, Union, New Jersey on June 8. Cornucopian quantities of sunshine, prizes, games, music, food and fun filled the day for everyone. Art Gormley again master-minded the festivities garnering plaudits and presents of appreciation from participants. Eddie Johnson snapped some smiles which speak (Is it a thousand words?) of the joy of the occasion. We might title the photos after the song: "Ain't we got fun?"



Eugene F. & Kathy Lee Moran



Art Gormley & Pat Kimple



Charlie Cicio & Fred Morgano



Bruce Carlsen & Jo Ann Bell



Art Gormley & Lee Christensen



Gene O'Donovan & Virginia Sepe



**H**AAKON PEDERSEN, Mate, *Carol Moran*, will return in September to America after spending four months in Norway. He retired last March 31 after 40 years in New York harbor tugboating. He was born in Norway in 1901 and returned to his native town of Hammerfest last spring. That was one of the many northern communities utterly destroyed in the war, and it has since been built up from scratch into one of the most modern towns in Europe. It is the northernmost community on the European continent, being a favorite stopping point for many North Cape cruise liners.

Mate Pedersen went to sea as a lad in 1916. He worked four months on a sealing boat and came back owing the owners money. He got paid with a percentage of the catch, after deductions for food and clothing had been made. Next he spent a time on a whaler, and then four years on Norse and Swedish freighters. He came to America in 1922 and went right to work for the Olsen tug people, serving them with one brief interruption from 1923 to 1950 when the company became a

part of Moran. Although he has served on virtually every boat we have had in our fleet, he thinks of himself strictly as a harbor man, and he had high praise for the spirit of Moran men.

"If I had to start all over again," he chuckled, "I would start on tugs right from the beginning. I like tugboating . . . You got your goodies, your fresh air, your friends . . . Wonderful boats, wonderful equipment, that's half the job."

Wood carving is his hobby, and he took back home to Norway a sample of his art. It was a pair of carved bunny rabbits, brightly painted. He gave them to a friend to support a name sign for the friend's home.

**THREE MORAN PILOTS** were on hand at the change in command ceremonies not too long ago aboard

### Nice Going

Dear Mr. B.

I received a card regarding *Tow Line* and I certainly do wish to continue receiving it . . .

Captain Palmer hired me to take the *Margot Moran* in 1942. He was then marine superintendent and I was captain of the *Margot* until 1945.

We were chartered by the government for some time and worked in the Gulf and Caribbean area and South America, much of the time. We made seven trips between Trinidad and French Guiana. I also had a memorable trip with a lock gate for Panama. We took it at New Orleans, and I believe it was 28 days later we delivered it at Cristobal.

We parted from it about 80 miles from the Canal. We stayed with it all day, taking a series of observations to get the direction and speed of its drift, then went into Cristobal and got some needed gear. Went out and picked it up and finally delivered it. I believe it was insured for a half million dollars . . .

CAPTAIN ROSWELL F. EATON  
*Rockland, Me.*

### Questionnaire

If you suddenly stop getting *Tow Line* it may well be because you have not returned to us a business reply card asking whether you wish to be continued on our mailing list. We sent out such cards some time back with a postage-paid reply post card on which to indicate your pleasure. The response was encouraging to your editor and to others at Moran headquarters, but there were quite a few of you from whom no reply has been received. To get back on the mailing list, write us.

the *CVS II*, better known as the *USS Intrepid*. The ceremonies took place at the New York Naval Shipyard, and were impressive indeed. The great carrier is due to remain there through October. The Moran men who were there were Captains Bill Hayes, Grover Sanschagrin, and Clayton Westervelt with their charming wives, Genevieve, Lee and Mary, respectively. Also present was Captain and Mrs John Ackermann. Captain Ackermann is a Sandy Hook Pilot. The ceremonies saw Captain Joseph Grant Smith, USN, relieved by his successor Captain Guiseppi Macri, USN. Good wishes to Captain Macri and to his *Intrepid*.



**JO ANN BELL**, purchasing agent Fred Coseglia's new gal Friday (Virginia Sepe is now secretary to E. F. Moran, Jr.), is the daughter of Captain Edward Bell of the good ferry *Cornelius Kolff*. She moves fast—the ferry between The Battery and Staten Island and Jo Ann to her first job in the business world. After graduating from Tottenville High School, S. I. in '64, Jo Ann attended Wood Secretarial School in Manhattan. Upon completing her courses February 5 (a Friday) it was suggested she try a job interview on Monday. Her dad suggested Moran; she (was) accepted at once. For those who like statistics: born, November 1946; single; home address, 54 Midland Road, Staten Island. Yes, she is an efficient gal Friday.

SORRY to have missed having a mention in our last issue of a very nice retirement dinner given to John P. Parsons, of our Staten Island shipyard accounting staff. Thanks to John Haugk, who assumed his responsibilities at the turn of the year, we learned of the event. John H. and his associates over there pitched in to provide a transistor clock radio as a going away present. John P. has been with Moran since the war years when he came via the War Shipping Administration. Incidentally, when John H. stepped up to John P's spot, Robert M. Braisted took John H's space on the ladder. We trust this is all clear.

SPEAKING of the two Staten Island Johns reminds us of a pleasant comment we had from someone recently. Wish we could remember its source, but we can't. The story is that some shipping friend was in Australia recently and heard some nice words spoken about TOW LINE. More than that, the Australian subscriber went on to chat knowingly about members of Moran headquarters. "They seem to know your people down under as if they were all part of the same outfit, and all because of the personnel items in TOW LINE."

TOM GIBNEY, on *Doris Moran*, Pete Bergstad, on the *Christine*, Herb Becker, on the *James*, and Harold (Hoop) Vermilyea on the *Mary* all had a hand recently in putting out a spectacular fire in Jersey City. Whipped by gale force winds, the fire consumed an entire pier, destroyed a Lehigh Valley Railroad warehouse and tied up boat traffic on the Morris Canal, across from the Battery. More than 100 Jersey City firemen fought the fire.

ANOTHER FIRE that produced a very large amount of smoke began a while back in the Erie Basin area of Brooklyn's vast waterfront. Two of our tugs played a part in moving vessels away from the danger area. They were the *Nancy Moran*, with Barney Scherer at the helm and the *Carol Moran*, with John Cray. Fortunately the tower of black smoke that cast its shadow over half of Brooklyn for a few moments looked worse than the fire really was, and the Fire Department quickly had things in hand.

## Moran Memorabilia Makes Last Voyage

THE LAST CARGO shipped on a permanently registered sailing ship up the Hudson may well be a copy of of TOW LINE and the book about our company called "The Moran Story".

Such was the cargo sent up river last July aboard the 10-ton schooner *Emma C. Berry*, the oldest sailing vessel permanently licensed by the United States to carry cargo for hire in coastal trade.

The freight forwarding firm of Freedman & Slater, New York, handled all arrangements, including the filling out of the proper bill-of-lading, packaging and delivery to shipside. When the vessel is turned over to a maritime museum being created in New Jersey, the light green bill of lading will be framed alongside the schooner's original 1886 license, issued in Stonington, Conn.



VINCENT CASHIN, son of former Moran pilot, John Cashin, has been on senior harbor tug dispatchers Dan Nelson and Everett Merrill's watch since November '64. Vincent came 'up from the boats' — *Diana*, *Christine*, *Moira* — and still studies for a New York harbor license. A graduate of Edison Vocational High School, Jamaica in '58 Vincent now lives at 51-68 Gorsline Street, Elmhurst, Long Island with wife, Rita, and two active youngsters: Vincent, 2 and Karen, 3. Still he finds time to build tug and ship models and, by all reports, do a good day's job at Moran. Welcome aboard, Vincent.

Before going to her final museum home, the *Emma C.* will voyage next year to Noank, Conn., where she will celebrate her 100th birthday at the yard from which she was first launched. The 47-foot vessel was restored by her master, Captain Dayton O. Newtown, and a group of volunteers. The work took seven years.

The one dollar which paid for the cargo shipment will also be framed, Captain Newton said, and put on display with the bill-of-lading and the original license.

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### Welcome Home

Welcome home to Mrs. V. Santomartino, our former smiling and hard working secretary better known to those of you who have visited our 25th floor eagle's nest as Yolanda Di Sano. She married last winter and went to live in Rome. She and her husband are now in New York.

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JACK RICHARDS, continuing a career that goes back a pair of decades, joined Moran's first-string harbor tug dispatchers Danny Grandone and Jack Balsamo on the 7-to-7 day watch April 1. He learned the business, he says, by keeping his eyes and ears open and memory sharp. Born in Jersey City in 1915 Jack, except for five years in Europe with an anti-aircraft unit, never roamed far from his harbor — New York. With wife, Maryann, and son, Bruce, 10, home is 9906 58 Avenue, Corona, Long Island. Bruce wants to be either first-baseman or an astronaut. How about spaceship dispatcher, Bruce?



Brenet