TOW LINE

Summer 1968

ON THE COVER—

TWENTY YEARS AGO Tow Line's first issue reported "on June 8, 1947 the *MV/Watch Hill* . . . entered the Netherlands East India port of Soengiliat with one of the largest capacity tin dredges ever constructed in the United States". On August 1, 1947 another tug bearing the same familiar white "M" delivered a second dredge from the same port of Tampa, Florida—some 13,000 miles away. The dredges were the *Stuyvesant* and the *Roosevelt* and the second V-4 tug was the *Moose Peak*.

For many decades before this initial Tow Line report Moran tugs had been engaged in deep-sea towing and rescue. The V-4 tugs which delivered these tows have been replaced by Moran tugs of many times their 2,250 horsepower. In the past seven years fourteen new tugs ranging from 3,160 h.p. to the mighty *Alice L. Moran's* 9,600 h.p. have been added to the fleet.

We will endeavor to report the activities of these powerful new tugs as fully as possible in this and future issues of Tow Line.

On the cover is a color air photograph of the *Alice* towing the oil rig *Heron*. For details of this New Orleans to Africa tow see page 5.

IN THIS ISSUE —

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TOW LINE

Vol. XXI, No. 2 *Published by* *Summer, 1968*
MORAN TOWING & TRANSPORTATION CO., INC.
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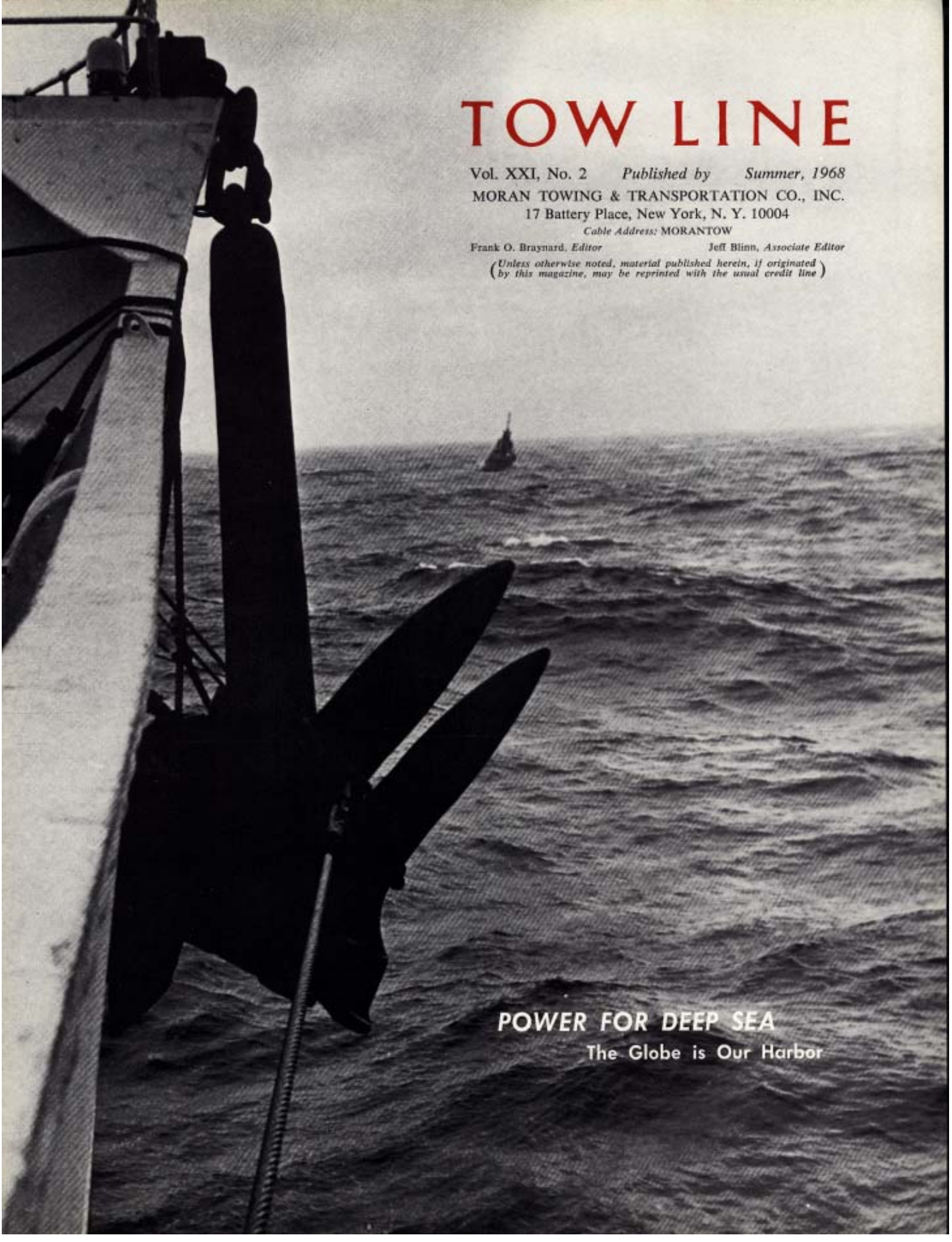


POWER FOR DEEP SEA
The Globe is Our Harbor

An Editorial

Ocean towage has been a Moran trademark for generations. Almost eighty years ago we were pioneering long distance towing operations and today we are pioneering new offshore towage concepts to serve the needs of modern transportation.

During the intervening decades, we were privileged to have a part in a broad spectrum of history. From the days of the tall ships when we brought disabled windjammers to refuge as we sometimes do their giant counterparts today, we saw our tugs play a significant role in the development of geographical areas and enterprises both near and far. To illustrate in small part, our vessels accomplished the towage and delivery of (a) much of the equipment and material for the construction of the Panama Canal, (b) the vast amounts of floating equipment needed in the task of opening the Venezuelan oil fields in Lake Maracaibo and a similar project in Trinidad, (c) the marine facilities used in the early petroleum explorations in the Far East and Near East, (d) the barges utilized in the initial large-scale transportation ventures along the east coast of the United States and to Cuba and the Caribbean area after the turn of the present century, (e) the dredges and heavy machinery employed in the development of harbors, canals and industrial sites in virtually every region along the U. S. Atlantic and Gulf of Mexico seaboards.

Many others could be recited. The tapestry is kaleidoscopic. And apart from normal commercial activities, our fleet served with distinction in two world wars. The exploits of our tugs and their crews around the globe in World War II are a well documented story that constitutes a saga in itself.

In the past two decades, our operations have encompassed assignments to every continent. No job has been too small or too large. The tows have been of every size and description, ranging from mammoth barges and battleships to dredges, drydocks, derricks and giant drilling platforms. Typical examples can be multiplied untold times, like the huge tin dredges we delivered a few years ago from Tampa, Florida to Bangka Island in Indonesia, the longest commercial towage venture up to that time—or more recently, the world's largest submersible oil drilling rig, SEDCO 135 E, which was taken successfully from Hiroshima, Japan to the south coast of Australia, encountering three typhoons and other adverse conditions enroute. In the last few years we have made so many trips with special equipment to eastern Asia that maritime men in the area assume we are based there.

Voyages have often been globe encircling. In this unfinished decade alone, our tugs have sailed the equivalent of 175 times around the world or approximately 4 million miles in towage undertakings.

The white "M" is well known in the ports of the world, be it Hong Kong, New Orleans, Buenos Aires, Sydney, Singapore, Dakar, Korramshahr, Liverpool, or even north of the Arctic Circle to such unlikely spots as Thule and a thousand miles east of Point Barrow, Alaska. Name the place and we've probably been there. But it's all in the day's work for our tugs and their seasoned crews.

Today the Moran fleet is the most modern in existence and cannot be surpassed in power and efficiency. Headed by the world's most powerful tug, the 9600 horsepower ALICE L. MORAN, fourteen tugs in excess of 3200 horsepower have been added to our large flotilla in the last five years and a continuing construction program is underway.

In line with our century old credo "to do the best job possible," we are confident that with our resources of long experience, outstanding equipment and trained personnel, we can and will carry on our tradition of dedicated service.

EDMOND J. MORAN
CHAIRMAN OF THE BOARD

LONG TOW to AFRICA

IT WAS COLD, it was raining, it was hard work as last minute preparations were made and checked. The world's most powerful tug was ready and a towering drill rig platform was nearly ready, its legs rising 170 feet into the air and its body sinking 14 feet into the warmish, rain-splattered Mississippi water. Ahead lay her point of destination, Fernando Poo, West Africa, 6,391 miles away.

Supervising these final details, his overcoat full of grease, his clothes soiled and wet, was Captain Leonard Goodwin, one of Moran's best-known deep-sea tug masters turned shoreside executive. Now Vice President of Operations, Captain Goodwin was personally making sure that all was ready. With him was Captain James W. Jenkins, Master of the *Alice L. Moran,* who would make the 68-day, 2 hour, 15 minute voyage.

It was March 14, 1968. Already much work had gone into the tow.

Preparations

Readying the drill rig was a major operation. An eleven-page memo on what was to be done was being checked off with exactitude. Each detail was part of the overall pattern of preparing for every eventuality.

For example, all deckhouse ports and windows were fitted with steel covers. The deckhouse front was protected with steel and timber breakwater. A derrick on the rig was moved and clamped and locked into position. Crane booms were lowered and secured.

Experience dictated rules for the long voyage.

Watertight doors were sealed. Orders were published that all tanks on the rig were to be kept as full as possible to reduce free surface areas during the trip. Special fire fighting instructions were given to the riding crew of seven.

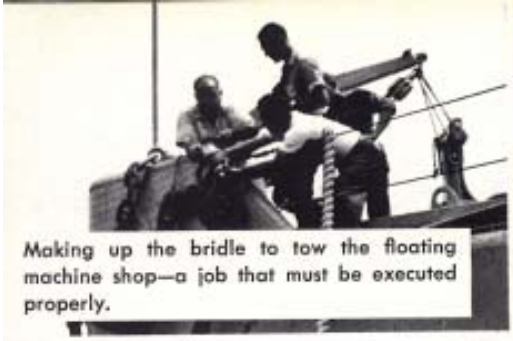
Instructions for the tow were spelled out with clarity. There were to be daily weather reports back to Moran headquarters. A daily log was to be maintained on the drilling barge. The maximum roll the rig could make was calculated with precision and procedures established as to what should be done if this were exceeded.

Throughout these instructions the terms used were ordinary nautical words and phrases except for one that might cause the uninitiated to take a second look. The responsible officer on the drilling rig was described as the "tool pusher." His name was Captain W. C. Rhoden.

The rig was named the *Heron*. She was owned by the Zapata Offshore Company, Houston, Texas.

The tug was the *Alice L. Moran,* owned by Moran International Towing Corp. She had 22 men in her crew. Final preparations aboard this 211-foot craft were extensive, too.

(Continued on page 8)



Making up the bridle to tow the floating machine shop—a job that must be executed properly.

Last minute instructions from Vice President Leonard Goodwin to Captain James Barrow in Norfolk.

This is the Navy YR 24—the tow—and (below) the sturdy *Christine Moran*.

Underway . . .

Power for the Long Tow

TO SAIGON - A Picture Story of a Long Tow

LONG DISTANCE TOWING has been a Moran specialty for many decades. As indicated on our center-spread map there is virtually no part of the world that our tugs have not visited. The experience of our long-tow captains and the know-how of our marine department are assets that are reflected in the large amount of work of this type that Moran tugs carry out.

CAPTAIN JAMES L. BARROW began his career at sea in 1934 on coastal vessels out of Norfolk, Virginia, after completing his studies at the University of South Carolina. Within six years he had become a licensed Chief Mate, coastal and ocean. During the war years he served as Chief Mate on several Liberty ships, and afterwards as Master on a number of the large V-4 tugs. In 1951 on one of them, the *Kevin Moran,* he was in charge of the four-tug flotilla towing floating equipment for the U.S. Army to Thule, Greenland. (See TOW LINE, Oct. 1952.) For many years Barrow served as Master of the tug *Marion Moran.* There has hardly been a multi-tow assignment given to Moran in which he hasn't taken part.

Recently, he mastered the *Christine Moran's* tow of a floating repair shop vessel from Norfolk to Saigon. At this writing Capt. Barrow is in charge of the *Edmond J. Moran* tending derrick barge *Big R* off Benghazi, Libya.

TOW LINE readers will remember his unusual facility with the French language and his collection of marine books. The 1962 Christmas issue has an especially interesting interview article about him.

Sunset off Cape Charles.

Panama Canal tugs assist. The locks.

Helping a yacht through the canal . . .

Leaving Manzilla, Mexico, after four hour stop . . .


On the long voyage home.


100 m.p.h. winds whipping waves to a fury.


Passed through Tropical Storm Dinah . . .

The ring of photographs surrounding this story were taken by Captain Erik A. Solberg, Assistant Port Captain of Farrell Lines. He took them while serving as Mate aboard our *Christine Moran*. It is exceptional to find such a complete photo-record of a voyage and we reproduce these pictures with a special word of thanks to Captain Solberg.

The voyage involved was one of many to South East Asia. Its beginning was at Norfolk, Virginia. The object towed was a floating Navy power plant, much needed in Vietnam. The tug voyage began in August, 1967 and ended the following January at Port Arthur, Texas, where another crew took over and another tow commenced.

Although the pictures tell much of the story, they don't tell it all, by any means.

They don't reveal the high prices of food at Guam, where fish was $1.22 a pound and pork chops cost $1.62 a pound.

Nor do they show the so-called "gourmet's delight" offered at the Old Vienna patisserie in Hawaii. It was Grasshopper Pie and one pie could be bought for 99¢.

Only one picture is available of the hectic voyage up the Saigon River. At the river's mouth a fleet of 20 vessels were at anchor—waiting. Captain Barrow, an old hand in this area, knew better that to join this idle fleet. Aware of the great need for his tow, he piloted his own vessel up to Saigon, making it in only eight hours.

"If he hadn't gone in by himself we might be still waiting there," Captain Solberg said later with a wry smile.


Stranded merchant man on Saigon river . . .

The mate's hobby: repainting nameboards . . .


24-hour stop at Honolulu . . .


Mid-Pacific swells.


Deckhand Carl Sven doing laundry . . .


Mate Erik A. Solberg shooting the sun . . .


A calm spell . . .

ALICE . . .

(Continued from page 5)

With a cruising range of 15,000 miles the trans-atlantic voyage was a typical assignment for her.

To the average housewife the food supplies brought aboard the sleek *Alice* would seem staggering. She needed 1,000 pounds of hind quarter beef, 100 pounds of bacon, 100 pounds of pork loin, 50 pork feet, 50 pounds of canned ham, 150 pounds of pigs knuckles, 100 pounds of smoked ham—to mention her meat needs alone. She also had 250 pounds of chicken, 125 pounds of salt cod, 50 pounds of shrimp and 50 pounds of squid.

Her cook also called for 400 pounds of flour, 300 pounds of sugar, 100 pounds of salt and 12 crates of eggs.

Fifteen cases of apples, pears, oranges, grapes and lemons were carried aboard by New Orleans longshoremen, in addition to 1,200 pounds of potatoes, 100 small boxes of "instant potatoes" and 300 pounds of cabbage.

For breakfast her 22-man crew was sure of plenty with about 600 individual packs of various cereals.

The Voyage

A major part of the project, of course, had involved planning the best course and where to bunker. Suppliers along the route were alerted as to the anticipated needs of the *Alice L. Moran,* and agents were made aware of her estimated time of arrival (ETA).

The voyage began at Belle Chasse, Louisiana, about 20 miles below New Orleans and 85 miles above Pilottown. There was fog all the way, Captain Jenkins recalled later. Two 1,600 horsepower harbor tugs assisted the tow down to the Gulf outlet of the great Mississippi River. From there the *Alice* surged ahead maintaining an average speed of four knots for the 720 miles to Freeport in the Bahamas. Everything went like clockwork and in a very short space of time the *Heron* and the *Alice* were at sea again, heading east toward the distant Republic of Senegal's world-famed port of Dakar. In capsule summary this major part of the voyage (3,604 miles) took 39 days, 8 hours, and 40 minutes. Again there was a brief pause for bunkering and on for the final 1,974-mile leg of the tow. Eighteen days, 13 hours and 15 minutes later the *Heron* reached San Carlos Bay on the island of Fernando Poo, in Spanish Guinea, West Africa.

The total towing and bunkering time consumed by the trip was 68 days, 2 hours and 15 minutes.

Captain Jenkins dispatched a four point memo to the drill "tool pusher" on the *Heron,* Captain Rhoden. It read:

(1) Said drill barge delivered this day in fine shape as requested.

(2) This command wishes to thank you and your men for a very pleasant voyage and the fine teamwork displayed by all concerned.

(3) Time delivery: May 21, 1968, and
Hour delivery: 1800 local.

(4) All in good shape.

The Captain's hobbies are smoking cigars, playing bridge and photography. He took some fine moving pictures on this voyage.

It was one of the best trips he ever made, Captain Jenkins told Captain Goodwin later, due to "beautiful weather, good cooperation from the drilling rig, good communications via radio telephone and our single side band and also by our hand radio."

"We reported to each other every four hours," he noted.

The tug was also in daily telephone contact with Moran headquarters with their single side band radio.

Captain Jenkins' comments made in a telephone interview from his home in Florida were terse:

He said that the *Alice* had been photographed by "about fifteen Russian ships" and added that she had seen two unidentified submarines. She went to the aid of a burning vessel off the Ivory Coast. The tug's second mate had "swamp fever" and a high temperature and Captain Jenkins had to stay up with him for 3½ nights.

Although there were a few days of "good old Atlantic tug weather," there were no real storms. The most list the drill rig made in the entire voyage was 5.5 degrees. The tow made "about as good speed as anyone could have made."

The Captain summed the voyage up as going "very nicely," and involving "nothing exciting, nothing unusual."

Bottle Dropper

Throughout the voyage Captain Jenkins indulged in one of his favorite devices to gain knowledge and experience. He dropped about 75 bottles. Each bottle had a note in it giving the *Alice*'s name and position and asking the finder to fill in the time and place he picked it up and mail the note back to Moran in New York. Several have come back.

"I make current reports and turn them in to the Navy," the Captain said.

"It helps me too, mighty good to know the currents when you are on the same route again. You get to know what to expect. I always drop bottles; have done it all my life."

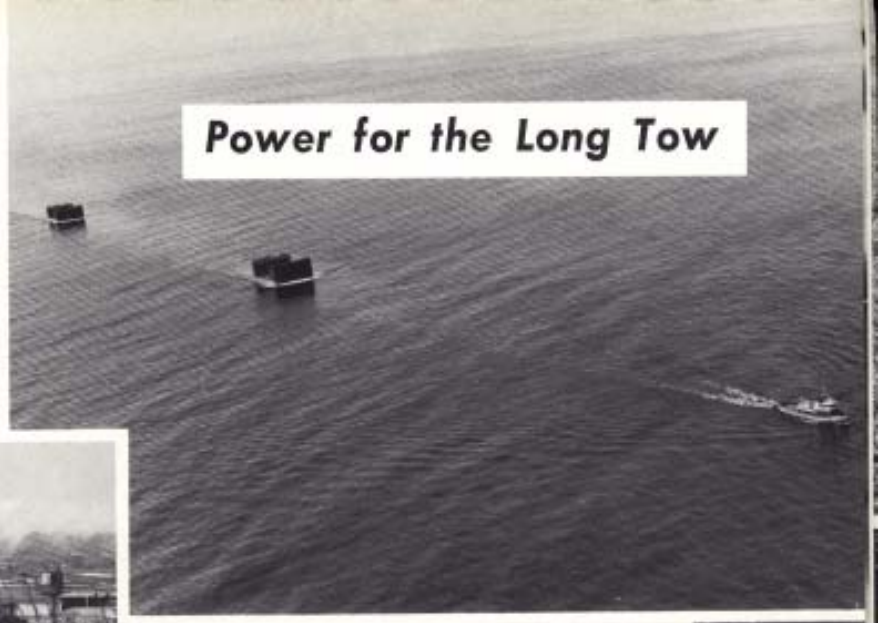
He added: "I have been to Africa ten times, but never by this route."

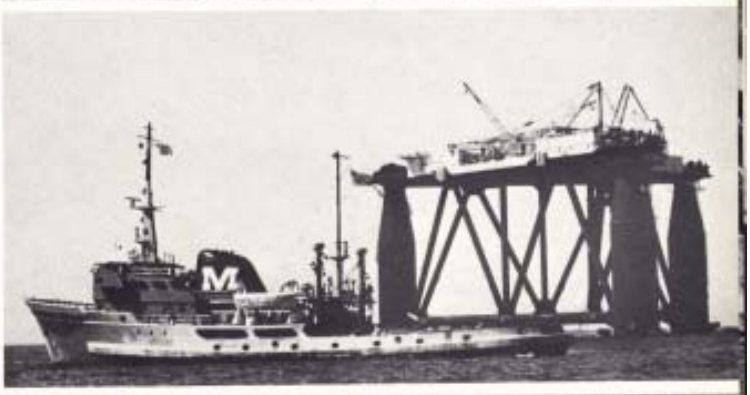
The tug's cook had to be put ashore and repatriated because of an ulcer condition. Another cook was flown out. All routine, in fact the whole voyage was quite routine—for Moran.

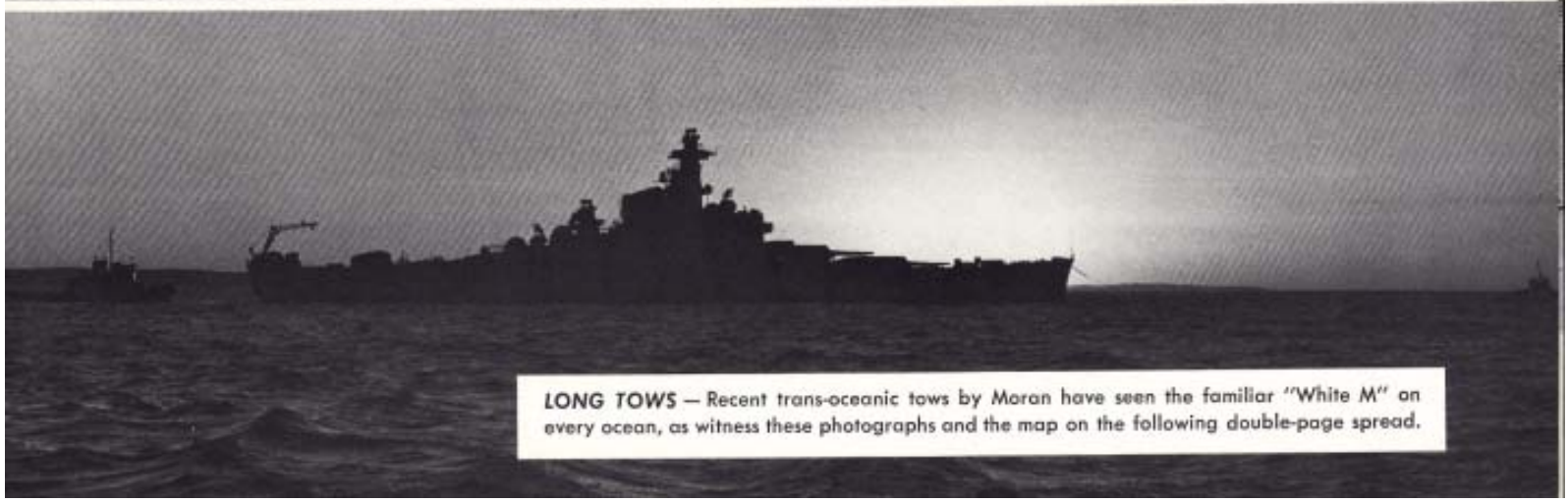
CAPTAIN JAMES W. JENKINS started his career on offshore vessels and obtained his license while in that service. In World War II, he served in the Navy and rose to the rank of Commander.

He joined Moran in 1956 as Master of the tug *Joseph H. Moran II* which was engaged in ocean towing to all parts of the world. From 1959 to 1960, he was Master of the tug *Marion Moran* engaged in the same worldwide towing assignments. After a period in other work, he became Master of the new *Marion Moran* which was on voyage from Charleston, S. C. to Saigon, returning via Rio de Janeiro to tow a barge tanker to Baltimore, Md. He then took the *Christine Moran* with a tow to Okinawa and returned to New York.

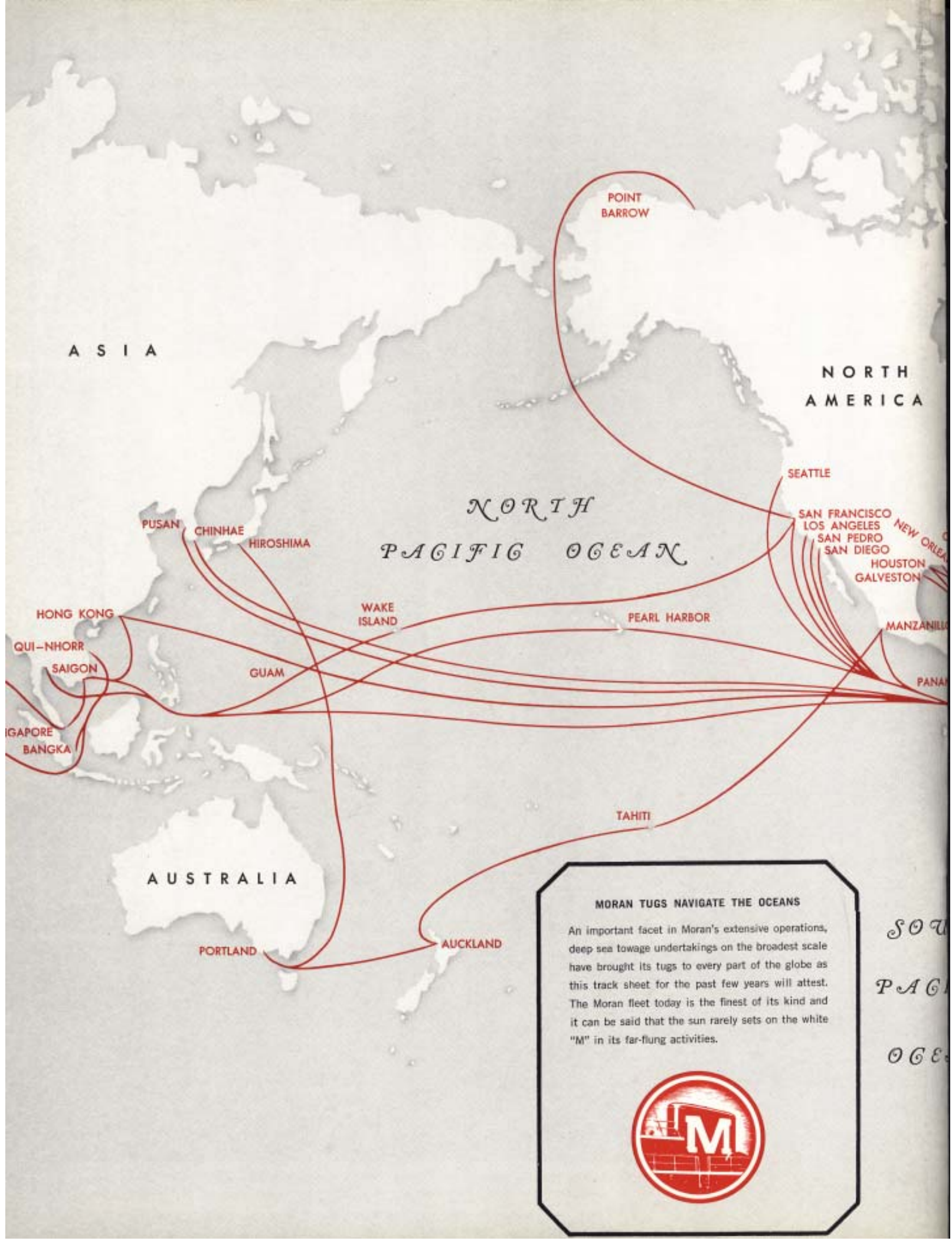
Power for the Long Tow







LONG TOWS — Recent trans-oceanic tows by Moran have seen the familiar "White M" on every ocean, as witness these photographs and the map on the following double-page spread.

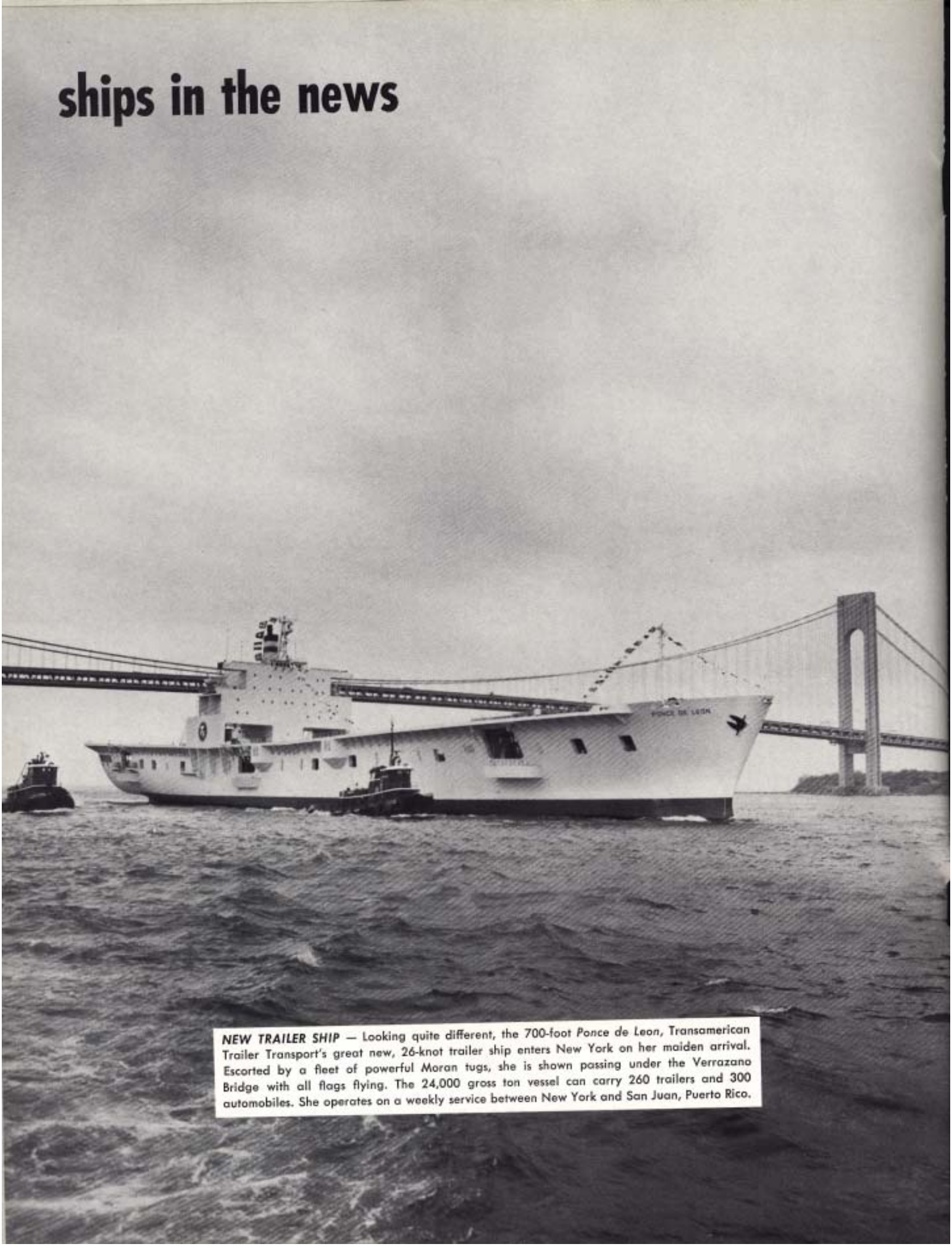


MORAN TUGS NAVIGATE THE OCEANS

An important facet in Moran's extensive operations, deep sea towage undertakings on the broadest scale have brought its tugs to every part of the globe as this track sheet for the past few years will attest. The Moran fleet today is the finest of its kind and it can be said that the sun rarely sets on the white "M" in its far-flung activities.


ARCTIC OCEAN
GREENLAND
THULE
HOLSTENSBORG
ANGMAGSSALIK
NORTH ATLANTIC OCEAN
HOLY LOCH
KIEL
BREMERHAVEN
HAMBURG
FALMOUTH
LA PALLICE
EUROPE
ASIA
NEWFOUNDLAND
MONTREAL
NEW YORK
LADELPHIA
LTIMORE
ORFOLK
ESTON
LIVORNO
LISBON
BENGHAZI
KORRAMSHAHR
PORT ETIENNE
AFRICA
COCHIN
MARACAIBO
PUERTO LA CRUZ
SIERRA LEONE
MONROVIA
PARAMARIBO
FERNANDO POO
BUENAVENTURA
TALARA
SOUTH AMERICA
INDIAN OCEAN
RIO DE JANEIRO
PUERTO LA PLATA
SOUTH ATLANTIC OCEAN

ships in the news



NEW TRAILER SHIP — Looking quite different, the 700-foot *Ponce de Leon*, Transamerican Trailer Transport's great new, 26-knot trailer ship enters New York on her maiden arrival. Escorted by a fleet of powerful Moran tugs, she is shown passing under the Verrazano Bridge with all flags flying. The 24,000 gross ton vessel can carry 260 trailers and 300 automobiles. She operates on a weekly service between New York and San Juan, Puerto Rico.

NEW CONTAINER SHIP — The United States Lines' sleek new *American Lancer*, on her first visit to New York. The 700-foot, 6 inches, vessel has a displacement of 32,000 tons and can carry 1,200 containers. She exceeded 25 knots on her sea trials. With her five sisterships she will serve on the Rotterdam, Hamburg and London range. Note the 4,300-hp. *Teresa Moran* at the bow of the *American Lancer* in the picture below.

SEABOARD SHIPPING COMPANY may well have set a new pace for the barge industry with the launching last March of their uniquely designed tank barge *Artemis*.

She can be seen locking up in The Flight section (Watertown, N. Y.) of the Barge Canal System . . . with less than a foot clearance on either side! . . . in Jeff Blinn's photograph taken early in June. The *Margot Moran* is standing by outside awaiting the barge to propel herself out. *Artemis* had previously been towed out of the Gulf with her maiden cargoes by the *Diana Moran;* she called at Philadelphia and Sewaren, N. J. before heading up for Toronto and Cleveland to discharge the rest of her cargo.

Not too long before the vessel slid sideways into the Neches River from the ways at Bethlehem Steel Corp.'s Beaumont, Texas shipyard, Seaboard's corporate name was changed from "Corporation" to "Company" and lengthened to "Division of Moran Towing and Transportation Co., Inc."

But in the shipping business, as in a Shakespearean play, the *vessel's* "the thing," and with *Artemis* Seaboard makes good its long term intention to enlarge its interest in the burgeoning field of specialized liquid cargo carriage. To be sure, the company's other conventional, carbon steel barges have been carrying their shares of various oils and chemicals but *Artemis* offers customers a new opportunity both in purity control and in cargo flexibility, and also in vessel size, speed and maneuverability.

The *Artemis*' cargo compartments are completely lined and free of internal structures. As can be seen in the launching photo, the thwartship strength members, usually placed within the vessel below deck are built *outside* the tank shell. This elimination of "sticking places" greatly enhances her billing as a marine "pure package," and along with her special linings, will greatly extend the list of chemical and edible cargoes that Seaboard can carry (see box). In fact, the barge offers two slightly different types of coatings: four of her main compartments have "Amercoat No. 75," specifically resistant to better than 50% caustic solutions; her 12

Target Cargoes for *Artemis**

Cyclohexane
Ethyl Alcohol
Ethylene Alcohol
Glycerine
Hexylene Glycol
Isopropyl Alcohol
Methyl Ethyl Ketone
Methyl Isobutyl Ketone

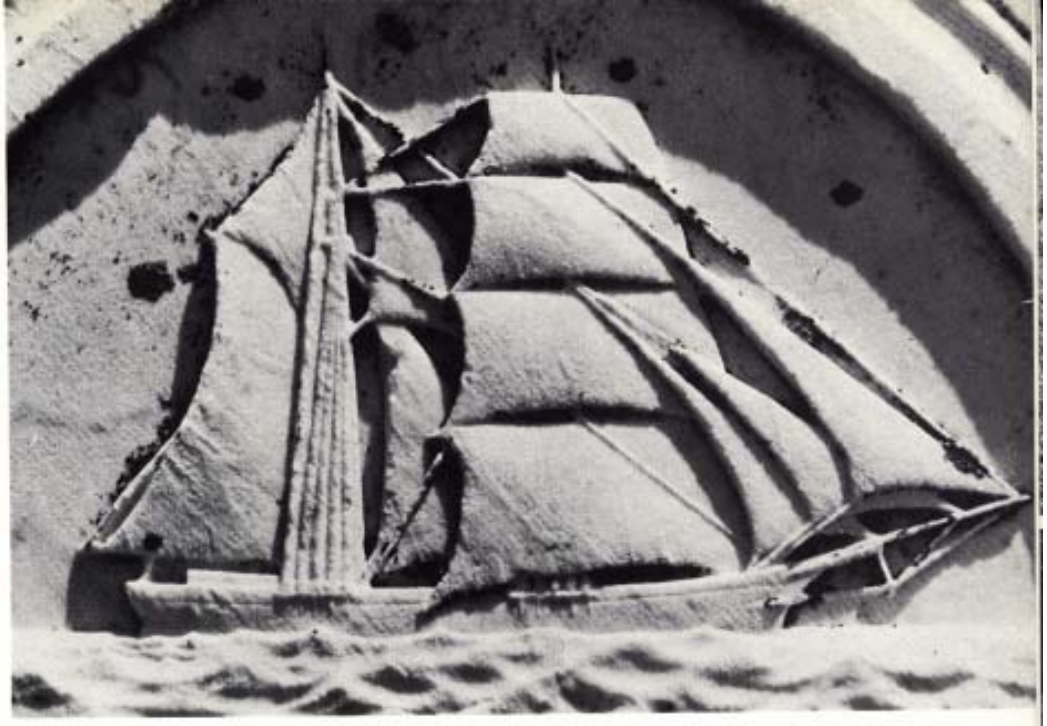
* Other than conventional carbon steel barge loads.

other enclosures use "Dimetcote No. 4." Both paints are products of Amercoat Corp. *Artemis'* heating coils are placed outside her inner compartments, again reducing tank cleaning time and cost, and ensuring the lowest dock-to-dock contamination factor. Her three separate waterous pump-and-line systems add to her flexibility and segregation control.

Artemis measures 299 x 43.5 x 18 feet. Her total capacity is about 38,000 barrels at a load draft of 14.5 feet, maximum for the coastwise operation. This makes her the largest vessel able to transit the New York State Barge Canal System into the Great Lakes. She has only a five foot vertical clearance, suitable to the Canal's famous (or infamous) "low bridges."

On hawser, *Artemis* is clearly something new. Her two Schottel-designed rudder propellers, pivoting vertically aft of her skegs, will be controlled from the towing tug by Sperry radio controls, thus eliminating the "negative skeg" factor and maximizing her "following" characteristics on the coast or on long river and lake legs. These "active skegs" can also be controlled on the barge itself as an aid in dockside or in-lock maneuvering. The two "outboards" are supplied with power by two General Motors diesels, which in turn will operate two of the barge's three cargo pumps.

The development of this barge represents the result of aggressive research on the part of Seaboard's management which intends to support and provide technical services for the expanding chemical transportation industry.



SHIPS IN STONE *By* Kevin Moran

WE ARE INDEBTED to Mr. Richard Poe of Longboat Key, Florida, for permission to use three of his photographs of these Deer Isle sailors' headstones and to quote from his "Ships in Stone" story in the January issue of *National Fisherman.*

Mr. Poe writes: "To me, Maine's coastal islands are as much a part of the sea as the dark water itself. As much a part as the stones on the shore, the smell of kelp and the fog.

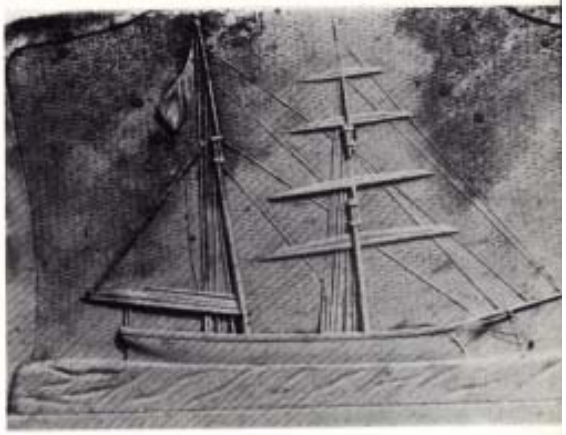
"I went down to that coast not long ago. Down to Deer Isle [some twenty miles east of Belfast, Maine, in Penobscot Bay]. And found a part of the sea that is almost forgotten.

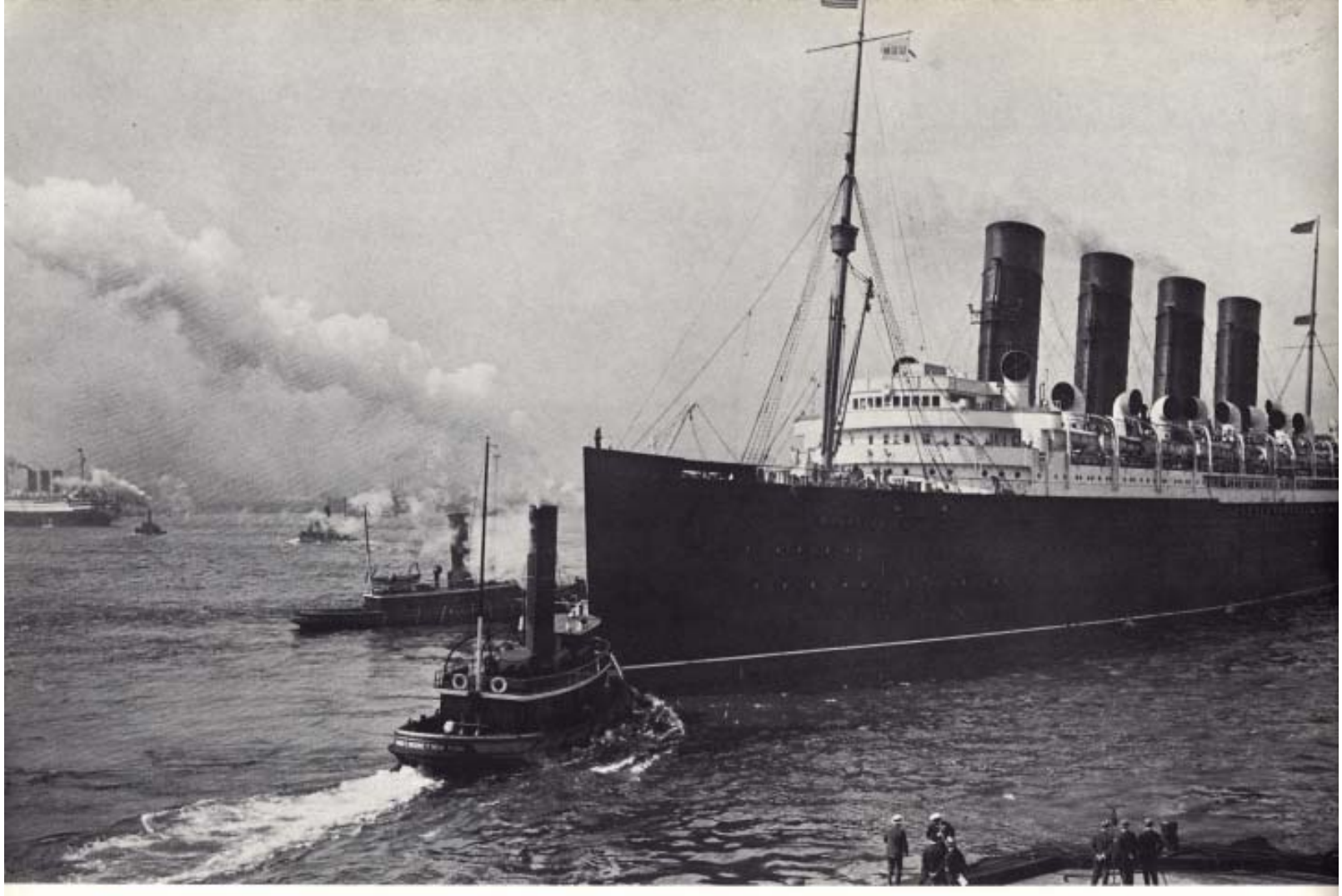
"There, on green hills, are the memorials to men. Stones as weathered as the men were weathered. The eternal reminders of those men who stood under sail on wooden decks."

One is impressed by the youth of the stricken men, and by the fact that many of them died at sea or thousands of miles from home in Maine. This would make many of the headstones "cenotaphs" rather than gravestones marking the actual remains. It can also be noted that these men often became captains in their twenties, whereas we are used to thinking of our youth as still schooling at that age. Both the top and middle ship carvings were done for young captains.

Benjamin F. Haskell died in 1866 at the age of 24. His stone (top picture) is decorated with a graceful brigantine, carrying fore-and-aft sails on her aftermast. It is in Old Settlers Cemetery in Deer Isle. His epitaph

(Continued on page 16)





Great Liners of the Port of New York — No. 7

(Seventh of a Series)

FORTY-THREE YEARS AGO — Long queen of the seas, the sleek *Mauretania*, first of the name, and one of the most famous of all Cunarders. She is shown here on a September morning sailing in 1924 when she instituted a five-day service between New York and Plymouth. Assisting her to undock are the tugs *Howard C. Moore* and the *William C. Moore*. Off in the left background is the beautiful *Paris*, famed French Line 34,569-gross-ton liner. The old *Mauretania*, 30,696 gross tons, held the trans-Atlantic speed crown for over 20 years. Built in 1907 by Swan, Hunter and Wigham Richardson, Ltd., Wallsend-on-Tyne, she was withdrawn from service late in 1934 and scrapped at Rosyth the following year. There is no doubt that she was one of the finest-looking Atlantic liners ever built, and there are many who will insist she has never been surpassed in beauty of outline and feeling of speed and sleekness.

STONE . . .

(Continued on page 15)

closes with the following sentimental yet charming trope: "They [the angel's eyes] fell on one who lived so well/ They summoned him to heaven above/ Our anguish now no one can tell."

Captain Samuel L. Haskell was 29 years old when he died in 1863, yet "his" full-rigged vessel (middle picture) topping a tripartite stone looks oddly archaic for the time. One wonders if the ship-carver made an effort to personalize his memorials. The stone lies nearby his namesake with the simple inscription: "He has left his home and friends below."

The small, sail-furled brigantine lies touchingly at anchor in the stone at Brooklin Cemetery nearby left for Charles S. H. Nelson who died in Cardenas, Cuba, at the age of "24 years 1 month 10 days." The gently drooping pennant and the delicately chiselled waves sliding by the safe-harbored vessel echo the sadness of those who remained:

"No tears for thee though our lone spirits mourn
That thou with Spring's sweet flowers will ne'er return
No tears for thee though hearth and home are blighted
Though sadness clouds the scenes thy love has brighted
No tears for while with us thy soul oppressed
Or longed for refuge in thy Saviour's breast
No tears for thou has found thy home above
No tears thou'rt sheltered in the arms of love"

Will *our* fallen youth be ever so well remembered?

ASHORE AND AFLOAT

HE'S REALLY A SAILOR, but he flies to work.

He has parlayed wartime service on a submarine and 17 years as a tanker and tug engineer into a new career with one of the world's largest cement producers.

His old homestead is a museum piece and his family has lived for 3 generations on the Hudson.

He is named after a famous Dutch seaman who refused to retreat, and was raised in rank for disobeying his commanding officer.

His name is Joachim Peter Staats, the same name borne by his famous Dutch ancestor who refused to retreat when so ordered during a sea fight with Spain, captured three enemy ships and was made an Admiral. Admiral Joachim Peter Staats was given a vast area up near Rensselaer, on the Hudson, by a grateful Queen of Holland. It has been in the Staats family ever since.

The modern-day Joachim Peter Staats, nicknamed Kim, is an old sea dog from way back, and his work is as unusual as one can find in today's complex maritime world.

For the past five years Kim Staats has been a "port engineer" with the Atlantic Cement Company. Before that he was an engineer aboard the old *Grace Moran*.

The Atlantic Cement Company has three very large barges that carry their product up and down the coast. Moran tugs tow them, and that explains our interest in this story.

The Atlantic Cement Company operation is a striking illustration of new frontiers in transportation and production techniques. Instead of rail or truck transport, Atlantic turned to the sea for its highway between plant and consumer. Instead of self-propelled bulk carriers, the pioneering cement producer opened new horizons with giant deep-sea barges, tug propelled.

It was Moran's privilege to be an early partner with Atlantic in this innovation. The operation was a forerunner of today's new interest in ocean tug-barge service.

Atlantic has three 420-foot-long barges. They are named *ANGELA*, *ALEXANDRA* and *ADELAIDE*. Each can carry 15,000 long tons (90,000 barrels) of bulk cement. High-powered Moran tugs tow them through the worst Atlantic storms in all seasons.

Engineer Staats is one of a six-man team that "husbands" the Atlantic Cement barge fleet, which includes a port captain, three assistant port captains and an engineer with an assistant.

Based in Ravena, New York, he makes about 20 flights a year to Boston, Bayonne, Baltimore, Norfolk, Savannah, Fort Lauderdale and Tampa, principal tidewater distributing plants in the Atlantic system. He flies about 50,000 miles a year, as do his fellow Atlantic engineers serving the other cement barges.

Each job requires three to four days, Kim said, except the duty at Fort Lauderdale, which takes a little longer. An average unloading takes only 24 hours. The cargo of cement is discharged via an ultra-modern system of pumps, screws and air slides that can handle 800 tons an hour. Everything about the barge and her equipment is ultra-modern and as automated as possible.

Although Kim has a fond spot for the beautiful old port and the historic houses of Savannah, his favorite location is Fort Lauderdale, he said when interviewed recently.

"I miss the sea," he said, with fond recollections of his Navy service and work about tugs.

Kim served during World War II as an engineer aboard various Navy submarines. During much of the time he was on the *Whale*, operating out of Pearl Harbor. He was with her when she sank nine enemy vessels, including a 10,000 ton oil tanker and a troopship.

After this he spent eight years with small tankers and nine years with tugs of the old Oil Transfer Company, later absorbed by Moran.

KIM STAATS, a "flying engineer" with the Atlantic Cement Company, receives a briefing on the daily position of the Moran world-wide fleet from Moran's offshore dispatcher, Mike Bodlovic.

"I've got sea legs, but a canal stomach," he said by way of explaining the fact that he always used to get seasick. Orange juice and chicken soup was all he usually could eat at sea.

But when Kim isn't turning valves in Savannah or flying up and down the Atlantic seaboard, or working in the Ravena maintenance yard, he has a fascinating involvement with his old family homestead. He has half ownership in the ancient 16-room house with its four chimneys. It is on his family land near his own home in East Greenbush. A lighthouse on the Hudson is named after the Staats family as is a point of land jutting out into the Hudson—Staats Point. The family property was given to them in 1630.

The old home is a continuous source of pleasure to Kim. Only recently when working in the cellar, his brother removed some old wainscoating only to uncover an ancient Dutch-style fireplace. It had an iron kettle still hanging on a swinging iron arm with an iron spoon still in the kettle. The fireplace is five feet wide, three feet high and almost that deep.

For years his family had an ice house on the Hudson, but Kim returned to the calling of his famous ancestor, the Dutch Admiral. And now, Kim too has left the sea and flies to his work.

But he's still a sailor at heart.

Edward J. Johnson

Edward John Johnson, Assistant to Eugene F. Moran, Jr., Vice President of the Moran Towing Corporation, died on March 27. An employee of Moran for 39 years, Mr. Johnson was widely known and respected in the port. He was a member of the Moles, and of the Downtown Athletic Club. Long a sturdy member of our bowling team, one of Ed's other hobbies was photography. He was 56 years old at the time of his death. He will be greatly missed by his many friends in the industry and by his associates in the company.

RECOMMENDED READING

MERCHANT SHIPS WORLD BUILT, Vol. XV 1967, compiled by E. E. Sigwart. Published by Adlard Coles, Ltd., London, and available in the United States from John de Graff, Inc., 34 Oak Avenue, Tuckahoe, N. Y. 10707. Price: $9.50.

THIS IS ANOTHER outstanding little book of pictures and facts. It packs a mass of facts and fine pictures into its 194 pages, and among the ships featured is the beautiful *Alice L. Moran*. A full-page photograph shows her on page 19, and she is shown again in profile and with her main deck plan on page 185. The book lists alphabetically all new ships of 1,000 gross tons or over built in the world in 1966. Once again the striking feature brought out by this compendium is the great number of new small passenger ships, and many are not small by most standards. The evolution of new travel patterns is leading to what can only be described as a new era of medium-sized, over-night passenger car ferries. While airplanes are gradually taking the cream of trans-ocean passengers away from the great ocean liners, new business is being stimulated for short sea routes along the coasts and on the shorter sea routes of the world. Outstanding small liners of this year were the following vessels:

Aranui (New Zealand train ferry)—4,542 gross tons
Ben-My-Chree (British pass.—car ferry)—2,762 gross tons
Black Watch/Jupiter (Norwegian pass.—car ferry)—9,000 gross tons
Chantilly (French pass.—car ferry)—3,400 gross tons
Corse (French pass.—car ferry)—7,162 gross tons
Dalmacija and *Istra* (miniature luxury liners)—tonnage not available
Finnhansa and *Finnpartner* (Finnish pass.—car ferries)—7,481 gross tons
Fennia (Finnish pass.—ferry)—6,179 gross tons
Fred Scamaroni (French pass.—car ferry)—6,743 gross tons
Free Enterprise III (British pass.—car ferry)—4,400 gross tons
Ibn Batouta (Moroccan pass.—car ferry)—2,790 gross tons
Jacopo Tintoretto (Italian pass.—car ferry)—4,450 gross tons
Juan March (Spanish pass.—car ferry)—9,000 gross tons
Mette Mols (Danish pass.—car ferry)—2,446 gross tons
Princess Paola (Belgian pass. ferry)—4,356 gross tons
Prins Hamlet (Swedish pass.—car ferry)—7,659 gross tons
Prinsesse Ragnhilde (Norwegian pass.—car ferry)—7,715 gross tons
Regina Maris (German, pass. ferry)—5,813 gross tons
Saga (Swedish, pass.—car ferry)—7,889 gross tons
Skane (Swedish, train ferry)—6,550 gross tons
Spero (British pass.—car ferry)—6,916 gross tons
Sunward (Norwegian pass.—car ferry)—8,666 gross tons
Svea (Swedish pass.—car ferry)—7,883 gross tons
Svea Drott (Swedish pass.—car ferry)—4,018 gross tons
Tor Anglia (and *Tor Hollandia*) (Swedish pass.—car ferries)—8,000 gross tons each
Truva (Turkish, pass.—car ferry)—3,390 gross tons

A DEFINITIVE STUDY OF YOUR FUTURE IN THE MERCHANT MARINE by Rear Admiral Gordon McLintock, USMS. Published by Richards Rosen Press, 29 East 21st Street, New York, N. Y. 10010, 1968. Price: $4.00.

AFTER A FIFTY YEAR career in the merchant marine, Admiral McLintock writes with authority. He also writes with enthusiasm, and his new book is a much needed treatise for all those to whom a career at sea is a goal. As Superintendent of the United States Merchant Marine Academy, Admiral McLintock is a leading spokesman for American shipping. His book is filled with pictures, facts, poems and specifics all of which should encourage and inspire the prospective mariner. A short history of the merchant marine is offered, followed by a fine section on the organization of a ship and descriptions of how ships function in peace and in war. These chapters serve as an introduction to the sections on entrance requirements for Kings Point or the several state maritime academies. An appendix records two valuable and seldom published lists: one of the principal American maritime unions and one of the leading steamship lines. This is a book that every library should have.

SHIPS OF STEEL AND MEN OF IRON by Capt. Arthur E. Buck. Published by Vantage Press., 120 West 31st Street, New York, N. Y. 10001, 1968. Price: $3.95.

THIS IS A PERSONAL STORY, the recollections of a pilot and master mariner who has loved and respected the sea. Captain Arthur E. Buck first went to sea in 1902. His exciting and colorful career ended in 1958. This book, obviously a labor of love, is a spirited and entertaining account of these 56 years. Many of the personal experiences that Captain Buck describes will be of interest to those who have spent their lives in the marine field.

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