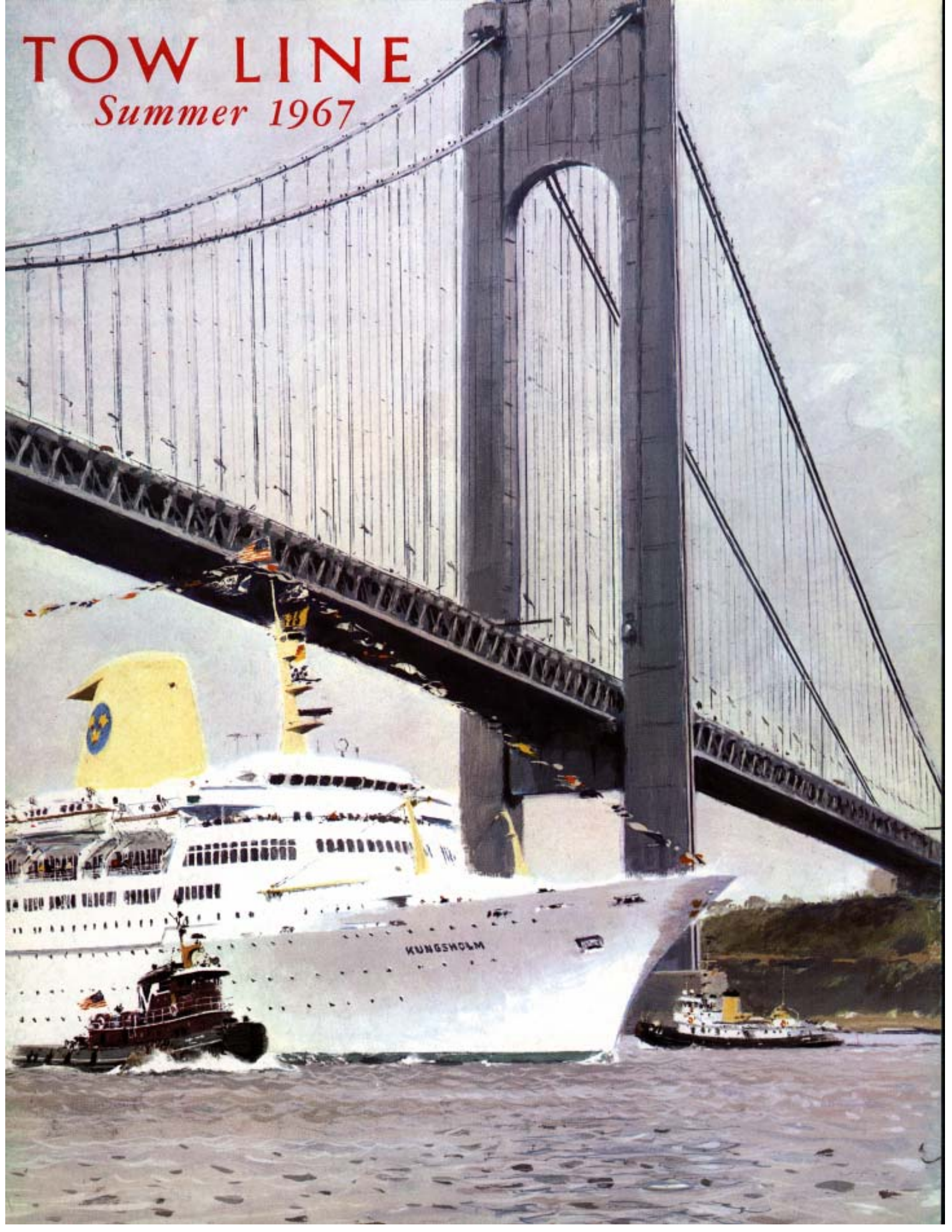


TOW LINE

Summer 1967



ON THE COVER—



THE PROUD NEW BEAUTY SHOWN on our cover is just one year old as our Summer issue goes to press. She is the *Kungsholm*, flagship of the Swedish American Line, and largest liner ever to serve under the SAL houseflag, or the flag of any Scandinavian line. She is shown passing into the harbor of New York under the new Verrazano Bridge. Looking a trifle foreshortened because of the angle of her approach, she is about to flash her "All's Well" radio signal to Quarantine.

The 26,677-gross-ton vessel was designed primarily as a cruising luxury liner. Despite her size, she limits her capacity on cruises to 450 lucky passengers. She has been a great success. This is the second painting that the noted French marine artist, Albert Brenet, has made of the new *Kungsholm*, the first having been done while she was still on the ways at the famous John Brown shipyard on the Clyde. It is used on the front cover of many Swedish American brochures.

A limited number of full-color reproductions of the *Kungsholm* cover paintings are available. We welcome your request and would be happy also to learn what you are doing with these lovely works of art.



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; Birger 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 Krogus 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 Scemi, Piazza Portello 10 (P.O. Box 1857), Genoa; GREECE: National Hellenic American Line, Venizelou Street No. 10, Athens.



Vol. XX, No. 2 Published by Summer, 1967
MORAN TOWING & TRANSPORTATION CO., INC.
17 Battery Place, New York, N. Y. 10004
Cable Address: MORANTOW

Frank O. Braynard, Editor

Jeff Blinn, Associate Editor

*(Unless otherwise noted, material published herein, if originated
by this magazine, may be reprinted with the usual credit line)*


TOW LINE



POWER OFF THE WAYS

(See Center Spread)

Atlantic Ice May Look Nice



Brr. Atlantic ice may look nice in June, but back in February it was no welcome sight to the crew of the world's most powerful tug, *Alice L. Moran*. Up from the tropics after towing the giant, 20-story-high offshore drilling rig SEDCO-135E from Hiroshima, Japan to Victoria, Australia and on her first visit to New York, it was only a matter of a few very cold hours before she was off on another trans-Atlantic tow . . .

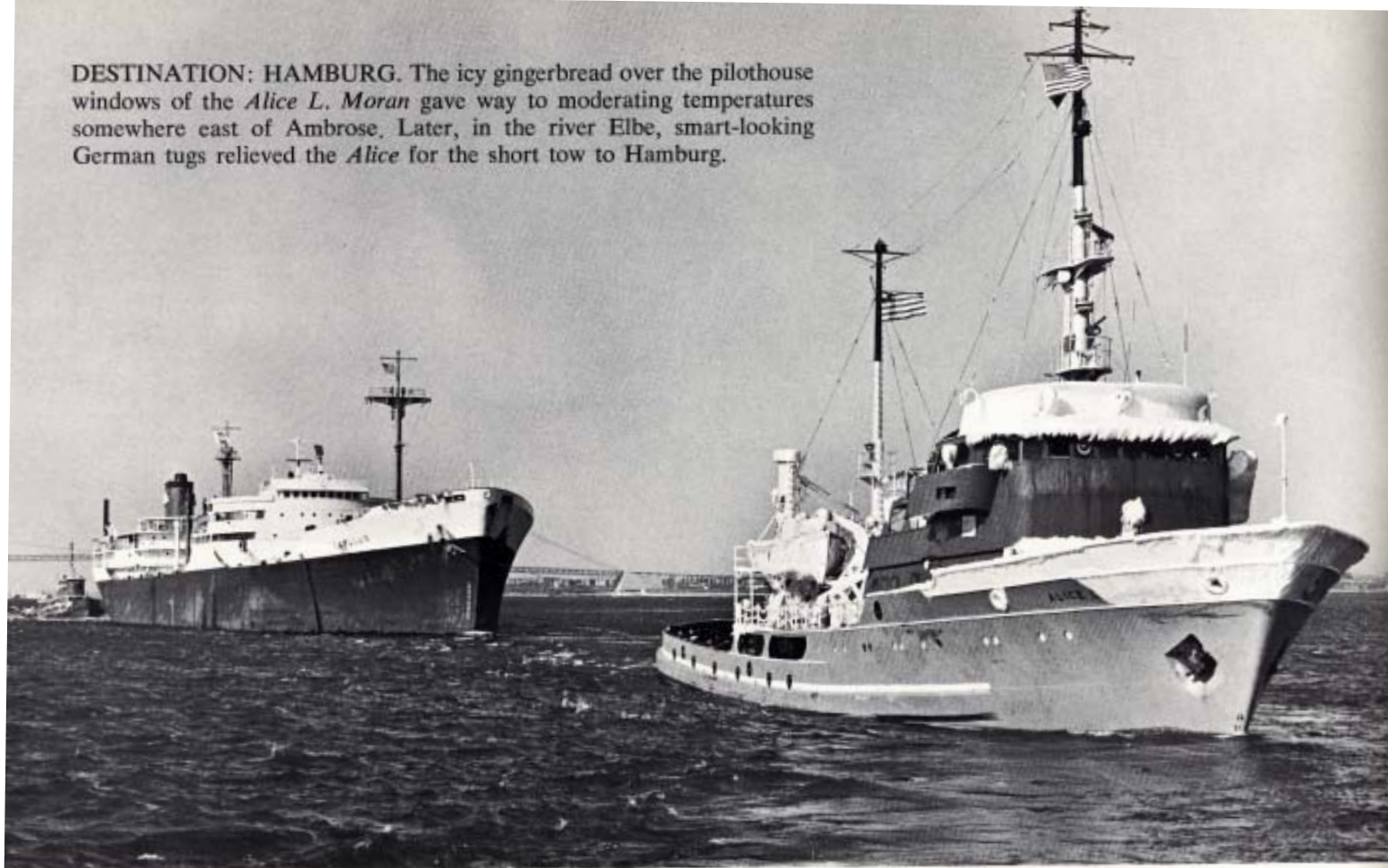


. . . South of Pier 5, Todd's Erie Basin, the supertankship *Capulus* stood ready for transport to Europe. Pilot Morch, directing tugs *Kerry Moran* and *Eugenia Moran*, brought the Shell Company tanker through the narrow Erie Basin gap . . .



. . . to the very stern of the *Alice L. Moran* as she waited at anchor off Stapleton, Staten Island. In minutes the *Capulus*' anchor chain was shackled-in to *Alice's* towing hawser and the ship was brought into the tide and headed seaward . . .

DESTINATION: HAMBURG. The icy gingerbread over the pilothouse windows of the *Alice L. Moran* gave way to moderating temperatures somewhere east of Ambrose. Later, in the river Elbe, smart-looking German tugs relieved the *Alice* for the short tow to Hamburg.



More On D Day

Dear Sirs:

Correct me if I am wrong, but the carfloats and oil barges in our famous convoy, Task Force 67, were arranged with a standard carfloat and a composite (wood and steel) army barge on top, welded and fitted with a slope or breakwater at the forward end so that the first unit was a piggy-back, and an empty oil barge as the second towed unit. This was accomplished in various dry docks by sinking the carfloats and floating the barge on top. In Falmouth, Cornwall, the process was reversed, so that only single barges were used. It was also my impression (being the only Ensign to command an ATR, I was loaned to the British, or my vessel was, so I did not witness it) that these barges were used mainly for landing ammunition, especially on Omaha Beach. I heard, second hand of course, that on D plus 3 or 4 the LT-2 (a Dauntless 11-type tug) had made a run and perfect swing, letting one of these barges beach in an area on Omaha which had just about run out of ammo. Her Captain was a Dane, and a fine sailor and tugboat man. He later helped me get a tow of ten small barges into Salcombe in bad weather. . . . I

have my personal log as reference for the years 1944-1945. On several occasions it reads: "Saw Capt. Moran today."

JOHN S. BLANK 3rd
Bradenton, Fla.

The purchasing agent for Saint John General Hospital, Saint John, New Brunswick, Canada is a radio buff. He recently heard tug *Helen Moran* calling the tanker *Olympic Valor* and wrote to us asking for a photograph of our tug. We were glad to oblige.

"Thar's gold in them thar waves", to para-phrase a famous Hollywood line. Apparently there may be gold and other precious metals under the waves off the West Coast of the United States. An expedition is being fitted out to look for it on a 9-mile shelf off the coast of Oregon. The 180-foot-long research vessel *Yaquina*, operated by Oregon State University, will search the area out to a depth of about 500 feet. Good fishing!

TOW LINE cover print requests in the last twelve-month period came from 36 American states and territories and 18 foreign nations.

The foreign countries are:

Argentina	France
Australia	Germany
Bahamas	Greece
Belgium	Italy
Bermuda	Mexico
Brasil	The Netherlands
Canada	South Africa
Denmark	Venezuela
England	Viet Nam

The states heard from are:

Alabama	Michigan
Alaska	Missouri
California	New Jersey
Colorado	New York
Connecticut	North Carolina
Delaware	Ohio
Florida	Oklahoma
Georgia	Oregon
Hawaii	Pennsylvania
Illinois	Rhode Island
Kansas	South Carolina
Louisiana	Texas
Maine	Vermont
Maryland	Virginia
Massachussets	West Virginia
	Wisconsin

The territories:

Panama Canal Zone	Virgin Islands
Puerto Rico	Washington, D.C.

THE DISASTER last summer in New York harbor which took 33 lives, the collision of the two tankers, *Alva Cape* and *Texaco Massachusetts*, continues to have repercussions here at Moran. Seven of our tugs were involved and their heroic efforts to save lives and marine property have been the subject of a series of awards.

Seven bronze plaques were recently presented to men representing our seven tugs at ceremonies in the Moran board of directors room (see right). The presentation was sponsored by the Life Saving Benevolent Association of New York, an organization formed 118 years ago at a time when the saving of life at sea was still considered the responsibility of private citizens.

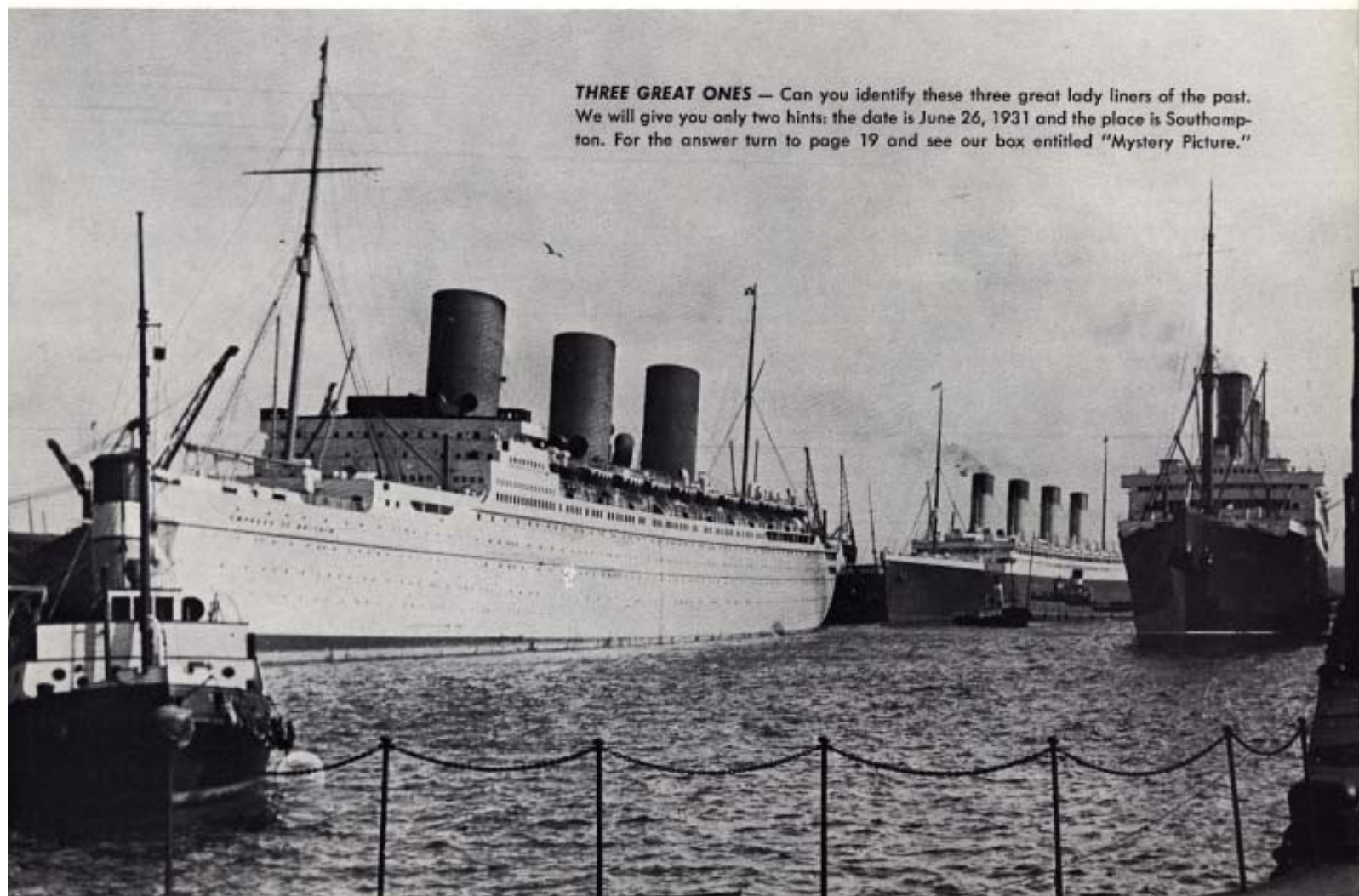
The presentations were made by Miles F. York, President of the Life Saving Benevolent Association and Chairman and Chief Executive of the Atlantic Companies. With him from the association was its Vice President, Mr. David A. Floreen. Also present was Emil A. Kratovil, Chairman of

(Continued on page 19)



HEROES ALL — Holding their Life Saving Benevolent Association of New York plaques, these seven Moran men represent the seven tugs which went to the rescue of the *Alva Cape* — *Texaco Massachusetts* in their fateful collision a year ago. Shown left to right: Thomas Gibney, Mate aboard the Moran-operated *Helen Tracy*; Roy Nicholzen, Mate, *E. F. Moran Jr.*; Torris Andersen, Deckhand, *Harriet Moran*; John Worden, Chief Engineer, *Susan A. Moran*; Capt. Charles Romano, *Michael Moran*; Miles F. York, President of the Life Saving Benevolent Association; Emil A. Kratovil (upper), of the association's awards committee; Oliveiros Frank, Cook aboard the *Julia C. Moran*, and Capt. Percy Walling, standing in for Capt. Lawrence Foley, of the *Kerry Moran*.

THREE GREAT ONES — Can you identify these three great lady liners of the past. We will give you only two hints: the date is June 26, 1931 and the place is Southampton. For the answer turn to page 19 and see our box entitled "Mystery Picture."



'A Code of Sound' Speeds Docking the LUXURY LINER ROTTERDAM

(Editor's Note: The following article is reprinted with permission of the Holland-America Line. It was recently published in the Holland-America Line News.)

BY FRANK O. BRAYNARD

There were 127 different items on the breakfast menu on the *Rotterdam* as the sleek, gray luxury liner slipped through the waters on a beautifully clear late-morning arrival at New York. Nineteen different kinds of bread and rolls, 10 varieties of cold cuts, eggs done 17 different ways, nine jams and jellies, six kinds of toast, not to mention the 11 varieties of cereals and so on down the line.

Smiling, Chinese Chef Hui Ming on the 1,750 horsepower tug *E. F. Moran, Jr.* could not offer his crew quite the variety, but his men ate well, too, that morning, as they moved about the harbor with one small assignment after another, waiting for the big one — the great, gray *Rotterdam*, one of the largest passenger ships in the world, flagship of Holland-America Line.

Captain Roy Nicholson, son of a sailing ship master, grandson of a Norwegian whaling ship captain, was at the wheel of the tug. He was ready. So was smiling Captain William Hayes, the *Moran* docking pilot who would board the big liner when she was a mile or so from her pier. And so were the crews of the two other tugs on the job, the 1,750 hp *Marie Moran* and the 1,750 hp *Carol Moran*.

Finally it was time. Aboard the *E. F. Moran, Jr.* we surged out from Pier 1 to meet the *Rotterdam* on the most superb early summer morning in the port's entire history, or that is how it seemed. As we sampled Chef Hui Ming's coffee (he wouldn't let us

HOW IT'S DONE — The *Rotterdam*, top picture, assisted by *Moran* tugs approaches Pier 40. Captain William Hayes, middle view, *Moran* docking pilot, uses a walkie-talkie. With *Rotterdam's* lines secured, bottom picture, the *E. F. Moran, Jr.* departs.



touch his special lemon meringue pie — it was dessert for lunch), we saw the *Rotterdam* approaching. The morning sun made her starboard side light up like burning platinum. Several dozen wing-flapping, swooping sea gulls followed us, apparently aware of Hui Ming's reputation for good food.

Captain Hayes and your correspondent stood on the tug's main deck just abaft of the round of the deck house on the port side. We watched as the great mass of the *Rotterdam's* hull came closer and closer. Occasionally a splash of cold, gray-blue water bursting over our gunwales kept us hopping. Then we were alongside and clambering aboard through the side port, the hospitable arms of sturdy Dutch seamen helping. A maze of elevators and a whole world of new noises and impressions followed as we hurried through the busy and gay liner up to her bridge.

The Sandy Hook pilot, Captain George Seeth, Jr., met us. Commodore Auke de Jong was not aboard for this voyage, and in his place we found Captain E. G. A. Heymans. It was 11:30 a.m. and the Sandy Hook pilot and the Moran pilot, Captain Hayes, conferred on the starboard wing of the bridge.

"Stop her, Mr. Mate . . ." Captain Seeth said, quite casually, as Captain Hayes assumed direction of the docking operation.

Watching from an out-of-the-way corner of the bridge I was impressed by the calmness and efficiency of the men about me. I was also impressed by the clearness of the day, and the colorful situation in which I found myself.

The handrails were blue. The lifeboats were orange inside, and a cream-yellow outside, their trim nameboards being green and white. Green steel decks made the white superstructure seem even whiter. Gaily-dressed boys and girls waved toward the pier from every vantage point of the ship's upper deck area. The sky was powder blue, the skyline a hazy gray.

As we approached Pier 40 our entourage of tugs took their positions, directed by Captain Hayes via his

"walkie-talkie" hand set. He stood on the starboard end of the liner's bridge.

The *Marie Moran* moved up under the starboard bridge wing, her rubber prow carefully covered with white canvas to protect the shimmering gray of the *Rotterdam's* side. A long whistle from the tug indicated that her master had heard Captain Hayes order her to reduce her speed from half ahead to stop. She held her position, ready to slow the bow of the liner as it turned against the current toward the pier.

The *E. F. Moran, Jr.* was ordered up under the port bow. A long blast followed by four short blasts, paired two and two, revealed that her instructions had been received and executed. She was to go ahead at half speed. She did. This assisted the turn of the *Rotterdam*.

The *Carol Moran* moved up to the *Rotterdam's* stern, taking position with her bow downstream and pressing hard up against the liner's hull. Her deep-toned whistle gave out two paired blasts, meaning that she was cutting her power from full ahead to half speed.

For the next fifteen minutes there was a regular symphony of sounds, most of them directly connected with the docking operation.

Occasionally the subdued voice of Captain Hayes could be heard, speaking into his "walkie-talkie." A train of responding signals would come from the tugs.

[The very simple pattern of whistle signals used by New York tugs during a docking operation may be divided into three basic blasts: a long whistle (L), a short (S) and two short whistles (SS).

When moving ahead there are five signals. They are:

L SS SS — to go ahead at half speed from stop.

S S S S — from half speed to full speed ahead.

SS SS — from full speed ahead to half speed.

L — from half speed ahead to stop.

L L — from full speed ahead to stop.

When going astern there are also five signals:

L L — to go astern at half speed.

S S S S — from half speed to full speed astern.

SS SS — from full speed astern to half speed.

L — from half speed astern to stop.

L L — from full speed astern to stop.]

Each tug has a different tone to her whistle, and the air was filled with sound.

But Captain Hayes was not only concerned with the tugs. In docking the *Rotterdam* he made full use of the great liner's own power and steering facilities, his instructions being relayed to the bridge by one of the ship's officers. They were repeated by the ship's helmsman as he carried them out if they pertained to the ship's heading, or by another officer at the engine room telegraph if they had to do with the ship's propulsion. Each order was carefully recorded in the ship's rough log by a junior deck officer.

As each engine room order was transmitted by engine room telegraph to the Chief Engineer ten decks below, a distinctive buzz could be heard — a sort of mechanical "aye aye, sir" from the telegraph itself.

Slowly the *Rotterdam* made her 45-degree turn. Now she was directly abreast of the current, her 750-foot length squarely up against the current.

The white churning foam from the stern of both the *Marie Moran* on the starboard bow and the *Carol Moran* now on the port stern conveyed the pressures of the moment. Each sturdy tug bent to her work, almost human as she pressed her bow hard up against the giant hull, keeping it headed evenly into the pier. The *Marie* was fighting the tide. The *Carol* was holding the stern against the just-completed swing upstream.

A small airplane headed toward New Jersey, contributing a far-off purr to the complex of different sounds.

The crack of the *Rotterdam's* array of bright pennants provided a steady overtone to the symphony of whistles.

An occasional bit of chatter from

(Continued on page 13)

BUILDING PROGRAM



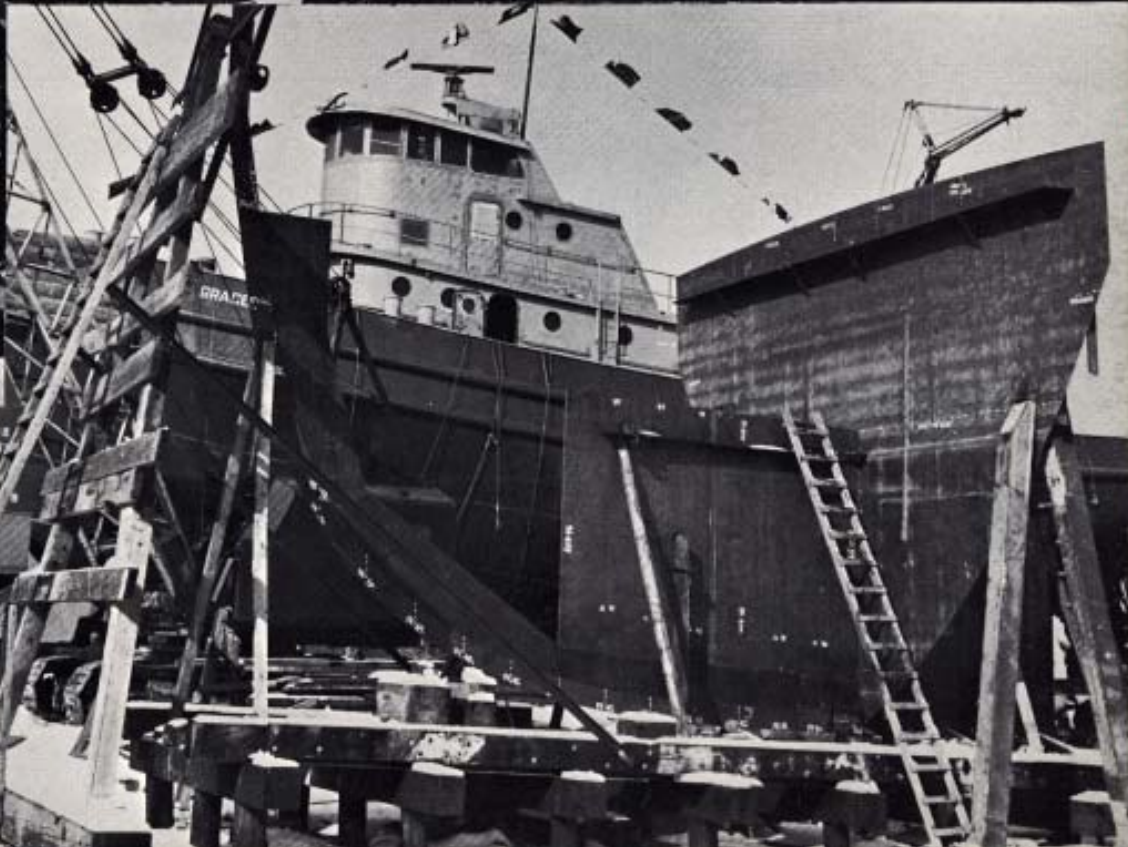
FROM NEW YORK TO TEXAS new ways to join the largest and most powerful construction program calls for eight new assisting new giant supertankers and arounds in port. On the oceans new M barges, the largest ever built, and the most ever devised. As the world's maritime and efficiency of their vessels and of economy of water transportation, Mo fleet second to none.



NEARS COMPLETION



...Moran tugs are coming off builder's
...tug fleet in the world. The current
...harbor tugs. Several are already
...enger liners to make quick turn-
...n tugs are towing new bulk cargo
...sophisticated oil drilling platforms
...stry continues to increase the size
...industries continue to realize the
...will stand ready to serve with a



Pilot's Hobby Pays Handsomely

CAPTAIN EARL G. YOUNG, Jr., is a Sandy Hook pilot. He is also one of the finest lamp makers around, and his hobby is coming to be a most rewarding one, not to mention profitable.

"I made my first block lamp for our apartment because we didn't have any money to buy one in those days," he said thinking back to his early days of marriage to his charming helpmate, Maureen.


Block lamps are a specialty with the Young's. They are made with a wooden ship's block as the base. Captain Young is not only a talented woodworker, but does nearly all of his metal working as well.

"I've always played around with tools and made stuff for the house," he told Nan Ickeringill, of the New York Times, not so long ago.

His home in Warren, New Jersey, is named "On the Rocks," and it literally is two and a half acres of solid rock on top of the Watchung Mountains. His outlet is the fine New York house of Abercrombie & Fitch, where his products sell for from \$300 to \$2,000.

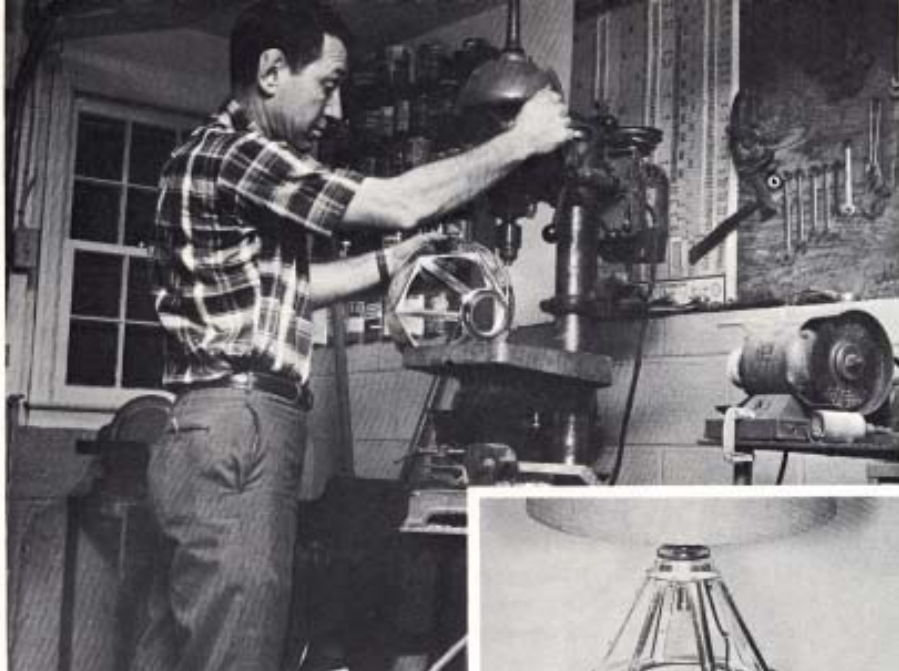
The 39-year old former merchant seaman has had a colorful career on the sea. During World War II he was in the Normandy invasion while in the Merchant Marine. He served with Moran for a period during his early years, working on a boat commanded by Captain Leonard Goodwin, now vice president of Moran in charge of operations. As a New York harbor pilot his profession has been a challenging and exciting one. He has piloted submarines, aircraft carriers, freighters and great Atlantic liners into the port.

When not on the Sandy Hook pilotboat or in his cellar making lamps and tables, he scours the coast for wood and parts from dismantled vessels. Only recently he acquired the



PILOT'S HOBBY — Captain Earl G. Young Jr. putting the finishing touches to a nautical lamp made from an octant of 1802. Made of ebony with ivory inlay, the old measuring instrument forms the base for an attractive piece of furniture. It is mounted on its own polished wood case. A sketch of the clipper *Flying Cloud* is on the lamp shade. The table (below) was made with a 1918 compass mounted on a bronze pedestal.





SOME FUN — Making a skylight top for a binnacle to be used as a base for a lamp (upper photo), Captain Young at work in his cellar. The finished binnacle (right) completed as an attractive lamp.



compass and a good amount of wood from the yacht *Vema*, once owned by Barbara Hutton. His home is packed with whistles, sail blocks, starboard and port lights and other things from old vessels.

The Youngs have made many friends as a result of their "cottage industry," as home-made work of this kind is often spoken of in the trade. Ed and Pegeen Fitzgerald, famed WOR radio team, bought a pair of Captain Young's binnacle lamps at

Abercrombie's, and were so interested in the fine workmanship that they inquired about the maker. The Fitzgeralds have visited the Youngs in Warren and entertained them at their log cabin in Kent, Connecticut.

Nine of Captain Young's one-of-a-kind productions of nautical furniture are featured in the current Abercrombie catalog.

Despite their high prices, they sell like hotcakes and the store can't keep them on the floor.

ROTTERDAM

(Continued from page 9)

the boys of the schoolship *John W. Brown*, permanently tied up at Pier 42 (what a vantage point they had), could be heard.

Officers on the bow and stern of the *Rotterdam* assisted, in constant communication with the bridge. The moments passed and slowly the liner entered her slip. The *Marie Moran* backed away and moved toward the stern to offer a counter pressure there should it be needed. Foot-by-foot the big ship moved closer to the waiting array of gangplanks and moving bag-

gage unloaders. A steady stream of orders from Pilot Hayes alternately eased the tension of the tugs or strengthened it — as need be. And then it became a matter of inches, as the *Rotterdam* barely moved parallel to Pier 40, approaching the exact point where all the sideports matched the waiting gangways. Finally the big ship stopped.

Nine flags snapped from tall poles on the Pier roof: those of the United States, Holland, Canada, Britain, France, Ireland, Germany, Belgium and the Holland-America Line.

"Tugs dismissed," Captain Hayes said into the "walkie-talkie."

He smiled and shook hands all around.

Photo Needed

Gentlemen:

I am a retired naval man, and during W.W. II one of your tugs towed the AFD-12 from New Orleans to New Guinea via the Panama Canal, Bora Bora and Brisbane. I was wondering if at all possible you would have a picture of your sea-going tug, *Montauk Point*.

C. GUY CROSS, (USN, RET.)

Quincy, Ill.

(Editor's Note: Unfortunately we do not have this famous V4 tug's photograph. Perhaps a reader will send us one so that we can have a copy made for Mr. Cross.)



MODEL-MAKER'S ART — Whether made of sheet iron or of a more fragile material the well-made model is pleasing to the eye. Captain Walter F. Keil of Newport News, Va. recently completed and 'launched' this fine, 64-inch-long likeness of our 3,500 h.p. *Patricia Moran*. (Top photo) "It is what they term a working model," Captain Keil writes, "and she will be run by an electrical engine." A New Yorker Franklin B. Roberts, is justly proud of his model of the Maine Steamship Co.'s *North Star* (Bottom photo) which is being assisted by a 'Moran' tug on what we gather to be his living-room rug. "Actually, the tug is not a Moran", he admits, "but a model of the Marine & Aviation tugboat *Manhattan* to which I added a big, white 'M.'" The *Manhattan* was one of the fastest steam tugs of her day with quite a history we learned from Herb Wright of the Department of Marine & Aviation. The tug is not in operation so we hope the artist's license will be excused, if indeed the 'M' does not stand for her own famous name.



Webb-- Dream of a College

WEBB INSTITUTE is a dream come true. It was a dream to William Webb, noted builder of American clippers and early steamships, and he made it come true. It is a dream today for the young men who are brilliant enough to pass its stiff entrance requirements and then to graduate. It is a place where more dreams are the rule, for it deals in the future, ships of the future and naval architects of tomorrow. And, if the dreams of its vibrant new president, Admiral William A. Brockett come true, this is only the beginning for Webb Institute.

From 1894, when the Webb Academy and Home for Shipbuilders opened its doors, until 1946, the school was located in the Bronx. It had initially been both an institution of learning and a home for retired shipmasters.

Its founder is best remembered as the builder of the *Comet*, the noted sailing craft whose record voyage from San Francisco to New York via Cape Horn has never been bettered. He retired from shipbuilding in 1870 after having constructed more ships and more total tonnage than any other American of the day.

The school grew and prospered, turning out a limited number of skilled naval architects and becoming an institution without peer in the nation. In 1947 its facilities were moved to the luxurious 26-acre Pratt estate in Glen Cove, Long Island, an ideal location for a sea-minded academy and one bay beyond the United States Merchant Marine Academy at Kings Point on Long Island Sound.

It is still growing and only recently became the home for the Center for Maritime Studies conceived by Edgar Luckenbach, whose goal is to build a stronger American Merchant Marine on a long-range and business-like basis.

It is Admiral Brockett's hope to expand Webb Institute from its present relatively small student body of only 70 men to perhaps double this enrollment. In light of Webb's heritage and of the future prospects of maritime America we think he has every right to such high goals.

PLANNER — Rear Admiral William A. Brockett, U.S.N. (Ret.), president of Webb Institute of Naval Architecture, Glen Cove, L. I., N. Y. Admiral Brockett is a graduate of the U.S. Naval Academy, Class of 1934. After graduate work at the Academy and after winning his Master of Science degree at Massachusetts Institute of Technology, he distinguished himself during the war in the Pacific. After a career that included teaching at the Naval Academy, he was named Chief of the Bureau of Ships, the youngest officer to occupy that important position. He retired early in 1966. He is co-author of "Elements of Applied Thermodynamics," written while he was teaching at the academy.





OUT OF THIS WORLD

THIS IS NOT a flying saucer nor a conventional air-cushion craft, although she might well be taken for either. She is an air-cushion craft of a very special design. Now lying at Jakobson's Shipyard, Oyster Bay, she provoked great interest among those attending the recent launchings here of the *Eugenia Moran* and the *Grace Moran*.

She, and we give her the feminine gender with some qualms, is the design and property of SeaSpace Research, headed by Robert D. Hawkins (P. O. Box 295, Oyster Bay, N. Y.). It is the hope of Mr. Hawkins to sell his concept for use as a stabilized sea platform or as a vessel for oceanographic research. The craft has many interesting characteristics.

While she is a shallow draft vessel, she is said to perform equally well as a stable platform in deep or shoal water.

She can be landed on her own legs on any sloping beach out of tide's reach and does not need a dock.

Her roll and pitch stability is equal to that of a semi-submersible, exceeding that of a catamaran or barge.

Her round shape and dual engine installation is designed to permit exact positioning control.

Designer Hawkins calls his craft the SeaSpace. He has powered her with two outboard engines. Special flaps seal the low-pressure air chamber that holds the hull off the water.

While floating, a high elevation above water is achieved by a thick

HEAVY CRUISER — U.S.S. *Newport News* (CA 148) was boarded by Moran Captain Grover Sanschagrin from the *Carol Moran* for an early morning docking at Pier 88, North River in March. The *Newport News* is one of two "All Gun Cruisers" still in commission after World War II. Tow Line artist Charles Evers' fans will recall his painting made several years ago for Moran of this impressive heavy cruiser passing The Narrows, New York. (Photo: Kevin Moran).



layer of "captured low-pressure air." When supported on legs, the air is exhausted and the flexible skirt or sidewall curtain becomes soft and pliable, according to a descriptive report on the sea platform by Mr. Hawkins.

The platform's cabin deck is perfectly flat, and has full headroom in all cabins. Each room is shaped like a piece of pie, and each opens onto a central round hall. A large upper deck is also provided.

In addition to potential use as an oceanographic research vessel or as an offshore drilling platform, Mr. Hawkins has suggested that his new vessel might well serve as a houseboat.

"She would also make a fine pilot on-station boat," he said with a hopeful smile.



RECOMMENDED READING

WHOM THE SEA HAS TAKEN, by William Willis. Published by Meredith Press, 250 Park Ave., New York, N. Y. 10017, 1967. Price: \$5.95.

THIS IS THE FOURTH book by William Willis, adventurer and man of strong will. As put by the London Times Literary Supplement, the work recounts an "extraordinary adventure" and is "compulsively readable".

An old sailing chantey aptly describes the life of the 73-year-old Willis when it sets forth that (he) "whom the sea has taken, never shall be free." The kind of servitude that this master mariner has accepted makes heroic reading.

This "old man of the sea" stood on a lonely, tropical Australian beach and held out his hand to an astonished couple. "I'm William Willis from New York," he said. The event took place near the end of a voyage across the Pacific from Peru on a sail-powered raft.

The raft, which had been built in New Jersey and aptly named *Age Unlimited*, had been brought to Peru on Grace Line's *Santa Margarita*. Two years later, after the saga, the raft was returned to New York, loaded on Farrell Line's *Australian Surf* and shipped to the Mariners Museum, Newport News, Virginia.

The story in between is astonishing, well-written and most entertaining. Hair-raising adventures happened to Bill Willis, his two cats and his raft. Broken rudders and two collisions imperiled the craft; a shark attack threatened the life aboard and a broken bone left Willis paralyzed from the waist down for six days.

The 11,000-mile voyage took 204 days not counting an unscheduled stop at Samoa for repairs. Fourteen photographs taken by the author and an excellent map of the voyage amply illustrates the 246-page book.

FAREWELL TO STEAM, by David Plowden. Published by the Stephen Greene Press, Brattleboro, Vermont, 1966. Price: \$8.95.

THIS EXCELLENT volume is two-thirds devoted to steam vessels and has an interesting final portion on steam railroad engines. It is a big book with very fine quality paper and duotone reproduction for its splendid photographs, taken, we might add, by the author. We are indeed impressed by the quality of the pictures included and their good size!

Of special interest is a six-page section on the Day Line's *Alexander Hamilton*, introduced by the following statement: "The Mississippi and the Hudson rivers are each famed for having developed a distinctive style of passenger steamboat. Today all the true Mississippi steamers have vanished, but on the Hudson there remains a lone and superb example: the *Alexander Hamilton*. Unquestionably the

finest excursion steamer in North America — indeed one of the few classic steamboats of any type that remain — she is the rightful heir to the Hudson River tradition."

Maine Schooner Reborn

Many New Yorkers have known the old Maine schooners that were so common in our port in years gone by. We still have three old hulks in the Kill van Kull that once were members of this proud clan. Our sister publication, the highly-thought-of National Maine Coast Fisherman has just issued a splendid series of fifteen pen and ink drawings entitled "The Birth of the Tern Schooner." These drawings, which will warm the heart of those who knew and loved such fine-lined craft, are the work of S. F. Manning. They are on heavy paper and suitable for framing. They take the schooner from her earliest stages, the building of a half-model, through her first trial — in ballast. Aside from their artistic and nostalgic qualities, the series is a notable addition to nautical Americana. The set may be purchased from the Camden, Maine, magazine by writing to Russel W. Brace, the publisher. The price per set is \$5.00.

OF WALKING BEAMS AND PADDLE WHEELS, by George H. Harlan and Clement Fisher, Jr. Published in 1951 by Bay Books, Ltd., and reprinted in 1967 by Golden West Books, P.O. Box 8136, San Marino, California 91108. Price: \$7.95.

A MOST INTERESTING reprint and a fine contribution to Steamboat Americana is this work. Chock-a-block full with excellent photographs of grand old steamboats, smoke pouring from their tall stacks and white wisps of steam clouding up from their whistles, the book is certainly a collector's item. Specifically it presents the history of San Francisco ferry boats. Included among the vessels is New York's one-time pride, the *Asbury Park*, of the Central Railroad of New Jersey's Sandy Hook line. She is shown before and after conversion for San Francisco Bay Service. An appendix lists every known vessel operated on the Bay, together with their dimensions. A bibliography and index add to the value of the work.

THE SECRET OF MARY CELESTE, AND OTHER SEA FARE, by Gershom Bradford. Published by Barre Publishing Company, South St., Barre, Mass., 1967. Price: \$5.95.

THERE WILL BE no end to theories about why the *Mary Celeste* was abandoned at sea in almost perfect condition and why there has never been a trace of her crew and passengers. There seems to be no end to interest in this strange and sad story and to books and articles written

about it. Here is another book with another theory: It was a waterspout that threw Captain Benjamin S. Briggs into a panic and led him to abandon the sturdy 100-foot-long brigantine off the Azores late in 1872.

THE DECORATIVE ARTS OF THE MARINER, edited by Gervis Frere-Cook. Published in the United States by Little, Brown & Co., 60 East 42nd St., New York, N. Y. 10017, 1966. Price: \$20.00.

A LARGE and colorful volume, this work was in preparation for ten years. Its editor, formerly Walt Disney's representative in England, is also a scholar. The work was first put out in London by the Cassell Publishing Company. Its color reproductions are the finest this reviewer has ever seen. Of extra large format, its 296 pages are of museum quality in style and presentation.

The work is divided into 17 sections, each by a different author. The section entitled "Steamships of the Atlantic Seas" is written by your Tow Line editor.

Lt. Cmdr. P. K. Kemp, Librarian and Archivist to the British Admiralty, wrote the section on Atlantic sailing ships. The section on charts and maps is by Christopher Lloyd, Professor at the Royal Naval College, Greenwich. Edouard A. Stackpole, former Curator, Marine Historical Association, Mystic, Conn., wrote the chapter on scrimshaw.

The book shows how the sea has provided opportunity and inspiration to sailors and craftsmen for the production of works of art, says the introduction by Gervis Frere-Cook.

FROM FIRE ISLAND TO VENICE, by Frank O. Braynard. Published by John de Graff, Inc., 34 Oak Ave., Tuckahoe, N. Y. 1966. Price: \$8.00.

OF THE THOUSANDS of happy passengers the *France* has carried to and from the United States, few have left as joyous and worthy a record of their voyage as has Frank O. Braynard, editor of *Tow Line*, Moran Towing & Transportation Co. magazine. His sketches, bold and simple are a delightful tribute to the pleasures of sea travel. We are glad, indeed, that our ship, the *France*, is the setting for the longest chapter in his new sketchbook — *From Fire Island to Venice*.

Knowing Mr. Braynard's association with the French marine artist, M. Albert Brenet, we take satisfaction in noting that the book's pen and ink sketches definitely suggest the Brenet style of impressionistic directness. The work is a personal and chatty log that should appeal to those for whom a European vacation by ship is a dream or a thrilling memory. Its brief captions are entertaining and its sketches are generally of the lesser known spots and corners. It is hoped that this will be the first of many travel sketchbooks by Frank Braynard.

(EDITOR'S NOTE: We are pleased to note that the author of this kind review is none other than M. J. Douguet, General Manager, French Line, New York.)



WHERE ELSE — Where else in the world could you find the world's largest liner, the world's longest, and the world's fastest virtually side by side, with two other great vessels thrown in to boot — where else but in New York port? This striking air view shows five great liners whose combined length totals nearly one mile and whose total gross tonnage is 275,093 tons. They are, of course, from top to bottom: *Constitution*, American Export Isbrandtsen Lines; the speed queen *United States*, United States Lines; *France*, world's longest liner, French Line; the superliner *Michelangelo*, Italian Line, and the world's largest liner *Queen Elizabeth*, Cunard Line. A sixth, and a most important vessel in her own right, is also shown in the picture at the very top — the Day Line's grand old *Alexander Hamilton*, the last side-wheeler in America, a ship that must be preserved for posterity.

LUXURY PLUS — An artist's conception of the new Cunard superliner, due to be launched in September. The name of the \$80-million ship will not be revealed until *Queen Elizabeth* officiates at christening ceremonies at the John Brown, Clydebank, building site. The 963-foot vessel is due in New York on her maiden voyage early in 1969. With four swimming pools, vast, uncluttered deck play areas, upper deck restaurants and air-conditioned accommodations for 2,025 passengers, she will "cruise" as a one-class ship, but offer first and tourist class distinction on trans-Atlantic service. Her single smokestack will be taller than the stacks on either of the present great *Queen* liners, 67 feet, 3 inches. In speed and capacity she will be their equal.





PPETER J. REA likes to know what makes things tick. This comes naturally to an engineer, so, in his present position as acting manager of Moran's Construction and Repair department, it may be said that Peter is keeping our tugs and our new tug-building program running like clockwork.

Tugs, those powerful workboats of the maritime world, have held a fascination for Peter Rea that has never diminished. As a boy, living in Bayonne, New Jersey, he was drawn to them at every opportunity, much like other lads were prone to play hooky at the old swimming hole.

"This is for me!", he decided at the age of 12, while standing a watch in the engineroom of a tug owned by the former Harbor Oil Company.

It was propulsion that intrigued him — propulsion and the thought of the power that could be packed into a relatively small boat. He enrolled at Bayonne Tech to study the intricacies of internal combustion engines, and graduated at 16 in 1938.

In 1939 Robert J. Robinson, now vice president of Seaboard Shipping Corporation, hired Peter Rea as oiler on an Oil Transfer Company tug. He was on his way.

"I had a yen to go to sea", Peter allowed, "but I guess what I really wanted was to see bigger engines."

He joined the Tidewater Oil Company as an oiler on the old *William F. Humphrey* (steam-reciprocating engine) which plied between New York and Texas. Later, and on through the WW-II years, he gained T-2 tanker experience with the City Service Oil Company. He was now a First Engineer, steam and diesel.

"We shuttled oil from Curacao to England but nothing really exciting happened to us."

As Chief Engineer, Peter Rea re-

turned to the tugs in 1946 operating on the New York State Barge Canal. In 1950 he expanded his area of experience to the Great Lakes and the East Coast, having brought out two new tugs as chief engineer.

Peter's first position as shore engineer came in 1960 where he rose to manager of a tug repair base on Staten Island.



Aside from his work, Peter enjoys ownership of a "Jersey Skiff" which is a 32-foot sport fisherman named *Wanderer* powered by a 130 h.p. diesel.

"We had her built in Keyport, New Jersey two years ago," he smiles, "and both family and friends love her."

Peter and his wife, Frances (nee Long), who is a triplet from Harrisburg, Pa., have a son also named Peter. But, he prefers to be called "Peter II" rather than Peter, Jr.

"He is very sports-minded", says his father, "and has his eye on playing major league baseball."

He is also a South Plainsfield H. S. student of 16. But, if we can judge by Peter, Sr's determination at that age, he may very well become the first "Peter II" in Baseball's Hall of Fame.

ARTHUR J. GORMLEY was appointed General Accounting Supervisor on January 1, 1967. Art joined Moran 12 years ago and now in his new position, he will be responsible for preparing the financial statements of the company. He expects to receive his degree in Business Administration and Accounting from Hofstra University in 1968. Art has been the genial master of ceremonies at the Moran office outings for the past several years.

ON JANUARY 1, 1967, John J. Metzner, Jr. was designated Auditor for Moran and all of its subsidiary companies. Jack, as he prefers to be called, rejoined Moran in 1950; he had previously been employed in 1943 and left for service in the U. S. Army. Jack is a graduate of Hofstra University with a degree in accounting. Jack's father, John J. Metzner, retired as Moran's General Manager and Vice President at the onset of 1962.

A DAUGHTER, Sheila was born to Mr. & Mrs. Francis Moran of San Antonio, Texas. Not the namesake of our tug *Sheila Moran* (that's Admiral Moran's daughter) but the daughter of the former Miss Lois Decker of 46 Constant Ave., Staten Island. She, in turn, is the daughter of Chief Engineer Richard Decker (see TOW LINE, March 1961) of the *Julia C. Moran*. Congratulations!

CANDIDO COELHO, better known as "Candy", is the genial chef who recently shifted from the *Patricia Moran* to the *Carol Moran*, and certainly one of the most enthusiastic and interesting members of the Moran seagoing family. We chatted with him at length after our Spring Issue, in which he was mentioned, came out, and found him a regular fountainhead of information.

With Moran for 41 years, including his period with the Meseck Towing Company, his entire working life has been given to the sea. He came to Providence, R. I., from Portugal, in 1923 as a boy of 14. After two years on cargo ships and tankers as a mess-boy, his path led to New York harbor.

"I have never worked a minute or earned a cent on dry land," he said,

as he checked on a large brown pot roast, fringed with potatoes in the oven of his galley.

"I love boats."

He is one of those rare men who has two professions — cooking and decking. He has his mate's license and served on deck or in the pilot house for twenty years.

"You have to learn by doing," he said explaining how, as a messboy, he learned to be a cook. Then, while working as a cook, he made it a point to help out on deck with the lines, with splicing, and with other deck-hand work. But, he did not get his license until 1947 and, feeling it was just too late in life to study for his master's papers, he returned to the galley.

Candy celebrated his 60th birthday last March 11, shortly after marrying his second wife, a charming young Portuguese girl named Autilia. His first wife died some years ago.

"Cooking is simple, the most difficult thing I do is ordering the food," he said.

"Keeping the galley clean is the next hardest thing."

Candy is a veteran of many notable rescue assignments. He was cook on a 2,000-mile jaunt out into the winter Atlantic to bring in the disabled Norse freighter *Havlom* not too long ago. He was on the new *Cathleen E. Moran* on this occasion, with Captain James W. Jenkins. This was a 24-day assignment and a rough one, but Candy had a hot meal ready three times a day, every day.

"Captain Jenkins was always cheering us up," Candy said. "He would come into the galley while the tug was riding wildly up and down and thump me on the back; and he would invite me up to the pilot house and we smoked one another's cigars. He'd tell me those Southern jokes of his. I didn't get seasick like some of the others."

He was also on a tow of a Seatrain vessel from Puerto Rico to New York.

Another time he went 1,000 miles off Halifax to bring in a disabled French freighter.

"I love boats," he repeated, "but I never learned to swim."

Besides rescue assignments, Candy has had more than his share of maiden arrivals. Maiden tug arrivals,

that is. He has been chef on three of our six new 3,500-horsepower tugs on their delivery runs from the shipyard: the *Patricia Moran*, the *Kerry Moran* and the *Cathleen E. Moran*. Also years earlier on the *E. F. Moran Jr.*, the *Susan Moran* and the *Ned Moran*, he cooked the first meal aboard.

Asked which of the great liners was his favorite, he said with real affection in his voice, — "The *Nieuw Amsterdam*." He remembers the *Rex* as a ship with particularly beautiful lines:

Candy is a man who obviously loves his work. It was a pleasure to note his enthusiasm as we interviewed him. However, what we will remember most about our chat together in his cheerful galley was his yarn about meeting his old friend Captain Thomas Ball.

Captain Ball was one of the best of the Meseck masters. He joined Moran when the amalgamation of these two companies took place in 1950. Candy worked with Captain Ball from his earliest days in tug-boating back in 1925 and always admired him. Several weeks ago the two met by chance one evening in Journal Square, Jersey City.

Captain Ball, retired for several months, thumped Candy on the back and pumped his arm.

"Come on, we're going to have dinner together. You've cooked for me for a long, long time; now I feed you!"

AWARD....

(Continued from page 7)

the Committee on Awards. Mr. Kratovil is Vice President of Johnson & Higgins.

Seven Moran men, one from each of the tugs which went to the rescue of the two stricken tankers, were selected to receive the plaques in the name of the tugs. The plaques have since been permanently affixed on bulkheads aboard the seven vessels.

The seven men were (listed alphabetically):

Deckhand Toris Andersen, who was aboard the *Harriet Moran* when

Mystery Picture

Our 'mystery picture' shown earlier in this issue was entitled "three reasons why England is mistress of the seas," when it was released June 26, 1931. Shown at the left is the then new Canadian Pacific liner *Empress of Britain*, 42,000-gross tons. Behind her at Southampton is the great 46,000-ton *Olympic*, of the White Star Line, and to the right, bow on, is the *Berengaria*, 52,000 ton Cunard Line queen.

the tanker collision took place.

Captain Lawrence Foley, who was master of the tug *Kerry Moran* at the time of the accident. His plaque was accepted for him by Captain Percy Walling, our personnel director. Captain Foley could not make the ceremonies, being on the job at the time.

Cook Oliveiros Frank, who was aboard the *Helen Tracy*, operated by our company at the time of the collision.

Mate Roy Nichol森, who was aboard the *E. F. Moran, Jr.*

Captain Charles Romano, of the *Michael Moran*.

John Worden, Chief Engineer of the *Susan A. Moran*.

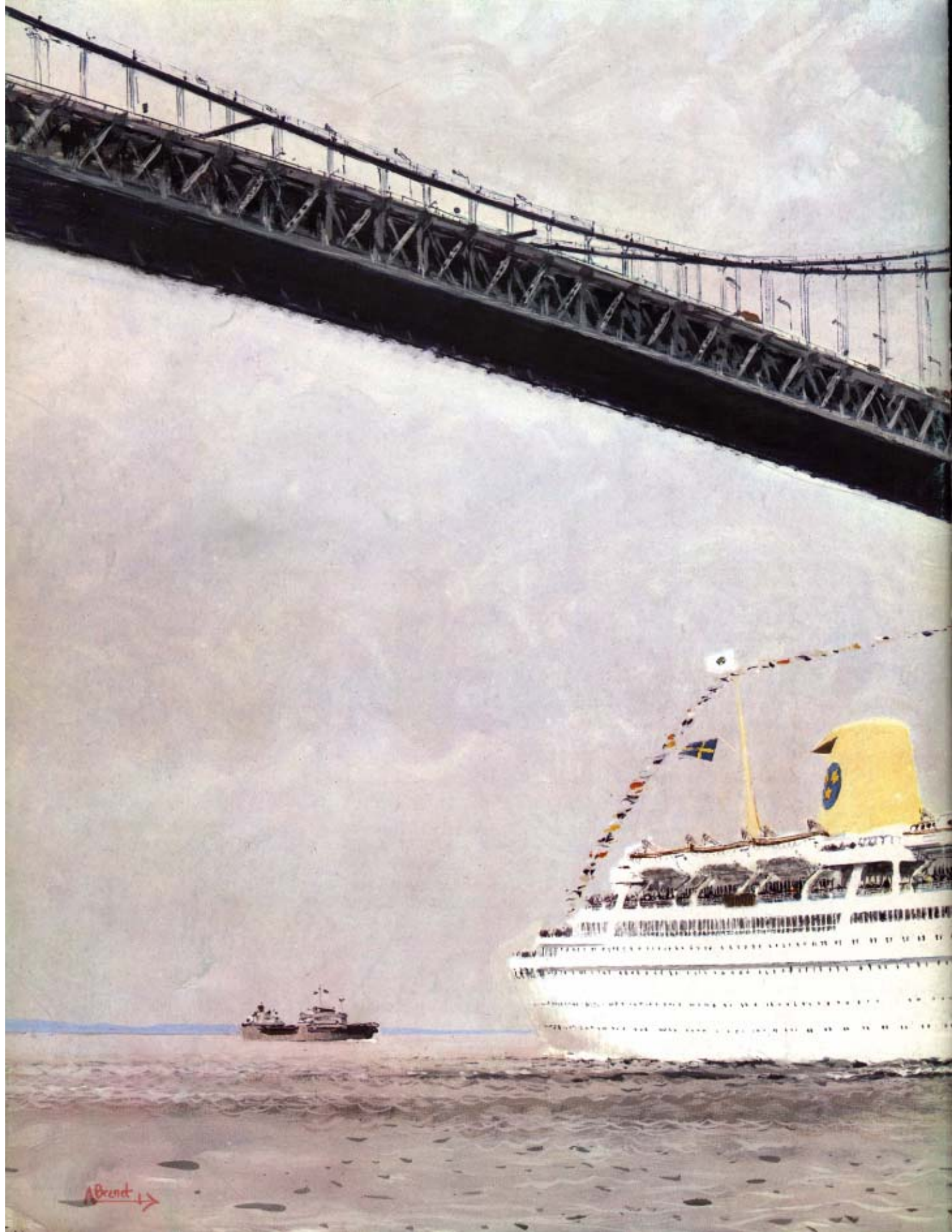
"Moran tugs," Mr. York said, "are not by any means stranger to these awards." He cited the two most recent examples of heroism in which our craft had figured. An award was made in 1960 to the tug *Carol Moran*, and in 1958 to the *Cynthia Moran*, he noted.

Last Fall, Mayor John V. Lindsay presented the Times Square Good Citizenship Award to Captain George Sahlberg for his heroism as captain of the *Julia C. Moran* during this same collision incident.

Last December the American Bureau of Shipping awarded its famed Valor Medal to Captain Sahlberg. He has also been named the winner of the New York Board of Trade's Tradition of the Sea Award.

All seven tugs and each man aboard will receive on June 26 the American Merchant Marine Institute's Special Sea Rescue Citation. Each of the tugs will be presented the National Safety Council, Marine Section, Safety Flag to fly for one year.

And, still other awards are in prospect.



Abreud →