

TOW LINE

Summer 1966



ON THE COVER—



THE POWERFUL American Export Isbrandtsen cargo liner *Export Banner* is our cover print for this Summer issue of *Tow Line*. It is the last of this series of American freight vessels done upon commission for us during 1963 and 1964. One of 12 new, high-speed merchant ships put into commission recently by American Export Isbrandtsen Lines, the *Export Banner* is the first of her company's group of four 'engines-aft' vessels. Her three sisterships are the *Export Bay*, *Export Builder* and *Export Buyer*. Four later 'engines-aft' ships owned by American Export Isbrandtsen are the *Export Courier*, *Export Commerce*, *Export Challenger* and *Export Champion*.

This is the 12th *Tow Line* Cover painting by Albert Brenet used to date. A few copies of the colored prints of Cunard Line's *Medea*, Holland-America Line's *Gorrodyc*, and American President Lines' *President Jackson* remain for those who would like to have them. M. Brenet returned to the United States from his home in Paris to begin a new series this past April. We wish to thank all of those who have written in to compliment *Tow Line* on its cover paintings.



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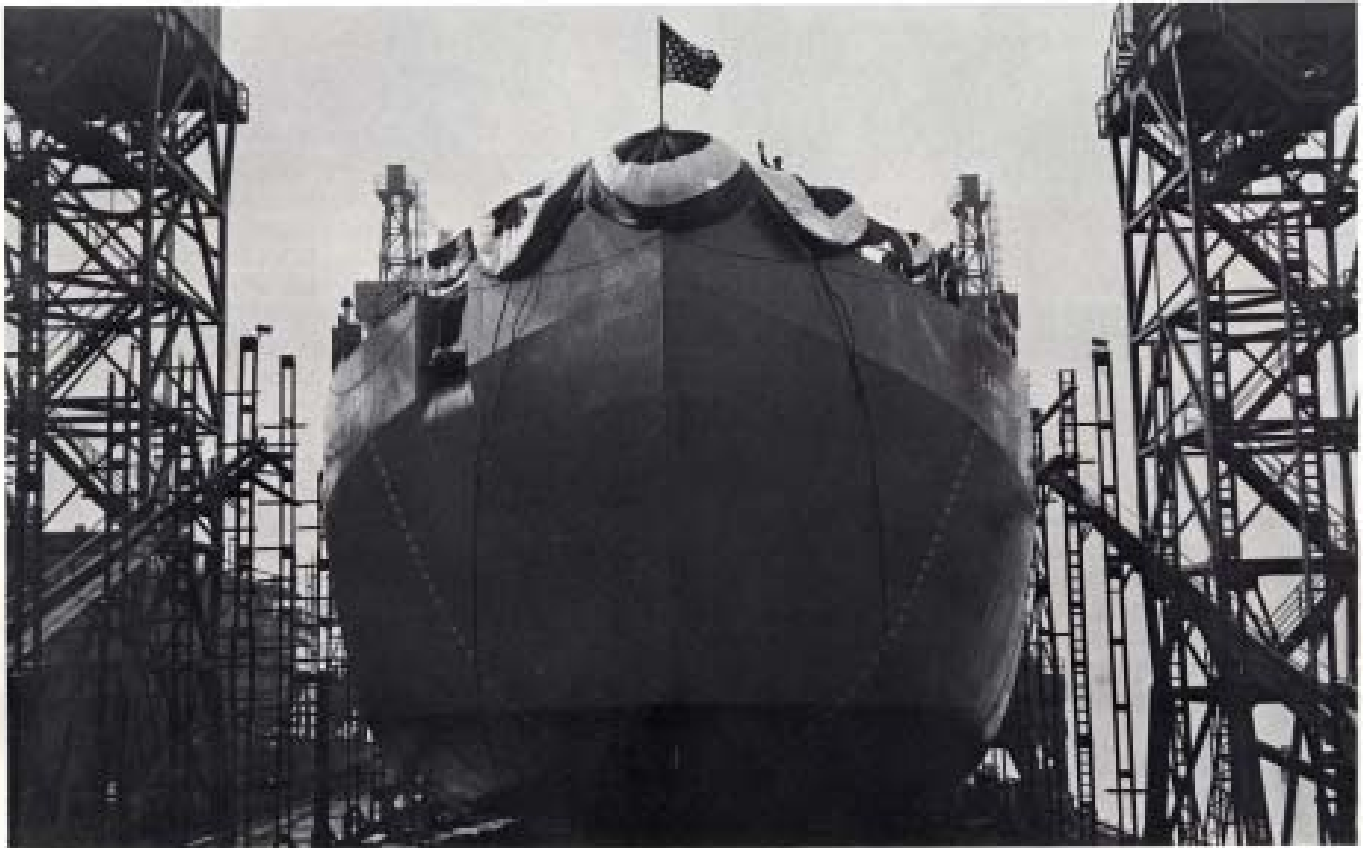


Photo by Francis DiGiovanna

'WE HOPE SHE WILL BE THE FIRST OF MANY...'

IT WAS AS IF we were an audience in an open-air theater, and suddenly the stage and actors were gone — so huge was the vessel that had just majestically slid down the ways.

We were at Sparrows Point, Maryland, watching the christening of the world's largest barge, the *Caribbean*, now floating in the muddy waters of the Patapsco River. Her massive red-orange bulk, instead of dominating everything, was now reduced to a distant object in the smog and haze of a smoky steel plant horizon. Surrounded by tugs and small craft she looked like a battleship, minus gun turrets and superstructure.

Back on the flag-bedecked, raised launching platform

the hiatus ended with a polite ripple of conversation among the hundred or so in attendance. All at once everyone began congratulating each other on the successful launching. The sponsor, Mrs. Charles S. Lowry, wife of the president of the South Puerto Rico Sugar Corporation, held her two dozen roses and smiled. Thomas E. Moran, president of the Moran Towing Corporation, was the center of a throng of newspaper men: including the Herald Tribune's Walter Hamshar, George Panitz from the Journal of Commerce, and Edward Morrow of the New York Times.

"We hope she will be the first of many..." Mr. Moran was saying.

(Continued on next page)

Could It Be Trans-Atlantic E. S. P. ?

WE MAY HAVE an example of trans-Atlantic E.S.P., and TOW LINE is the cause of it all.

In the Winter issue of TOW LINE on page 16 we ran a picture of two foreign ships and an American vessel, asking readers by what names were the two foreign liners known when they sailed under the American flag in World War II.

The foreign ships shown were the *Roma*, formerly the American escort carrier *Atheling* and the *Vulcania*, known simply as the *Vulcania* — as an American war-bridle ship. And there the story might end, except that your editor really was thinking of the *Saturnia*, which had rather an odd name under the U.S. flag. She was the *Frances Y. Slanger*, named in honor of a nurse killed in the war.

Here is where E.S.P. comes in. E.S.P. means "extra sensory perception," and is the phrase coined by Dr. J. B. Rhine of Duke University in his world-famous studies of mental telepathy. As this issue was going to press we received a fine letter from James Kuijpers, of Rotterdam, giving the full story of the *Roma*, ex *Atheling*, and of the *Saturnia*, ex *Frances Y. Slanger*, ex *Saturnia*. No reference whatsoever to the *Vulcania*. Was it E.S.P. or just trans-Atlantic meeting of the minds?

(P.S. Your editor was one of the enthusiastic guinea pigs used by Dr. Rhine.)

Morning Gulls

Sea gulls circle
above the stern
screaching their hunger
across the bay.
Greedy now
they search the wake,
diving to catch
the scraps
tossed off
from morning chow.
Awesome beaks,
hooked at the tip,
snatch their plunder
and whip away
as the ship
sails on.
The white wings
stare,
then pale
in the morning mist
and the gulls have gone.

ANNE B. EVANS

CARIBBEAN . . .

(Continued from page 1)

"Yes, we think the tug-barge team represents a revolution in coastwise and non-contiguous transportation . . ."

The *Caribbean* is owned by the Caribbean Barge Corporation, an affiliate of the Moran Towing Corporation. She is now in service carrying 16,000 tons of sugar from Puerto Rico to the East Coast of the United States. She is making history, and the day of her launching marks a milestone in American maritime evolution.

We won't attempt to describe the thousand-and-one things that were done by Bethlehem Steel Company's Sparrows Point Yard to make this launching the smooth-running affair it was. But a sampling of the minutiae will serve to show the color of the day.

It took, for example, 11,400 lbs. of thick, yellow tallow to grease Slip #6 for the great *Caribbean's* launching.

One hundred blue-ended wedges, and an equal number of red-ended ones were used to lift the vast bulk of the craft off the ways some hours before.

The foreman, Maurice P. Shea, had 60 shipwrights in his entourage for the labor of the launching itself.

The outfitting supervisor, J. V. Swallow, and 12 riggers were aboard the *Caribbean* during the actual moments of launching.

She went faster going down the ways than she will ever in service — 26.5 miles per hour.

The champagne bottle, carefully wrapped in red, white and blue, was brought up the green-painted steps of the launching platform by C. H. Miller, steel hat and all. Mr. Miller carefully wiped the carved wooden receptacle fastened to the launching stand railing before placing the bottle into the "ready position".

A white triangular skeg jutted out at arm's height from the bow of the *Caribbean*. Painted on the steel triangle were six vertical lines, numbered 1 to 6. A steel arrow projecting up from a complicated measuring

device was at first pointing at line number one, but, as the barge's underpinnings were knocked out the arrow moved slowly ahead toward six. It was, of course, a "creep indicator".

The *Caribbean's* color scheme on launching day was red-orange, brown, and white. The hull proper was red-orange, the lower quarter and bottom were brown and the letters of her name were white. Her home port, painted across her vast, square stern, is Wilmington, Del.

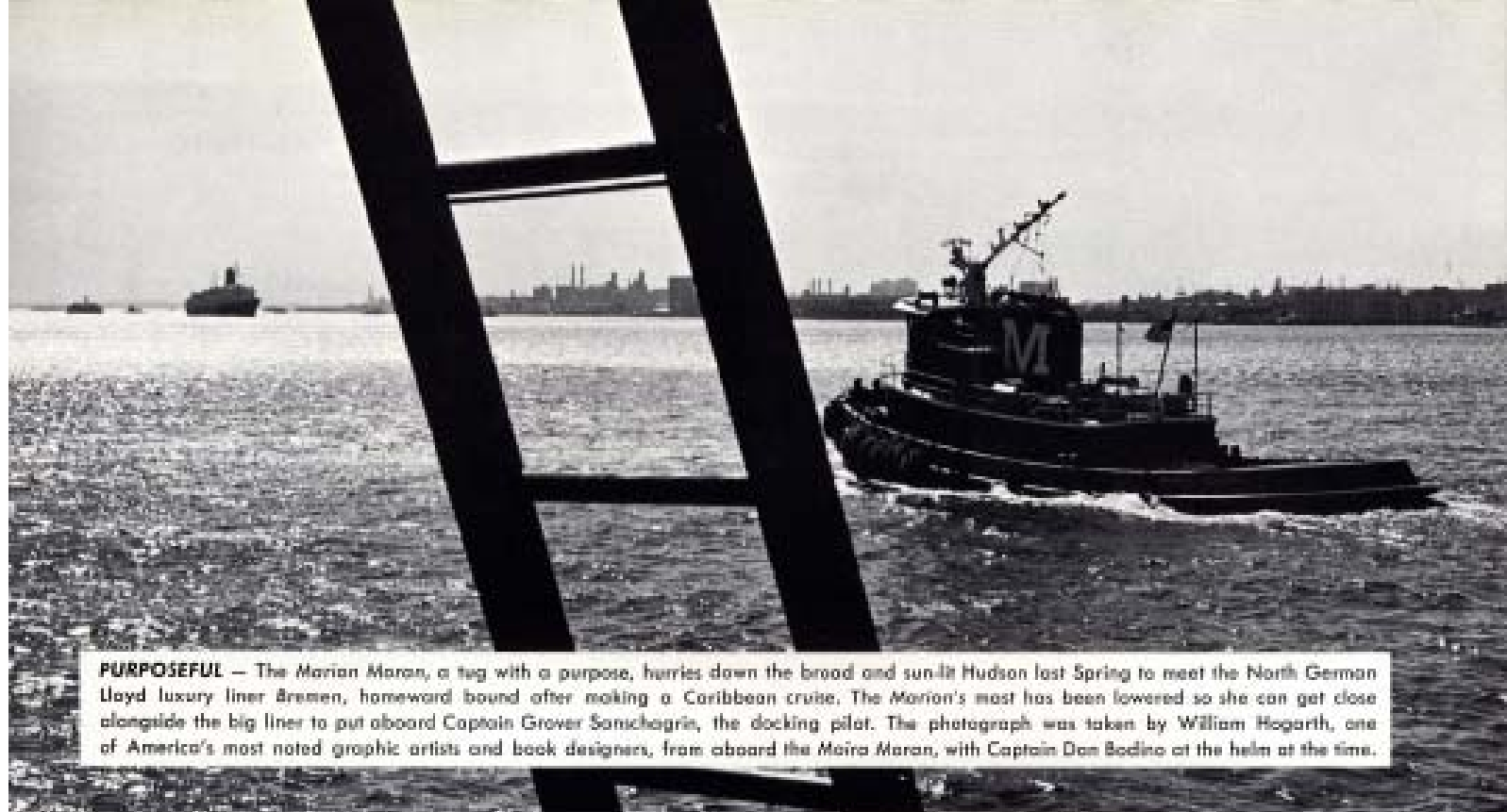
The Sparrow's Point yard is a vast complex of factories, ways, great sheds, machine shops and chimneys. It is the largest steel plant in the world, we learned, although the Russians dispute this, claiming the title for their Magnitogorsk plant in the Urals.

To the left of the *Caribbean* was an Army dredge and beyond her rose the deep red form of a Keystone Tankship Company oil carrier. At the right was the ultra-streamlined *Prudential Seafar*, an automated Prudential Line freighter in the last stages of completion. Another just-launched Prudential freight vessel was also in

(Continued on page 17)

CARIBBEAN QUEEN — A new queen is born, the *Caribbean*, and she is much too big and beautiful to be called just a barge. The able sponsor is Mrs. Charles S. Lowry, wife of the president of the South Puerto Rico Sugar Corporation. Mr. Lowry is standing, head slightly bowed, in the middle background, while a Bethlehem Steel Company Sparrows Point shipyard official consults with the launching crew via yard phone. Notice the white triangular skeg on which the bottle is being smashed. Below it is the creep indicator, described in our accompanying story.





PURPOSEFUL — The Marian Maran, a tug with a purpose, hurries down the broad and sunlit Hudson last Spring to meet the North German Lloyd luxury liner Bremen, homeward bound after making a Caribbean cruise. The Marian's mast has been lowered so she can get close alongside the big liner to put aboard Captain Grover Sanichagrin, the docking pilot. The photograph was taken by William Hogarth, one of America's most noted graphic artists and book designers, from aboard the *Maira Maran*, with Captain Don Bodino at the helm at the time.

Dead Porpoises Dye Rainbow Waterspout

OUR REFERENCE to waterspouts in the last issue of *Tow LINE* brought an interesting clipping from the New York Times of May 19, 1908, submitted by Captain George Seeth, Sr., retired Sandy Hook pilot.

The news clipping described an experience of the ship *Suriname*, as related upon her arrival at New York from the West Indies. There is no byline, but we would guess that it was reported by "Skipper" Williams, famed N. Y. Times ship newsman of old.

Apparently the ship's bo's'n was watching a long parade of porpoises passing to the starboard.

"I don't know how long the parade was," the report quoted the bo's'n as saying, "but the paraders, two deep and surrounded by flying fish, had been passing for five hours when suddenly comes the waterspout.

"It just followed that line of march, beginning at the rear, and continuing up to the commander, a tough looking old porpoise. As it went along it scooped up the fish until the air was full of them.

"You know, when a porpoise dies, it displays a beautiful change of

colors, so when I tell you that the sky to starboard was so full of dying porpoise that we thought there was a rainbow, you will know that scientific facts bear out the story, and you will know this is no dream."

At this point, so the Times goes, the "truthful old salt called three mates to bear witness to the truth of his story."

(Editor's Note: As we are of a scientific and curious frame of mind, we urge our readers to bring other such thought-provoking tidbits of maritime lore to our attention.)

Stamp Required

The Canal Society of New York has requested the Post Office Department to issue a United States commemorative postage stamp to mark the 150th anniversary of the beginning of construction of the famed Erie Canal. Work was started at Rome, New York, on July 4, 1817. It is proposed that the first issue of the stamp, if it is issued, should be made at the Rome Post Office on July 4, next year. We applaud this worthy request and urge *Tow LINE* readers to second it with their letters to the Post Office Department.

88 New Passenger Liners In Decade

EIGHTY-EIGHT NEW passenger liners of 9,000 gross tons or over have been built or were ordered during the decade 1956-1965, according to a recent authoritative survey.

Eleven of these are of the giant vessel class, boasting greater than 30,000 tons.

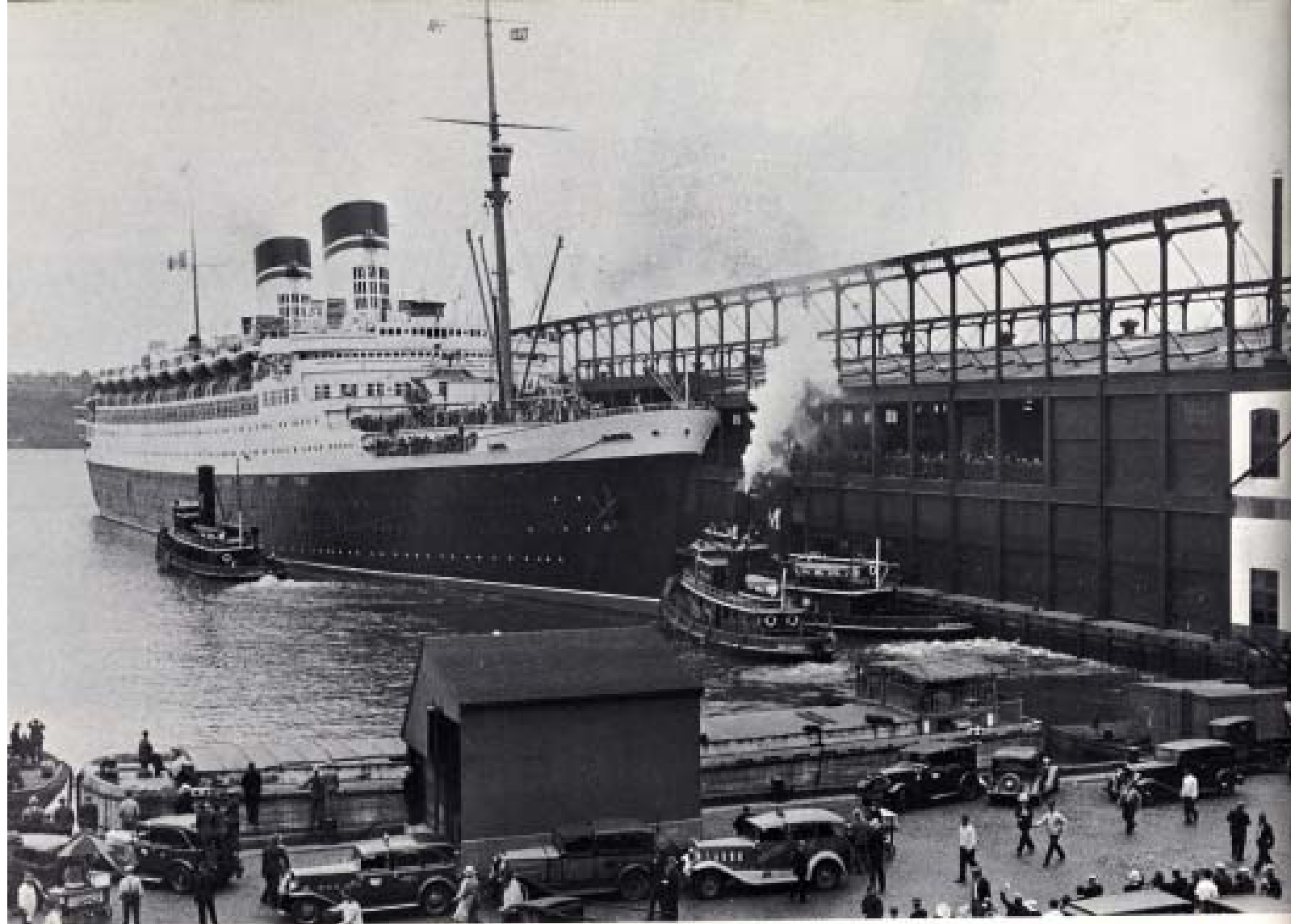
A list of these eleven new liners follows:

Name of New Liner	Gross Tonnage	Passenger Capacity
France	66,348	2,000
New Cunarder	58,000(?)	not announced
Canberra	45,733	2,272
Michelangelo	45,000	1,775
Raffaello	45,000	1,775
Orlana	41,915	2,180
Oceanic	39,241	1,200
Rotterdam	38,645	1,369
Windsor Castle	37,640	830
Leonardo da Vinci	33,340	1,326
S.A. Vaal	32,697	736

(ex Transvaal Castle)

Work is progressing on the new Cunard Line superliner. The Russians are contemplating a class of 50,000-ton liners, but no definite announcement has been made on this score.

Although Britain leads the list of
(Continued on page 16)



Great Liners of the Port of New York – No. 3

(Third of a Series)

SUPERLINER — The *Conte Di Savoia*, of 1932, of the Italian Line was one of the great liners of all time. Built by Soc. Anon. Cantieri Riuniti dell'Adriatica, Trieste, she had a tonnage of 48,502 gross, an overall length of 814 feet, 8 inches. She could carry 343 passengers in first class, 362 in second, 412 in tourist and 920 in third class. Her three gyroscopic stabilizers were widely hailed. She served between Genoa and New York for an all-too-brief eight years and was destroyed near Venice during World War II. She was originally to have been named *Conte Azzuro*, following the naming system of Lloyd Sabauda Line, one of the three components of the Italian Line. Before her completion news stories also suggested that she would be named the *Dux*, which would have been in line with her companion ship's name, the *Rex*, laid down for the Navigazione Generale Italiana.

Bottle Tossers Set New Oceanic Record

A BOTTLE THAT TWICE crossed the Atlantic, first eastward then westward, has been recovered and therein hangs our tale.

The bottle was thrown by a member of the "Bottle Throwing Club," an organization originated by a former chief engineer of American Export Isbrandtsen Line. Its story is perhaps the most interesting of the yarns

that have developed from the 154 bottles thrown overboard at sea by club members.

Chief Engineer John Malnati is the focal point of all this activity. He served aboard the luxury liner *Constitution*.

The bottle in question was dropped September 3, 1962, by Mrs. John J. Monahan. The great, white *Constitution* was on a cruise to Bermuda, and Mrs. Monahan sat at the chief engineer's table.

Within the bottle was a note requesting the finder to return the message it contained to Mrs. Monahan's grandson, William Hess. The customary reward of \$1 was promised.

The bottle went over the side when the *Constitution* was 278 miles southeast of New York and 292 miles east of Cape Charles, Virginia. The warm Gulf Stream waters were moving northeast as the bottle splashed into the ocean. Its only possible

(Continued on page 8)

The Fog — He Do

Some Indians living near a lighthouse built on their reservation in Oregon were keenly interested in the new structure, its light and its foghorn. Shortly after it was finished a thick fog blew in from the ocean, and the foghorn started for the first time. "Ugh," said one Indian to another after a spell of watching: "Light he shine—bell he ding-dong—horn he woo-woo—and the fog come in just the same like he always do."

Moore-McCormack Lines' *Mormaclynx* broke her own speed record from New York to Buenos Aires last March. With Captain Rudolf Laurens in command, and Frank South as Chief Engineer she made the 5,746 mile run in 9 days, 23 hours and 12 minutes. This was over seven hours faster than her previous record. Her average speed was an astonishing 24.02 knots.

945 Models

Dear Mr. B.:

You must have a number of people on your list who are cloaked in anonymity insofar as your organization is concerned. Here in Britain this company from where I am writing (Sir Henry Lunn Ltd.) is probably the country's largest travel organization after Thos. Cook & Son. The walls of my office have on them the best Charles Evers reproduction of all, which is the well-known one of the *Edmond J. Moran* in open sea. It is very frequently looked at and admired . . .

On a more personal note, I build models and at the present I have in my collection 945 which I have built over 30 years. We think it is the largest collection in the world built by one person. *Moran* is represented by two models, and since my scale is 1/1200th, they are only one inch long. It would be interesting to know whether any other modeller has a collection in America as large as mine . . .

DUNCAN HAWES
London, England

Maritime Day was celebrated May 23 this year, because May 22 fell on a Sunday.

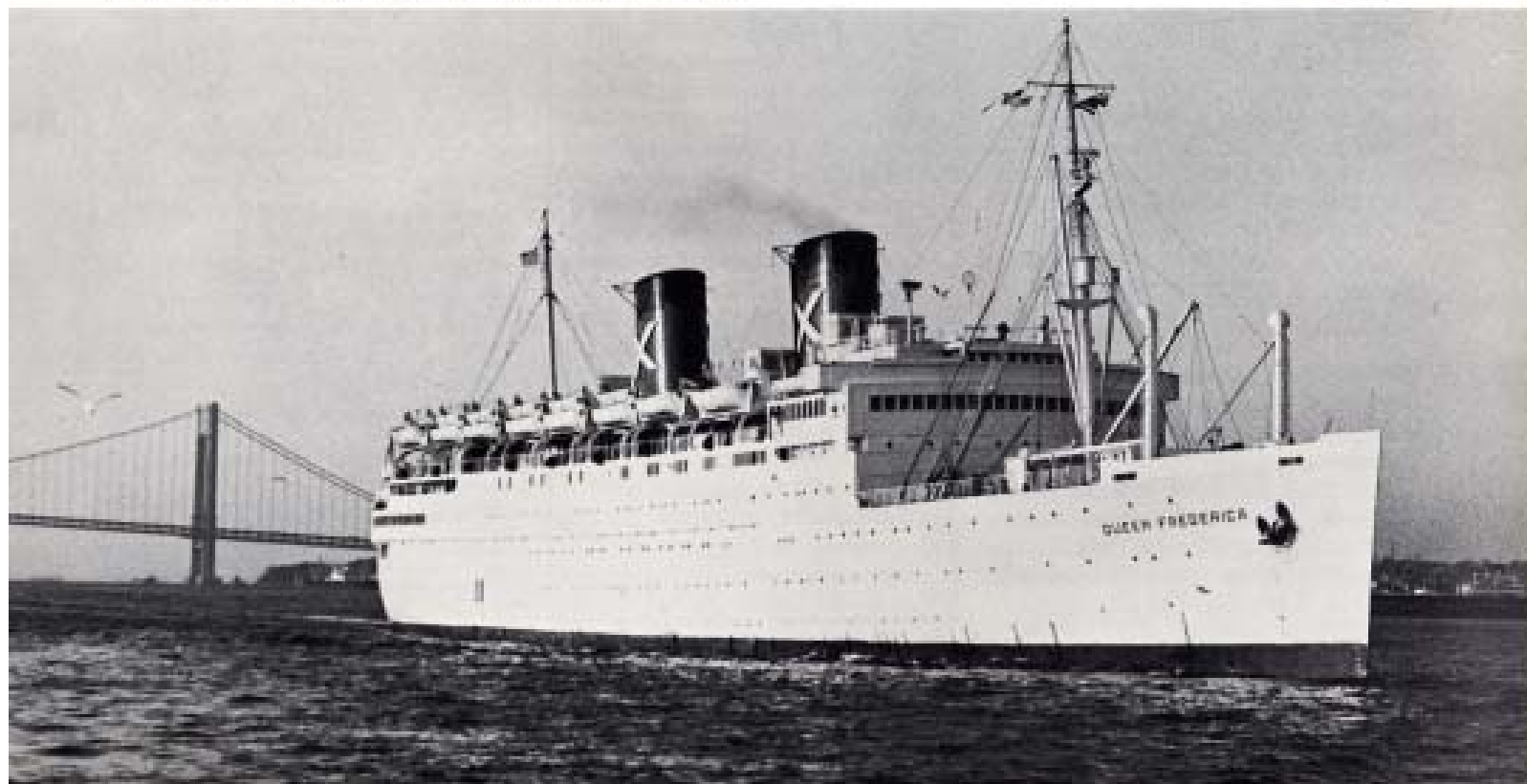
Zip Us Your Zip

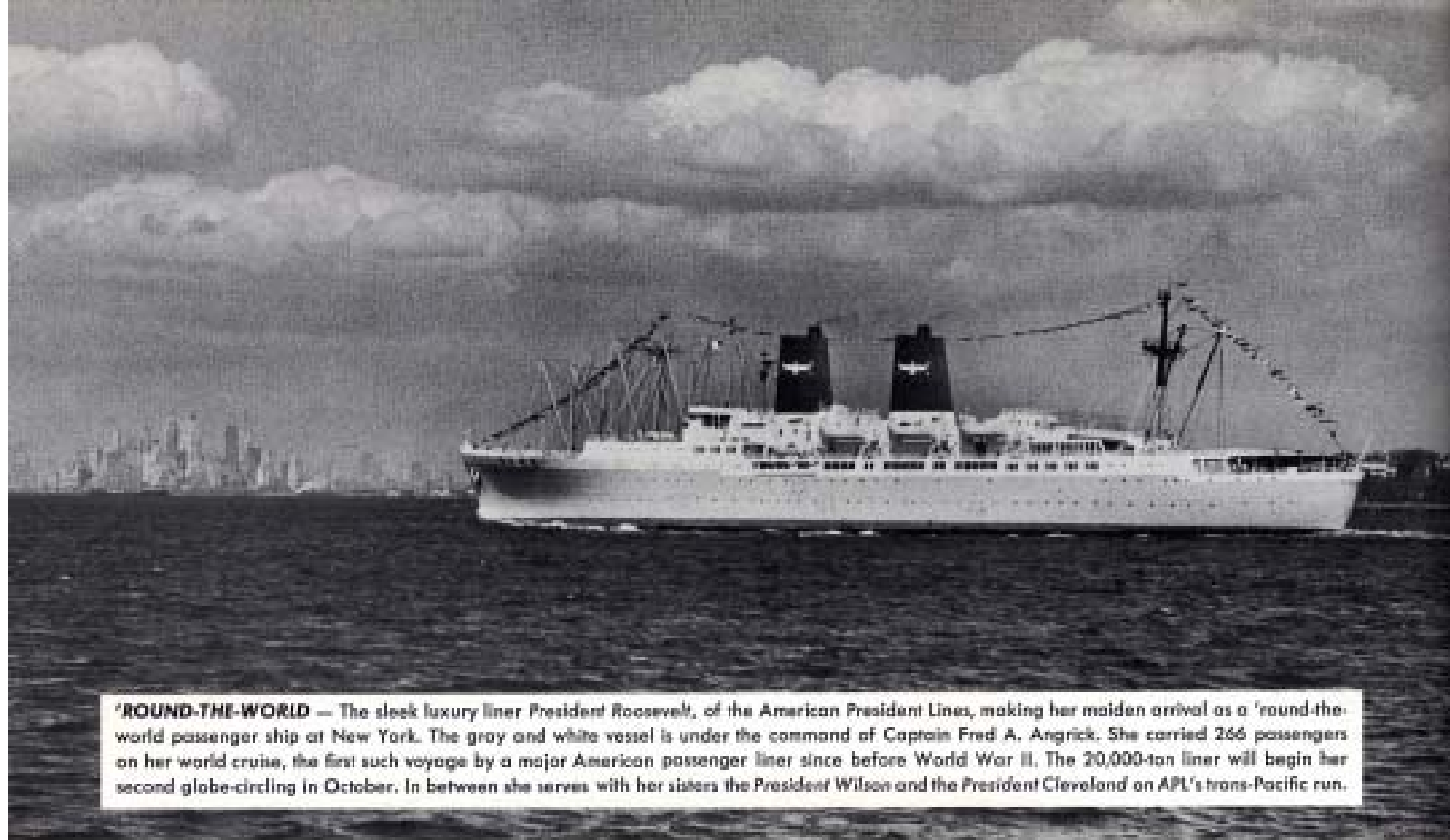
Postal regulations now require zip code numbers on all third class mail within the United States. If your correct zip number does not appear on the envelope of this issue of *Tow Line*, please drop us a postcard with your proper number. We want to be sure you receive your NEXT copy of *Tow Line*. Zip us your zip, please.

The 12th reunion of the Pennsylvania Schoolship Association was held May 7 in Philadelphia. Dr. Percy Robbins Stockman, honorary chaplain, was the honored guest.

The Gulfstream, also known as the "river in the sea", is longer than any river on land, wider and carries more water. Its flow comprises a billion tons of water per hour at its source. It takes three years to complete its course.

NEW CHANDRIS QUEEN — Another addition to the Chandris group fleet, the *Queen Frederica* plies between Greece and the United States. It was a beautiful morning. Jeff Blinn and your Editor were aboard a press tug to welcome the beautiful, white lady liner on her initial appearance in New York under the houseflag of Anthony J. Chandris. It was the first day of spring. Captain Harry Olsen maneuvered his tug *Marie Moran* this way and that to suit the anxious photographers aboard. Then he moved up the Hudson to assist the *Kerry Moran* in docking the sleek, 22,000-ton flagship of the National Hellenic American Line. The white "X" on the *Queen Frederica*'s two perfectly-proportioned stacks are the Greek symbol for "Ch." The Chandris passenger fleet alone now comprises 100,000 tons of vessels, while there are 45 ships in all under their houseflag.





'ROUND-THE-WORLD — The sleek luxury liner *President Roosevelt*, of the American President Lines, making her maiden arrival as a 'round-the-world passenger ship at New York. The gray and white vessel is under the command of Captain Fred A. Angrick. She carried 266 passengers on her world cruise, the first such voyage by a major American passenger liner since before World War II. The 20,000-ton liner will begin her second globe-circling in October. In between she serves with her sisters the *President Wilson* and the *President Cleveland* on APL's trans-Pacific run.

'It Looked Good'

Dear Sirs:

Recently I came across a package of your book matches showing a picture of the tug *Kerry Moran*. I thought that these were quite attractive, and, as I collect matches, I was wondering whether upon my return to New York, I might go down to your office and pick up a box. I'd also like some of your photographs . . . I like using these under the glass on my desk aboard ship as I'm sorta proud of showing off our ships to strangers whenever overseas! By the way a few weeks ago we passed one of your tugs in the Mediterranean hauling a rather large barge, and we whistled at one another! It looked good to see somebody else from New York close by at the time!

STUART C. GARFIELD
Purser, SS Flying Trader

A five-foot model of the first known sea-going vessel built in North America is being built in the Netherlands for presentation to the Port of New York Authority. It is the *Omnist* built by Adrian Block in 1614 when he founded New Amsterdam. The model is to be placed in the new World Trade Center.

The United States Lines uses a 70-page serving manual with detailed rules for the staff in its Steward's Department aboard the superliner *United States*. This unique textbook covers every conceivable situation aboard from a prohibition against use of slang to four pages of instructions on the proper serving of wines.

A 'Well Done'

A word of commendation to our sister magazine "Sealift" is in order. Published by the Military Sea Transportation Service, United States Navy, the monthly journal is devoted to stories of new vessel types, behind-the-scenes happenings in the vast MSTS fleet and just good old-fashioned sea stories. Edited by Lamar Holt, "Sealift" maintains a high quality of excellence both in its articles and its photographs. It may be obtained by writing to the Superintendent of Documents, Washington, D.C., 20402, for 20¢ an issue or \$2.25 per year, with an additional 75¢ for foreign mailing.

BOTTLE . . .

(Continued from page 6)

course was with the current up past Long Island and Block Island, Martha's Vineyard and Nantucket and on with it toward West Europe.

On October 18, 1965, 1,140 miles later, the bottle was washed ashore back in the Western Hemisphere at the entrance to a cave just outside Punta Placencia in British Honduras. It was found by a resident there, Herbert Eiley, and promptly sent to Mrs. Monahan's grandson. Young Hess responded with a letter of thanks and, of course, the \$1 reward.

The message was intact, and had not suffered any water damage.

Its passage back across the Atlantic gives a fine illustration of the prevailing Westerlies used by Christopher Columbus in his historic voyage of 1492.

(Editor's Note: We are indebted to Peter McChesney, Manager of Trade Development, Farrell Lines, for calling our attention to this excellent yarn, which was carried in the Christmas issue of our esteemed sister house magazine — "Farrell Lines News".)

Swedish Beauty Is New MS Kungsholm

A GREAT NEW *KUNGSHOLM*, largest passenger liner ever to be owned by a Scandinavian ship line, and one of the world's most luxurious vessels ever built especially for cruising, has been delivered to her owners, the Swedish American Line, by her builders, John Brown & Company.

As this summer issue goes to press she has already made her gala May 2 maiden arrival at the Port of New York. She will leave June 30 from New York for her first cruise, an eight-day voyage to Cape Breton and St. Pierre Island, Canada and Bermuda. The 26,677-gross-ton vessel is 660 feet long, has a beam of 87 feet and an average service draft of 26½ feet.

More than 2,000 men were employed for three years in her construction on the River Clyde, outside of Glasgow.

The new *Kungsholm* can accommodate 750 passengers on trans-Atlantic voyages, although she will be employed in this service for only about one quarter of the year. As a cruising yacht she will carry as many as 450 passengers in one class.

Many new features are incorporated in the *Kungsholm's* design:

The design itself is unusual in that it began with the planning of the passenger facilities and service areas. Then the hull and propulsion equipment were adapted to fit.

Specifications and drawings for the *Kungsholm* fill a 30-foot-long shelf. In all, more than 50,000 blueprints were required and 200 naval architects and draftsmen worked on the plans.

The *Kungsholm's* twin funnels are 32 feet high, 42 feet across at the base and taper to a graceful 32 feet across at the top. They are both dummies, the forward is used as a store-room, and the latter is given over to housing the ship's air conditioning equipment.

The *Kungsholm* is the first major passenger ship equipped with a special type of five-bladed bronze and nickel propellers. Each of them weighs 12 tons.

No bed in any of the 304 cabins



SWEDISH MASTERPIECE — The new *Kungsholm* was delivered by her builders, John Brown & Co., in the river Clyde outside Glasgow, Scotland March 17. She will be reproduced in a painting by our Top Line artist, Albert Brenet. She sailed April 22 from Gothenburg, Sweden on her maiden voyage to New York. The new *Kungsholm* is the only major passenger liner scheduled to enter trans-Atlantic service in 1966. Three-quarters of the year she will operate on cruises. As Scandinavia's largest passenger liner, she has a gross tonnage of 26,677 tons.

on the *Kungsholm* is less than 6 feet, 7 inches in length and 2 feet 10½ inches in width.

A special scheme of color and wood paneling distinguishes the cabins on each deck aboard the *Kungsholm*. Blue with limed oak is featured on the Upper Deck. The Main Deck has ash panelled walls with a green color scheme. Brown and oak paneling sets the tone on "A" Deck, while light grey with oak is the setting for "B" Deck cabins.

The new luxury liner is equipped to pick up shore TV programs when within transmission range, convert them into the ship's own system and send them to each passenger cabin and to every public room, as desired. The ship also has her own broadcasting system, and both light and classical musical programs are available.

The *Kungsholm's* engine room is semi-automated, with the two main engines and two boilers, along with additional controls and monitors, which can be operated by one engineer from a centralized console. One engine room has been eliminated entirely in the design. The two diesel engines, built by AB Gotaverken, of Gothenberg, have nine cylinders each. There are two superchargers on each engine for added power.

Entirely self-sufficient for her fresh water, the *Kungsholm* has three evaporators that can make 360 tons of fresh water from sea water every 24 hours, or more than enough for a city of 2,000 people.

The wheelhouse and chartroom are combined on the bridge, which has a "wrap-around" window design. Twin electronic consoles on either side of the steering apparatus concentrate all communications. A VHF two-way radio-telephone links the bridge with each of the four passenger tenders designed to take passengers into ports too small for the *Kungsholm* herself to enter. Another system allows two-way conversations with both the stern and the bow.

A bulbous bow has been added to the stem of the new *Kungsholm*. Looking like a tulip bulb in shape, it is 20 feet high and 12 feet broad and weighs about 40 tons. Needless to say it is below the waterline and will never be seen except when the ship is in dry dock. A 10 percent reduction in hull resistance is achieved by this bulbous bow at 21 knots speed.

The prow on the new Swedish American Line beauty is an extreme clipper bow, giving her a feeling of great speed and modernity.



THE SEA AROUND THEM

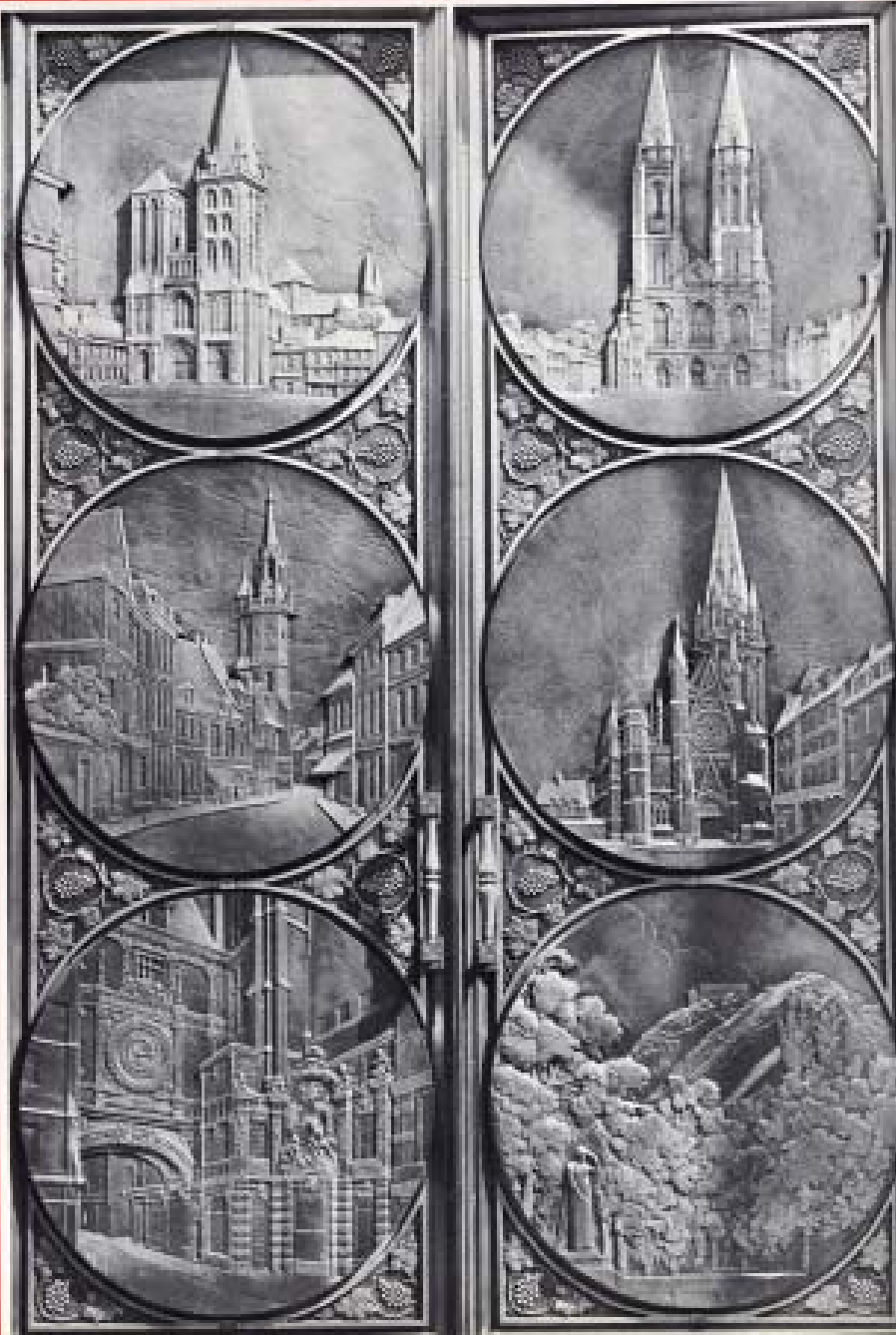
A TUG IS BUILT to withstand a brutal sea, tow almost anything afloat long distances, aid ships in distress and perform the varied duties of a floating powerhouse. On these centerspread pages are scenes of the North Atlantic in one of her least benign moods, of a laboring tug towing a laboring ship. This is not an unusual sight to tugmen but not often photographed.

Photographs by Captain J. W. Jenkins





NORMANDIE REMEMBERED — The 83,000-ton Normandie leaving New York in 1935 on the return leg of her maiden voyage (left). A medallion (below left), from one of her First Class Dining Saloon doors, showing the *Île de France*, now graces the Our Lady of Lebanon Church in Brooklyn. Six other Medallions, on another set of doors of the same church, show scenes in Normandy: Saint Lo (upper right), Caen (middle right), Cherbourg (lower right), Lisieux (upper left), Evreux (middle left) and Rouen (lower left). See story on the next page.



10 Medallions From Doors of Normandie Dining Saloon Used on Brooklyn Church

TWO MAGNIFICENT DOORS each of bronze and each over twenty feet high, designed for the French Line superliner *Normandie*, now grace a church in Brooklyn. They were the doors that opened into the magnificent First Class Dining Room from her main entrance foyer.

Ten large gilded medallions, each the size of a normal round table top, in two vertical rows, decorated the ultra-simple outer faces of the doors. Under each were raised letters identifying the cathedrals and scenes shown, all views of Normandy.

Today the medallions are divided between two sets of much smaller doors; four medallions on the Remson Street entrance to Our Lady of Lebanon Church in Brooklyn Heights, and six on the Henry Street door. The doors were bought twenty years ago for \$2,025 by the Rt. Rev. Masour (Vincent) Stephen. They have just been installed and dedication ceremonies are planned for this coming November.

Raymond Sabes, noted French artist, made the doors for the *Normandie*, which was the world's fastest and largest liner when she was introduced to the North Atlantic in 1935. She sailed May 29 of that year from LeHavre, capturing the Blue Ribbon of the Atlantic on her maiden voyage. She was the first ship of all time to average 30 knots on an Atlantic crossing.

In their original setting in the 83,000 gross-ton *Normandie* the ten medallions made a sharp contrast against the dark bronze of the doors and the ultra-simple door frame, itself a contrast to the light marble of the walls and ceiling of the foyer. Evidence of the great height of the doors is the fact that the door handles, very simple round knobs, were located between the first and the second pairs of medallions. The gilt letters beneath each medallion identifying the scene, were from one to two feet in length.

The ten medallions, still as originally placed, are as follows, starting from the top right and going clockwise: Avignon, Saint Lo, Falaise, Caen, Dieppe, Evreux, Rouen, Cherbourg, Lisieux and LeHavre. In the last named, the *Normandie's* famous predecessor as flagship of the French Line fleet, the *He de France*, is pictured with a French tug leading her out of LeHavre harbor.

The Santa Maria

The full-sized, full-scale ocean-going 110-ton reproduction of Christopher Columbus' flagship, the *Santa Maria* (see TL Spring, 1964, p. 15) is now in Washington, D. C. The replica was brought to New York for the World's Fair. Built in Spain, the vessel conforms to the best-known plans of what her famous namesake was like.

Japan's largest passenger-type ship, the *Sakura Maru*, has completed a 69-day voyage to Western Europe as a trade fair ship. The streamlined vessel returned to Japan with nearly \$10,000,000 in contracts, after visiting 12 countries and displaying more than 20,000 items produced by 710 Japanese manufacturers.

The Name's The Thing

Dear Sir:

I wish to thank you very much for so kindly continuing to send me copies of your very interesting *TOW LINE*, which has a familiar appeal for me and gives me a vivid picture of world shipping. There seems to be no limit to the size and range of your enterprises. The colourful covers of your magazine are very appealing to one who roams the seas and I should hang them all up had I enough wall space.

Yours sincerely

KEVIN MORAN O'REARDAN
Hants, England

Pictures Sent

Gentlemen:

Years ago when my son Thomas was a little lad, he received a book entitled "Tugboat Tommy Moran". At the time we thought that it was just a coincidence that the book had our son's name in its title. Now after a number of years a friend of mine arrived in New York aboard a liner (*Queen Mary*). The name of the tug which escorted the vessel into dock was the *Julia Moran*. And again what a coincidence — that is my name. Since we thought this was so unique, I have decided to write you for a special favor. Is it possible that you can send us a picture of your tug fleet. This would be sincerely appreciated. We would put the picture in a frame and hang same in our recreation room where all our friends could see it. Thank you.

(Mrs.) Julia T. Moran
Wyndmoor, Phila.

NEW STYLE IN BOWS — The *Bremen's* new bulb bow (at left) makes a sharp contrast to the old bulbous bow, suspended from a crane (at right). The new bow, weighing 165 tons, was installed last winter to permit higher speed and lower fuel consumption. Note the Christmas trees on the *Bremen's* mainmast and jack staff.



RECOMMENDED READING

THE VIKING EXPLORERS, by Frederick J. Pohl. Published by Thomas Y. Crowell, Co., 201 Park Avenue South, New York, N. Y. 10003, 1966. Price: \$5.95.

SEARCHING for and assembling and evaluating missing pieces of the great jig-saw puzzle of the dead past is a lively source of satisfaction and joy for the historian. None find greater pleasure or do better at such work than the noted American detective-historical writer, Fred Pohl. A member of the Ship Lore and Model Club which meets regularly in Moran headquarters, Fred has written many books about pre-Columbian voyages. His latest is not only a most entertaining but a highly significant book.

"In the long controversy over the reality of the Norse discoveries and explorations in America, Frederick J. Pohl has courageously defended the sages of historic accounts. It is heartwarming to see the evidence swinging dramatically in his favor," writes George F. Carter, professor of geography, Johns Hopkins University, as quoted on the dust jacket of this new Pohl work.

Unlike the debunkers who are so quick to generalize in opposition to each new Norse find uncovered in America, Fred presents the fullest run down of the known facts and leaves the final decision to the reader. Once again we come away with the strong feeling that the famous Kensington Stone found in Minnesota may well be the real thing, that the Newport Round Tower was built well before the time of Columbus, and that the many written sagas describe real events and real people who did spend many years in North America centuries before 1492.

Possibly the most intriguing contribution of this splendid historical volume is the new look that it gives the Yale map of the world that made such headlines shortly before Columbus Day in 1965. Despite the vast amount of coverage that it received, nowhere do we remember seeing the extraordinary point made by historian Pohl about the size of Vineland as shown on this priceless document. The map shows, not just a small part of northern America, but all the way from the northern tip of Labrador to the southern tip of Florida. The Norse explorations, we are led to suppose, may actually have reached round into the Caribbean.

For the sailor, the book is a wealth of new data. It shows how the Vikings depended on birds, even when they could only be heard, not seen, as important aids to navigation. We learn how the noon shadows of the gunwale on the thwarts allowed them to keep to a sure east-to-west ocean course. But above all it is this book's word-by-word evaluation of the great Norse

sagas, with a parallel interpretation of their modern meaning and significance that makes it a major scholarly contribution to the literature of exploration.

FLOTSAM, JETSAM AND LAGAN, by Captain Ernie Hall. Published by Cornell Maritime Press, Inc., Cambridge, Maryland, 1965. Price: \$7.50.

WITH A pleasant style of writing and a vivid memory, Captain Hall brings a new and entertaining variety of maritime history to our bookshelf. He began his career at sea at the close of the Boer War, and has been gathering his yarns ever since. The book is quaintly illustrated with good pen and ink drawings and a large selection of album-type photographs. The yarns cover experiences on the seven seas, the five Great Lakes and the inland waterways. Its title includes two familiar words and one less familiar. "Lagan" means goods sunk and marked with a buoy later to be retrieved. This is the kind of book that will repay its owner not once but many times. It is like "lagan", and will fill many a quiet hour when the wind blows and the mind looks for something different to occupy it. Chapter Seven, for example, dropped into this spot like a bit of Flotsam, is a rare collection of salty words and phrases, with entertaining descriptions as to their origin. If you would like to know how the phrase "in the dog house" began, look on page 281. Or would the origin of the phrase "the old man" intrigue you? Look it up on page 285. And so on for a hundred other commonly-used words or phrases. There's even a chapter on sea chanteys, with words and music. You will enjoy this book.

PASSENGER LINERS, by Lawrence Dunn. Published by John de Graff, Inc., 34 Oak Ave., Tuckahoe, N. Y., 10707, 1965. Price: \$20.00.

AN OUTSTANDING BOOK, the 2nd edition of Dunn's notable work on passenger liners of the world is a valuable and complete study. Its 498 pages are

packed with liner histories and pictures. A five-page list of ships scrapped or lost since the first edition (1957) is interesting. A variety of other indexes and lists, including a change of name index add to the value of this very fine study. Among the fine photos are those of the *Sovetsky Sojus*, formerly the *Albert Ballin*, of Hamburg American Line; *Admiral Nakhimov*, ex *Berlin* of North German Lloyd; *Oceanien*, ex *Noordam*, of Holland-America Line, and the *Flavin*, an utterly transformed *Medea* of Cunard Line.

MERCHANT SHIPS WORLD BUILT — 1965, compiled by A. J. Stewart. Published by John de Graff, Inc., 1965. Price: \$9.50.

THIS IS THE 13th EDITION of this fine British series, and is an alphabetical listing, with pictures, of the merchant ships of 1,000 gross tons and over completed in 1964. With over 4,000,000 tons built in Japan, almost four times that of any other country, the book is naturally weighted in favor of new Japanese-built vessels. Almost 800 ships are included.

CAPTAIN'S PAPERS, A LOG OF WHALING AND OTHER SEA EXPERIENCES, by Capt. Ellsworth Luce West as told to Eleanor Ransom Mayhew. Published by Barrie Publishing Co., South St., Barrie, Mass., 1965. Price: \$5.95.

ALTHOUGH this tale begins in Martha's Vineyard, the bulk of the story is about Alaskan whaling. With excellent photographs and fine personal narrative, the book makes splendid fireside reading.

A close-up of the docking of the Italian Line's superliner *Michelangelo* was shown several times on TV recently as part of a fine color film entitled "Of Sea and Ships," produced by Marathon International Productions. Moran tugs are highlighted.

Astronauts 'Dock' and 'Undock' Spacecraft

While our old world's astonishing new space exploration program is bringing countless new words into common usage, it is interesting to note that many nautical words are also a part of this new language of sky exploration.

We counted eight words or terms common to our industry in a recent exchange between Gemini astronauts and the ground station.

"We don't have any YAW or ROLL control . . .

"Apparently the PITCH thrusters are . . .

"We are showing the spaceCRAFT free, indications are that they are not DOCKED. Let me check with the CREW . . .


"He elected to UNDOCK and back off from the Agena . . .

"His ONBOARD maneuvering system . . ."

The word "undocking" is particularly interesting, as we have always thought it to be peculiar to the tug industry. Glad to share it with the astronauts.

Tracking Merchant Vessels



 **AMVER RESCUE** — This small Swedish freighter, the Orion, laboring in heavy seas off Ireland was one of the many vessels which has benefited from the U. S. Coast Guard's Automated Merchant Vessel Report (AMVER) service. An AMVER surface picture revealed 12 merchant vessels and the Coast Guard's Cutter Northwind within a 300-mile radius. Two merchant ship stood by her until the cutter arrived the following morning to assist if necessary until the storm subsided.



THE COAST GUARD'S Automated Merchant Vessel Report (AMVER) system recorded more than a quarter-of-a-million underway position reports while plotting over 80,000 passages of merchant ships during 1965. Ships from 60 different nations cooperate in this mutual assistance program. Here's how it works:

The AMVER system operates in the Atlantic and Pacific Oceans, the Caribbean Sea and the Gulf of Mexico.

Periodic position reports are voluntarily submitted to the AMVER center through a network of 40 United States and Canadian radio stations. This information is entered into an electronic computer which generates and maintains dead reckoning positions for the vessels.

Also fed into the computer are such facts as whether the vessel carries a doctor, her speed, and her type of radio equipment. Each of these factors helps determine the search and rescue capabilities of the vessel.

The system has been operated under the Coast Guard's Commander, Eastern Area, since 1958. Its area of operation was expanded to include the Pacific last July. The computer is now programmed to plot ships in virtually any oceanic area of the world.

"Prospects for expanded service in 1966 are bright," the Coast Guard said. Nine West Coast Canadian maritime radio stations joined the center in New York last February 15, and several others in the Pacific are expected to begin handling message traffic for the program within the next few months. During 1965 the center furnished 1,448 unscheduled and 1,930 precautionary surface pictures, while processing 121,000 AMVER messages.

RESCUE BY COMPUTER — AMVER staff members in New York City feed data into electronic computing equipment for use in an emergency at sea. Ships send voluntary sailing and position reports to center for evaluation and computer processing. When an emergency arises the computer shows, within minutes, all participating vessels in a given radius of the distressed ship.



'Love Their Boats'

Dear Mr. B.

Being a commercial artist Tow Levin's Winter cover intrigues me. I honestly believe it to be the finest painting of a tug boat that I have ever seen. The detail is so perfect that I had to look long and examine it closely before I became aware of the fact that it was not a colored photograph . . . I do not say this because I am writing to a Moran man, but because a Moran tug is perfection, it has the look of being tremendously powerful, yet its lines are as graceful as those of a fine yacht. It occurs to me that the Moran folks love their boats.

Most sincerely,
JOHN W. BISHOP
Malden, Mass.

Rear Admiral C. P. Murphy, USCG, Chief of the Office of Merchant Marine Safety, spoke March 31 at a meeting of the Propeller Club, Port of New York.

Cortland Linder, president of Kerr Steamship Lines, has been named president of the Circumnavigators Club, worldwide organization of global travelers.

SAILS AGAIN — The Liberty ship *John W. Brown*, still with her World War II gun tubs and steel pilot house battle plating on, was moved recently from the East River to the Hudson by three Moran tugs. The vessel has been used for two decades as the nation's only maritime high school. A part of the New York City School system, she has turned out many most able seamen, engineers and stewards. The tugs on the job were the *Michael Moran*, the *Martha Moran* and the *Julia Moran*. Captain Robert M. Hayes was the pilot of the "dead" ship in the slickish maneuver from 23rd Street around the Battery and up to Pier 42, North River, just above the magnificent new Holland America Line pier. The photo was taken by the school's most able superintendent, Dr. Frank Corlin.



NEW LINERS . . .

(Continued from page 5)

nations with new passenger ships, having 18 of those built in the past decade, the Russian fleet is the newest. In fact, it should be noted that of the seven new Soviet liners building only three have been completed. They are the *Ivan Franko*, *Taras Shevchenko* and *Aleksandr Pushkin*, each of 19,861 tons. Two sister ships are due for completion this year and a third in 1967. The seventh new Russian liner is a 25,000 tonner due to be ready next year.

By flag of registry, the full list of new liners follows, omitting, of course, the eleven largest ships given just above:

Flag and Ship's Name	Gross Tonnage	Passenger Capacity
AUSTRALIAN		
<i>Empress of Australia</i>	9,850	250
BRAZILIAN		
<i>Rosa de Fonseca</i>	10,451	532
<i>Anna Nery</i>	10,444	532
<i>Princesa Isabel</i>	9,696	530
<i>Princesa Leopoldina</i>	9,696	530
BRITISH		
<i>Pendennis Castle</i>	28,582	703
<i>Empress of Canada</i>	27,284	1,056
<i>Empress of England</i>	25,585	1,058
<i>Northern Star</i>	24,731	1,437
<i>Sylvania</i>	21,989	896
<i>Carinthia</i>	21,947	856
<i>Reina del Mar</i>	21,501	1,047
<i>Nevasa</i> (schoolship)	20,527	1,400
<i>Amazon</i>	20,368	478
<i>Aragon</i>	20,362	478
<i>Arlanza</i>	20,362	478
<i>Chitral</i>	13,821	240
(<i>ex Jadoville</i>)		
<i>Cathay</i>	13,809	240
(<i>ex Boudouville</i>)		
CHINESE (Com.)		
Unnamed	10,500	500
DANISH		
Unnamed	10,000	462
FRENCH		
<i>Australlen</i>	17,500	340
<i>Ancerville</i>	14,224	756
<i>Renaissance</i>	12,500	400
<i>Jean Mermoz</i>	12,460	418
INDONESIAN		
(Pilgrim ship)		
<i>M. H. Thaurin</i>	9,647	1,112
<i>Serlabudhi</i>	9,636	1,112
ISRAELI		
<i>Shalom</i>	25,320	1,046

<i>Jerusalem</i>	9,920	570
<i>Theodor Herzl</i>	9,914	570
<i>Zion</i>	9,855	323

ITALIAN		
<i>Eugenio C.</i>	29,000	1,636
<i>Galileo Galilei</i>	27,907	1,700
<i>Guglielmo Marconi</i>	27,905	1,700
<i>Falstar</i>	23,746	1,900
(<i>ex Oxfordshire</i>)		
<i>Federico C.</i>	20,416	1,259
<i>Italia</i>	12,000	?
<i>Autonia</i>	11,879	529

JAPANESE		
<i>Sakura Maru</i>	12,628	952
<i>Argentina Maru</i>	10,864	1,055

NETHERLANDS		
<i>Statendam</i>	24,294	951
<i>Randfontein</i>	13,694	289
<i>Dinteldyk</i>	11,366	60
<i>Princess Margriet</i>	9,336	111

NEW ZEALAND		
<i>Wahine</i>	9,100	?

NORWEGIAN		
<i>Sagafjord</i>	21,000	820
<i>Bergensfjord</i>	18,739	875
Unnamed	9,000	?
Unnamed	9,000	?

PORTUGUESE		
<i>Infante Dom Henrique</i>	23,306	1,010
<i>Principe Perfeito</i>	19,393	1,000
<i>Funchal</i>	9,824	400

SPANISH		
<i>Cabo San Vicente</i>	14,569	841
<i>Cabo San Roque</i>	14,491	841
<i>Monte Umbe</i>	9,971	580
<i>Ciudad de Toledo</i>	9,928	52
Unnamed	9,000	?
Unnamed	9,000	?
Unnamed	9,000	?
Unnamed	9,000	?

SWEDISH		
<i>Kingsholm</i>	25,700	711
<i>Gripsholm</i>	23,191	842

USSR		
Unnamed	25,000	?
<i>Aleksandr Pushkin</i>	19,861	1,250
<i>Ivan Franko</i>	19,861	1,250
<i>Taris Shevchenko</i>	19,861	1,250
Unnamed	19,800	?
Unnamed	19,800	?
Unnamed	19,800	?

USA		
<i>Savannah</i>	15,585	60
<i>Santa Rosa</i>	15,371	300
<i>Santa Paula</i>	15,371	300
<i>Argentina</i>	15,257	557
<i>Brazil</i>	15,257	557
<i>Santa Magdalena</i>	14,442	125
<i>Santa Maria</i>	14,442	125
<i>Santa Mariana</i>	14,442	125
<i>Santa Mercedes</i>	14,442	125

The survey was prepared for the American Merchant Marine Institute by C. Bradford Mitchell.



Last Lap in 3,500-Mile Barge Trip for Reactor



THIS IS THE WORLD'S most powerful nuclear reactor vessel on a Loveland barge under tow of the *Harriet Moran*. The reactor is nearing the end of a 3,500-mile barge trip from Chattanooga, Tenn. It has since been installed in the Connecticut Yankee Atomic Power Company's plant at Haddam Neck, on the Connecticut River. The plant is expected to begin operation some time in mid-1967, and will produce 500,000 kilowatts of electrical power. It is a joint venture of 11 investor-owned, New England electric utilities. Our part in the extraordinary tow began at Reedy Point, Md., the upper end of the C & D Canal. The 473-ton nuclear reactor's voyage took her down the Tennessee, Ohio and Mississippi Rivers to the Gulf of Mexico, across Florida over the Colosohatchee River, Lake Okeechobee and the St. Lucie Canal to Stuart on the east coast and up the intra-coastal waterway. The reactor vessel is 40 feet long and has a diameter of 19½ feet. It will have an operating pressure of 2,050 lbs. per square inch, with a design pressure of 2,485 lbs. and a design temperature of 650°F.

CARIBBEAN . . .

(Continued from page 4)

sight. It was a busy scene and the proud new *Caribbean* was in good company.

Of the five vessels in close proximity to one another, the *Caribbean* was by no means last in a comparison of proportions. Her cubic capacity of 776,000 tons with a deadweight of 19,000 tons make her able to transport more in bulk than most large dry cargo ships.

It is only in the matter of speed that she does not come off with top honors, although among other non-self-propelled vessels her 10 to 11 knot towing speed ranks her among the most speedy. Her motive power is provided by a 3,500-horsepower tug of the *Marion Moran* class.

The *Caribbean* is a highly sophisticated vessel.

She has her own electrical system. Photo-electric cells control her running lights. A complex remote-control

facility makes it possible to command her rudders and her anchor from the tug pilot house.

It is anticipated that she will carry 200,000 tons of raw sugar each year from Puerto Rico to Baltimore, Philadelphia and New York. Grain or some other bulk cargo may be carried on return voyages.

The *Caribbean* has four 99-foot bulk cargo holds. These are serviced by eight centerline hatches, each fitted with a two-section steel watertight cover of the side-rolling type, arranged for towing to port and starboard. The hatch openings are 36 feet long and 35 feet wide.

Her stem is of the curved bar variety, and her bow structure is reinforced for long-line ocean towing. With a raked stern, her full outline is massive but not un-ship like.

The *Caribbean* was designed by J. J. Henry Co. She is 475 feet long, has a beam of 75 feet and a depth of 35 feet. Her draft in normal service will be 23 feet.

Yes, we hope she will be the first of many.

50 YEARS AGO



(Source: New York Maritime Register)

APRIL 5, 1916 — Steam *Matoppo* (Br) — Lewes, Del., March 30 — which passed out Sandy Hook at 6 PM last night bound NY to Vladivostok, reports that at 8 the captain was held up by a German stowaway named Ernst Schiller; he kept the captain in his cabin all night and went through all his papers and the safe; he was later put ashore and arrested, Apr. 1 — Tug *Daniel Willard*, which was sunk off Lamberts Point on Mar. 9 by the str. *Madison* has been raised by Merritt & Chapman Co., of N.Y. and taken to Newport News shipyard for repairs. March 30 — Tug *Refiance*, of the Newtown Creek Towing Co., picked up about 60,000 feet of yellow pine lumber under the Brooklyn Bridge midnight Friday.

APRIL 26, 1916 — Amendments to the rules relating to installation of fuel oil tanks on steamers and to applications for permission to use petroleum as fuel have been adopted by the U.S. Steamboat-Inspection Service, New Bedford, Brig *Dairy* and schrs. *Indiana* and *Edith M. Prior*, packet boats, have been sold.

MAY 3, 1916 — *Corinthian* (Br ss) had a fire in her forecabin at 11 A.M. Apr. 27 while in berth at Pier 59, North River; damage about \$500.

MAY 17, 1916 — The establishment of the first trans-Atlantic passenger and freight s.s. service between Boston and Petrograd was announced May 9. It will be known as the American-Finland S.S. Line, and will operate three vessels of 10,000 tons gross and capable of carrying 200 cabin and 1,500 steerage passengers. The tug *Underwater*, which has been in use in salvage operations for many years, has been sold by the Boston Towboat Co. to Smith & Terry, of N.Y., who will employ her in towing lumber and piling barges from Jacksonville and Brunswick to northern ports.

MAY 24, 1916 — The Largest Tanker — The tank str. *Standard Arrow*, the largest of its kind in the world was launched at Phila. May 15. The vessel, which is 468 feet long, has a capacity of 4,000,000 gallons.

JUNE 7, 1916 — The *Exeter* (barge) from Phila. for Bangor, in tow of tug *Svatoza*, went ashore on West Chop, Vineyard Sound, June 4; tugs *Lykens* and *Catawissa* assisted the *Svatoza* in trying to float the barge and moved her 60 feet; expecting to free her at high tide following day.

JUNE 14, 1916 — An indication of the congestion in the harbor at the present time may be had in connection with the new city pier at Stapleton, S. I. Six vessels are now awaiting berth at this pier alone, and the same condition exists at various other marine terminals.

EARL C. PALMER

ASHORE



AND AFLOAT

HE WAS GIVEN JUST ONE EGG his entire first year at sea on the Danish square rigger *Spero*, but that did not deter him from making the sea a career, and his enthusiasm still radiates in a warm and generous way.

He is Captain Alexander M. Petersen, owner's representative of the Scandinavian American Line in New York. During his 48 years in shipping he has lived through an extraordinary range of nautical experiences.

He spent six years under sail.

He served on his company's trans-Atlantic passenger liners, reaching the exalted post of mate on the Danish luxury liner *Frederik VIII*, company flagship.

He commanded several U. S. tugs during the war, making a most difficult trans-Atlantic tow with a floating crane.

He commanded a former over-night coastwise passenger liner converted to troopship carrying 90,000 men to mid-Pacific islands from his base in Hawaii.

He returned to Scandinavian American Line and has been in shore-side management since the war's end.

Above all, his passion for a good story and his love of the sea has kept him hearty despite his nearly half century of maritime service. His booming voice, ruddy complexion and robust manner belie his 64 years.

Born in Copenhagen he went to sea as a deck boy in 1918 on a fore-and-aft schooner. In addition to service on the square-rigger *Spero*, he spent some time on the four-masted bark *Viking*, now tied up in Gothenburg harbor as a training vessel.

He then joined the Scandinavian American Line, a company that his family has been associated with since the company's creation late in 1866. The firm is officially known as Det Forenede Dampskibs-Selskab, Aktieselskab, and is one of the world's great shipping organizations. It operates 65 vessels, and is building 21 more, eight of which will be in the New York trade. The first of these, the *Nebraska*,

is due as this issue of *Tow Line* goes to press.

The *Oscar II*, on which Captain Petersen served, was later to be Henry Ford's famed "peace ship," with which he tried to end World War I by a personal visit to the battle front, an idealistic gesture that failed miserably.

The 12,000 ton *Frederik VIII*, company flagship until they left the trans-Atlantic passenger business in the depression years, had only a 312 member crew but could carry 1,200 passengers (160 first, 340 cabin and the rest immigrants). There are many who remember her classic outline, topped by two splendid black smokestacks with thick, deep red bands.

When war came and Denmark was invaded, Captain Petersen was something of a man without a country. His ship was tied up in Hoboken and for 15 months he survived on \$2 a week. For a time he served as chief mate aboard the *Aquilla*, a combination troopship and cargo carrier. She had been the Danish freighter *Tunis*.

His tug experiences were acquired in two hitches, the first between Nov. 1941 and August 1942. He crossed the Atlantic on the *LT 787*, 149 feet long and with 1,200 horsepower. On this voyage his vessel had a tow stretching 5,000 feet behind her. It consisted of two 360 foot long carfloat assemblies and a tugboat.

Another Atlantic tow involved a 70-foot-high crane. This time he was on the tug *Lt. Col. Wm. R. Kendrick*. Once, when the tug broke down, the

tow came within an ace of floating down on top of them. Our own Captain Frank Hughes, now President of our affiliated Curtis Bay Towing Company, was in this same convoy.

His experiences with a coastwise passenger ship were most interesting. She was the old Colonial Line's over-night New York to Providence passenger steamer *Arrow*. A long, narrow craft with triple screws, this fast little Long Island Sound steamer proved a good sea boat. He sailed in company with her sistership, the *Comet*, and with two Chesapeake Bay steamers, the *State of Virginia* and the *State of Maryland*.

While in the old-style curved pilot house of this little liner, Captain Petersen one night picked up some faint distress signals, but, because of convoy orders, was unable to seek out their sender. He later learned that they had been sent by Captain Eddie Rickenbacker, from his raft in mid-Pacific.

(Editor's note: It was Admiral Edmond J. Moran's idea to use New York harbor carfloats, welded together, two at a time, to land "K" rations on Normandy on D-Day—one day soon we will have a Tow Line feature on the Admiral's part in the invasion.)

Good To Know

Dear Frank:

On March 20th while in Florida I visited Walter Jordan who is now living in Hollywood, Fla.

We had a very enjoyable afternoon together and took some pictures, one of which is enclosed (unfortunately it was in color and could not be used here).

Two nights later we attended the Greyhound races, and Walter did very well. I am sure that Walter's friends will be pleased to know that he and his wife are in good health and have made their home in Florida permanently.

JOHN J. MUTZNER
Rockville Centre, L. I.

Dramatic rescue stories have a way of getting around. Dropped on our desk, a copy of *Vi Menn* (A popular Norwegian magazine published in Oslo), retold our story of the *Prospero*. — In their January 1966 issue; in Norwegian. We wonder how many different language publications pick up *Tow Line* stories.



HAPPY VOICES, HAPPY FACES — Murial Sproat and Pat Kimple are two of our regular "Hello, Moran" switchboard girls. Murial (left), whose son is our new office boy, enjoys reading and meeting people. Many of our Brenet and Evers ship prints find their way to longshoremen through her husband who is a trailer-truck driver, making deliveries to steamship piers. Pat, (right) who has been with us four years (to Murial's two) likes to paint houses, preferably her own, in green and white. She is also an avid cross-word puzzle solver and a great girl for standing by during blackouts. Both were on duty during the big blackout last November.



PERSONABLE, FAST — John Joseph Sproat sprints his rounds as office boy with determination. John began his chores on February 1 and likes them. A graduate of Curtis High School on Staten Island, where he lives at 152 Buchanan Street, New Brighton, he presently attends the Staten Island Community College at night. Aims to be a Certified Public Accountant one day. A former football player, John has two younger sisters who seem to have no respect for his 6-foot-two stature. They give him a rough time, he says. Aside from sports, John's special interest attends Fort Hamilton High School. Need we say more?

The Fashion Institute of Technology, 227 West 27th Street, New York, has established a Ship Visiting Society. Under the direction of Professor Alfred V. Sloan, Jr., the group visits a great ocean liner each Saturday.

Thumbing recently through old issues of that notable house organ of the old International Merchantile Marine Company, "The Ocean Ferry," we saw that the first use of talking pictures for the entertainment of passengers was made in 1929.

'Enjoy Every Word'

Dear Friend:

Here I am back on a sail vessel again, the first since 1923. Keep the TOW LINE coming. I enjoy every word of it, and appreciate having it.

CAPT. ROSS F. EATES
Rockland, Maine

(Editor's note: Captain E. was with the *Margo Moran*, 1942-45, and is now with Windjammer Cruises aboard the schooner *Mercantile*.)



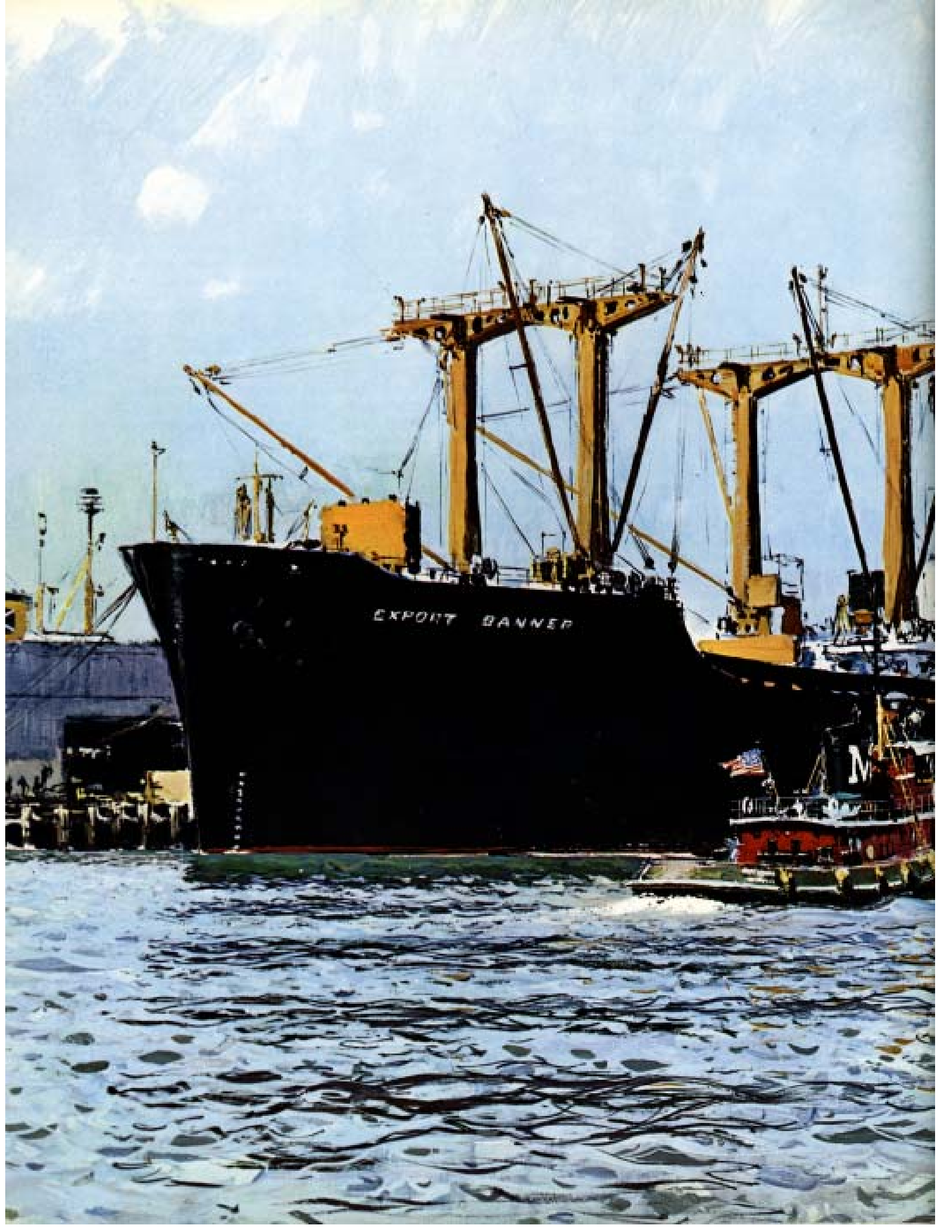
DARK - EYED, SOFT - VOICED Nancy Quattrocchi likes her work as an N.C.R. operator in our revamped machine section of the accounting department. Single. Lives with her family at 207-03 35th Avenue, Bay-side, L. I. Nancy possesses a cat called Ming who, she says, went to school. Seems that the cat, a Siamese, belonged to Ann Sheridan who 'educated' him but then developed an allergy. Poor pussy got the boot but Nancy gained a friend.



SERIOUS, AMIABLE Thomas Walsh comes to us from the 'Auld Sod'. He is an accountant. Born in Galway, Tom graduated from the National University of Ireland, joined that famous insurance firm Lloyds of London and came to the United States on a visit. Like 'The Man Who Came to Dinner' he liked it — and stayed. Tom is single, lives with a sister at 2506 Davidson Ave., The Bronx, and is an avid golfer. Sure and we're happy to have you aboard!



PETITE, ENTHUSIASTIC Lillian Griffel is another welcome addition to our accounting department. Formerly with the Storer Broadcasting Company, Lillian is well-versed in the intricacies of our new accounting machines. A widow, she loves ships and describes a recent trip to Nassau on Home Lines' *Italia* as "simply terrific". Lillian commutes from 27 Claremont, Mt. Vernon — considers the long trip part of the price she has to pay for a 'lovely apartment'.



EXPORT BANNER