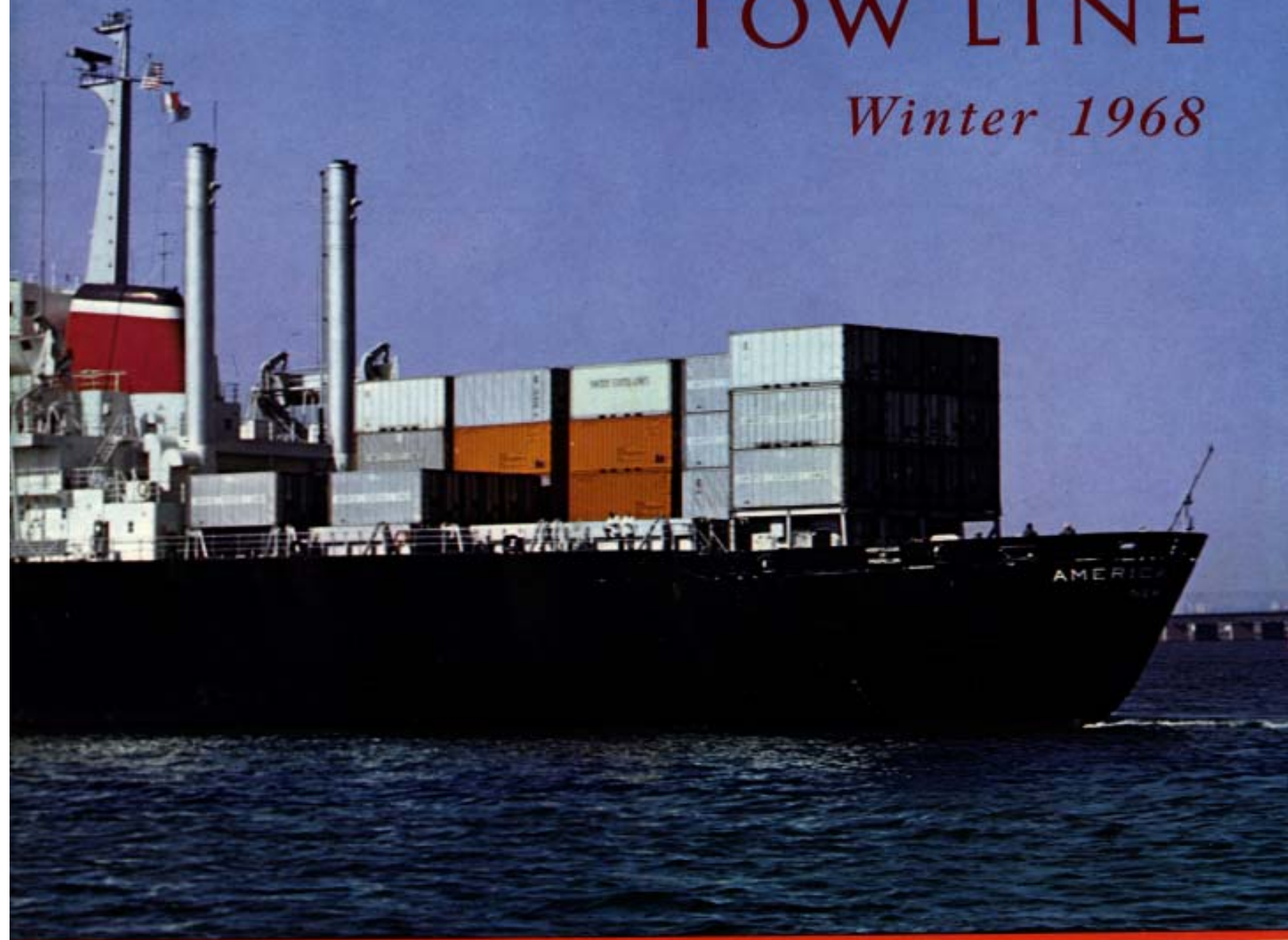


TOW LINE

Winter 1968



ON THE COVER—



DOWN TO THE SEA IN SHIPS is the old familiar phrase and today's mariners go down in new and striking, finer and larger, and more powerful ships than ever.

Reproduced on our cover is one of the new fleet of super containerships flying the famous Blue Eagle houseflag of the United States Lines. In every way the *American Lancer* spells new achievements in size, cargo capacity and speed. As long as the new Union Carbide Building is tall, over 700 feet, she can carry 1,200 20-foot containers and averaged 25 knots on her sea trials.

The *American Lancer* is the first of six new sister containerships built at a cost of \$108 million. To serve large and expensive ships as these, Moran has added many new and more powerful tugs. In one calendar year six super tugs, two of 3,100 horsepower and four of 4,300 horsepower, joined the fleet. Six of Moran's finest are shown below the *American Lancer* photograph parading in formation in New York's Upper Bay.



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THE CONTAINERIZATION RACE

In the Port of New York (page 4)

THE YEAR 1968 has been a significant year in the evolution of the containership and containerline terminals. Many major developments are taking place in our great Port of New York because of this revolutionary concept of cargo handling. Many new vessels of varying designs have already made their debuts and many more are to come.

Here, then, is TOW LINE's summary of some of the events which have taken place and an introduction to the major steamship lines involved.

Evolution of an Idea

The container concept on any scale in the marine field probably began with the Seatrain Lines. In the days of the Jones White Act of 1928 the idea of transporting fully loaded railroad freight cars aboard ship was introduced. The idea proved feasible and the company prospered with their specially built vessels.

During World War II one of Seatrain's vessels was credited with helping tip the balance in favor of General Montgomery during the North African campaign by delivering a full load of Army tanks at the crucial moment.

Today Seatrain Lines still carries railroad cars but the bulk of their cargo is containerized.

Following the war the idea of transporting cargo in truck trailers aboard ship was born. It was talked over, reviewed and reconsidered many times before a trucking firm from the South, headed by the energetic Malcolm McLean, took the plunge and formed Sea-Land Service Inc. This grew into one of the most successful companies in the business

while many lesser ventures formed and failed along the way.

Evolution in Ship Design

Major changes in ship design emerged as a result of competing ideas in the transport of containers. Three distinct types are now in operation and a fourth, known as "LASH" (Lighter Aboard Ship), is looming on the horizon and favored by three major American shipping lines.

One of the successful designs is the vertical loading and unloading (lift-on, lift-off) containership. The United States Lines' *American Lancer*-class is an excellent example.

Built by the Sun Shipbuilding and Dry Dock Company of Chester, Pa., where the first of the famed Mariners was built, the *American Lancer* is designed exclusively for carrying containers. All loading and unloading is done by shoreside high speed gantry cranes, eliminating the need for booms and deck machinery on the

vessel. Her eleven holds are equipped with hatch covers built to support additional containers as deck cargo, accounting for her great capacity of 1,210 20-foot containers.

On her trials the 700-foot long *American Lancer* averaged 25 knots propelled by steam turbines generating 27,300 horsepower. Speed combined with rapid loading and unloading techniques cut the voyage time from the company's new container terminal at Elizabethport, N. J. or Norfolk, Va. to Rotterdam, London and Hamburg to half that required by the former C-2 type cargoship.

The United States Lines already has in service three of these new containerships: *American Lancer*, *American Legion* and *American Liberty*. By June 1969 the *American Lark*, *American Lynx* and *American Leader* will have made their debuts. These will be followed by six more of similar size and design. In addition, the company has requested government permission to rebuild its fleet of high-speed Mariners to bring to 21 the number of their containership fleet.

Another of the successful new types is the combination lift-on, lift-off and roll-on, roll-off vessel. In ad-

ONE OF FOUR new containerships in the Hapag-Lloyd Container Lines' Northern Europe service, *Elbe Express*, is shown under the Bayonne Bridge outbound from the Port of New York to call at Baltimore and Norfolk before crossing the Atlantic to Antwerp, Rotterdam, Bremerhaven and Hamburg.



dition to vertical loading and discharging of containers, a large stern ramp leading to a vast hold allows horizontal loading and unloading of automobiles, trucks and other rolling cargo. The *Atlantic Span*-class of the Atlantic Container Lines is of this type.

The Atlantic Container Lines, a consortium of Cunard Line, French Line, Holland-America Line, Swedish American Line, Swedish Transatlantic Line and the Wallenius Line, plans a fleet of ten containerships.

The *Atlantic Span*, *Atlantic Song*, *Atlantic Saga* and *Atlantic Star* are already in service and six new buildings, all larger and faster, are due in 1969.

The *Atlantic Span*-class has a service speed of 21.8 knots and a cargo capacity of 1,900,000 cubic feet. Each has an overall length of 646 feet, a 90-foot beam and a deadweight tonnage of 14,200.

Great flexibility is attained through designing the vessels to accommodate standard containers on deck or in special cells below while odd-size containers, trailers or breakbulk cargo on flats load through the stern ramp or through side ports.

The present ocean routing of this new Atlantic Container Line fleet schedules calls at Gothenburg, Bremerhaven, Rotterdam and Antwerp before crossing the Atlantic to their new terminal at Elizabethport, New Jersey. Portsmouth, Virginia and Baltimore, Maryland are ports of call on the U.S. Atlantic seaboard prior to final departure from Elizabethport for another eastbound voyage to the same European ports.

When the second group of six containerships is in service for Atlantic Container Line, additional weekly voyages will connect United States ports with France and the United Kingdom.

The third successful design in containerships is the horizontal loading and unloading or exclusive roll-on, roll-off type of vessel exemplified by the *Ponce de Leon*.

Owned by Transamerican Trailer Transport, Inc., the *Ponce de Leon* was the first major dry cargo vessel built by an American yard without U.S. Government subsidy since the close of World War II.

The huge 700-foot long ship resembles an aircraft carrier with her island superstructure rising seven decks high two thirds of her length aft and topped with a single smokestack and radar mast. Below the expansive top cargo deck numerous large loading ports give access to the main trailer truck deck. Her impressive capacity is 260 trailers on wheels and 300 automobiles.

The *Ponce de Leon* operates on a new service between New York and Puerto Rico. With a top speed of 26 knots and exceptionally efficient loading and unloading facilities at her Staten Island terminal, she is able to maintain a fourteen hour port turn-around and a 60-hour transit time between terminals.

Other Developments

The Moore McCormack Lines' new "*Sea-bridge*"-class vessel is designed to meet the dual requirement of containership and general cargo carrier.

Outstanding in many ways, these vessels combine the roll-on, roll-off and lift-on, lift-off features with special provision for 100,000 cubic feet of refrigerated cargo of the reefer-truck or container type.

The *Mormacsea*, launched last October, has 1,250,000 cubic feet of cargo space and can carry 800 20-foot containers in addition to general cargo. Heavy vehicles can be driven aboard her 90-foot wide garage deck via a stern ramp. A bulbous bow 83 feet long and 17 feet in diameter aids in maintaining a 25-knot speed while a U-tube passive tank system improves stability.

Four of these 602-foot vessels are expected to be in service during 1969. All are highly automated and are being completed by the Ingalls Shipbuilding Corp. of Pascagoula, Miss.

The Hapag-Lloyd Container Lines, represented by United States Navigation Company in New York, began a new weekly containership service with the arrival of the *Weser Express* last November.

The new service unites the European ports of Antwerp, Rotterdam, Bremerhaven and Hamburg with New York, Baltimore and Norfolk. The *Weser Express* was followed by the *Elbe Express*, *Mosel Express* and the *Alster Express*.

Each of these new containerships carries 736 20-foot containers at a speed in excess of 20 knots. They are equipped with adjustable fin stabilizers for "passenger ship smoothness".

Grace Lines and American Export Isbrandtsen Lines were in container service early.

Grace Lines has two major types of vessels in their service. The *Santa Magdalena*-class comprises four combination passenger-carrying/container-carrying vessels. This class of vessel is unique, having luxurious accommodations for 117 passengers and carrying its own gantry crane for the loading and discharging of its containers. This self-sufficiency enables the vessel to handle cargo in the lesser developed ports of South America.

Each vessel in the *Santa Magdalena* class can carry 44 40-foot containers and 175 20-footers in addition to 400,000 cubic feet of bale or breakbulk cargo. Each ship's four gantry cranes can lift 20-ton loads or be "married" for 40-ton lifts. Automobiles can be driven on and off the vessels as well, giving them roll-on, roll-off capability.

Grace Lines also operates six high speed dry cargo vessels of a new type that can carry deckloads of containers.

Their two distinguished passenger ships, the *Santa Paula* and the *Santa Rosa*, also carry containers on their fore and aft decks.

The American Export Isbrandtsen Lines, after early development of engine-aft and re-built vessels to carry containers, evolved a new fully automated containership.

The *Sea Witch* and two sisterships, the *Lightning* and the *Stag Hound*, were built by the Bath Iron Works of Bath, Me. In profile they resemble the huge Great Lakes bulk carriers with bridge structure and navigational equipment far forward, almost at the prow.

Serving in the company's Mediterranean service, each vessel can carry 345 40-foot and 235 20-foot containers at more than 20 knots.

Prior to the arrival of these ships, American Export Isbrandtsen Lines

FROM PORT NEWARK

by Thomas Bishop

(Editor's Note: Thomas W. Bishop has been associated with Moran for the past 18 years. He has been in charge of our Port Newark office for the last eight years. Tom is well known in New York shipping circles having been assistant to the President of Refrigerated Steamship Line (a former subsidiary of the United Fruit Company) before joining Moran.)

IT WAS DURING THE WINTER of 1960 that Admiral Edmond J. Moran decided to open a company office in the Port of New York Authority's new venture in the Port Newark area.

At that time an operator of three converted T-2 tankers was transporting over-the-road containers between Port Newark and San Juan, Puerto Rico. Since 1960 the container concept of ocean transport has spurred ahead at a very rapid pace to the point where, today, an average of 75 huge containerships arrive every month at the Port Newark and Port Elizabeth-Port Authority Marine Terminals carrying almost a million and a half long tons of cargo.

"Now the Port of New York is in the second phase of the container era. Eleven vessel berths and 152 acres of upland area have been completed at Elizabeth, with nine more berths and 298 acres of paved upland under construction," says the Port of New York Authority. "In addition there are twelve cargo distribution buildings with over a million square feet of space."

The containerization industry, when it discusses its plans with public or private authorities, ship owners, stevedoring companies and others, invariably speaks of very large sums of money, great amounts of space and of operational problems unheard of in past conventional ship operations.

"Of the \$175 million the Port Authority expects to invest in Elizabeth by 1975," continues the Port of New York Authority, "over \$85 million had been invested at the end of July 1968."

At the present time Elizabeth-Port Authority Marine Terminals is planning a wharfage space of 17,347 feet for containership operation. When completed it will be the largest such terminal in the world.

As further indication of the large capital outlay for this type of terminal operation, there are plans for the use of 10 Paseco gantry cranes at a cost of nearly \$10 million. Two Elizabeth area operators have already purchased 26 van carriers to

move containers within their own terminals at a cost of \$2,860,000. These operators at the present time have a weekly payroll of \$175,000.

The logistics of containerization and containership operation is extremely complex. The larger operating companies employ highly sophisticated computers to keep track of the operation. At a moment's notice these computers can furnish a wealth of information such as trailer numbers, contents, consignee, consignor, location and expected time of arrival at destinations.

The stevedoring company, for example, must know at all times the exact location of all cargo at the terminal, the name of the ship on which it is to be loaded and even the approximate time each container should

be under the lifting crane at the proper position alongside the vessel.

Smaller companies, not yet employing computers, have invented their own ingenious means of supplying this essential information. Some employ large wall boards with magnetically attached numbers which may be manually moved to give information at a glance.

In addition to heavy operational cost is a new kind of security problem. In the conventional breakbulk, general cargoship operation pilferage, for the most part, involved small items easy to remove from the vessel and the terminal. With the modern container, on the other hand, the sealed cargo is unpilferable but it may have a very high value. This has prompted the more serious crime of high-jacking whole containers. This is a grave problem both for the insurers of containerized cargo and for the terminal security forces.

It might be said that the problems and cost of running a successful containership operation have increased in the proportion of carton to container over the old methods of shipping but the future holds great rewards for the astute operator.

ONE OF THE NEW container terminals in the Elizabeth-Port Authority Marine Terminal area is operated jointly by Atlantic Container Lines and Moore-McCormack Lines. The 52.5 acre complex has facilities to handle two lift-on/lift-off, roll-on/roll-off ships simultaneously.

(Part of New York Authority Photo)



TUG CENTRAL CONTROL SYSTEM

"TWENTY OF OUR TUGS are due to receive a new and highly-sophisticated central control system," the company announced recently.

This fully automatic pilothouse engine control facility has been installed in four tugs at this printing: the *Cynthia Moran*, *Diana L. Moran*, *Michael Moran* and *Nancy Moran*. Our ten twin-screw tugs will each require twin central control systems, one for each propeller, meaning a total of thirty installations in the program.

The central control system embodied in this extensive program, first of its kind on such a scale in New York harbor, makes fully automatic most of the operation of the tug's complex power plant.

By use of appropriate selector switches on a control panel in the pilothouse the tug master alone can start and stop the tug's main engine and control the auxiliary equipment. He is also assured of automatic alarming under any abnormal functioning of essential equipment and, of course, under conditions of fire or flooding.

To describe this complex system in general terms, the new control system performs all operations in running the tug's power plant directly and solely from her pilothouse.

The simple act of pressing a button on the energized control panel labeled 'Main Engine Start' begins a chain of reactions. The pre-start check, a series of steps necessary before the actual starting of the engine, is made automatically. Prior to this new system, these operations had to be carried out manually by the engineer on duty.

If after this act, as they say in space jargon, all signals are 'GO', the fuel supply valve opens and the engine gradually comes up to running speed. If there are any abnormalities leading up to this point the control panel will indicate the trouble spot and the system will not allow the engine to start.

The tug's engineer is constantly kept abreast of all operative systems through another, more elaborate panel of visual indicators installed in the main engineroom. This panel also controls the auxiliary generators which provide power for other systems not controlled by the main engine.

The monitoring system is in itself quite elaborate. It provides alarm circuits in the pilothouse control panel as well as audible alarms in the pilothouse, engineroom and, as an added precaution, in the engineer's stateroom in the event of a malfunction in any of the control systems.

Sensors, located at numerous points throughout all systems, read pressures, temperatures, voltages, capacities and other functional conditions.

"The great advantage of our system is that it is designed to be interchangeable from one tug to another," stated Eugene F. Moran III who is responsible for the adaptation and installation of these controls in the Moran fleet.

"It follows, too, that the crews of tugs equipped with the new central control system are also interchangeable," he continued, "for the installations are similar."

Under the new central control system the tug is literally at the fingertip control of the captain.

Although costly to provide, this automatic assistance is expected to

result in greatly increased efficiency, improved safety and eventual economy in tug operations.

CAPTAIN EDWARD W. ERICKSEN, better known as "Willie" to his Moran chums, has entered upon a new career. He is "Commodore" of the Hasbro Toys' new Big Sound Fleet of tugboats and fireboats.

The Hasbro company makes battery-powered tugs and fireboats that have plastic records inside to reproduce the chug-chug of a steam engine, the toot-toot of a whistle and the clanging of harbor bell buoys.

"It sounds just like a foggy day in New York harbor," Captain Ericksen told a reporter for the *Boston Record-American*. A feature article about his new work appeared in a recent issue of this newspaper. An accompanying photograph showed Captain "Willie" displaying a toy tugboat to a young lad with the beautiful *M. Moran* towering behind them.

The former Moran master, who retired early this year, is now making a cross country tour introducing the Hasbro line of boat toys to children at parks, playgrounds and in stores.

"He tells tugboat yarns that just might reduce the fire boat to a sorry second place in a small boy's dream," wrote Boston reporter Barbara Burns.

EUGENE F. MORAN III aboard tug *Eugene F. Moran*, the most recent of the fleet to be equipped with the new central control system, points out the complex electronic system necessary to its operation.

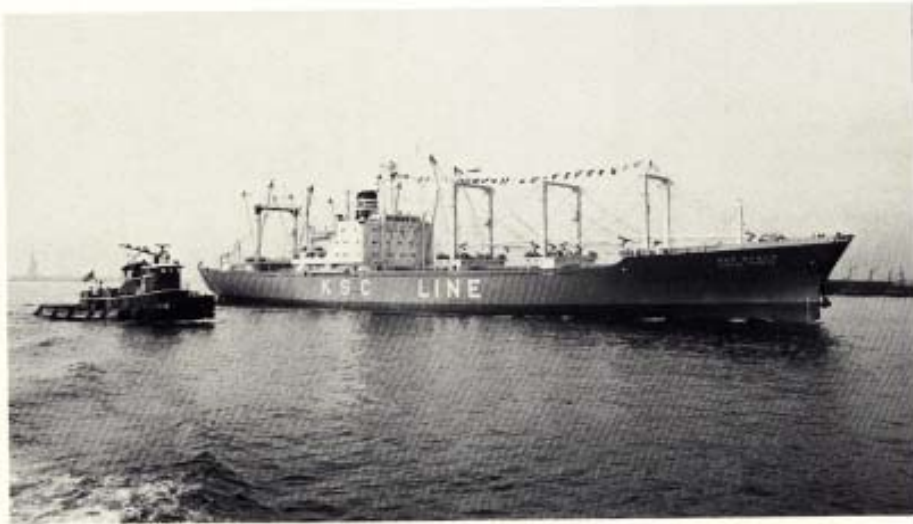




PETROLEOS MEXICANOS' new diesel tanker *Benito Juarez* is a frequent caller to the Port of New York in her U.S. East Coast-Mexico service. Kurz New York Agency, Inc. are agents for the well-decked, 12,753 gross ton vessel. STAR BULK SHIPPING COMPANY's new *Heranger*, shown at her Elizabeth-Port Authority berth, is one of six open hatch design sister vessels delivered during 1968. East Coast Overseas Corp. is the New York agent. These unusual Swedish-built vessels are capable of handling all types of large bulk and unitized cargo in addition to long length cargo up to 60 feet.

SHIPS IN THE NEWS





K. S. C. NEW YORK LINE's *Korean Pioneer* is the first of several new general cargo liners planned for the line's regular monthly U.S. Atlantic and Gulf Coast service to Japan and Korea to arrive in New York. F. W. Hartmann and Company, Inc. is general agents for the line which is fast becoming a private enterprise to improve trade and friendship between the United States and Far East friends.

FABRE LINE's new *Meta Reith* marks a new fortnightly service between New York and Lisbon, Barcelona, Marseilles, Genoa and Leghorn with containerships. She will shortly be joined by the *Willi Reith*. Chargeurs Reunis, entering into the Container Age with this voyage, offers a wide scope of services including airlines, hotels, terminal operations and passenger as well as cargo throughout the world.



BARBER STEAMSHIP LINES, INC.'s latest addition to the modern cargo liner fleet of Wilh. Wilhelmsen of Oslo, Norway is the *MS Tyr*. The *Tyr*, equipped with 45 and 100 ton capacity derricks and traveling cranes, arrived in New York September 23. She is now in the Barber-Middle East Service.





On Joining the *Alice L. Moran*, Ov

THE HOEK VAN HOLLAND — (Photo 1) signaled the beginning of the 7,584-mile sea tow as lashings on the two barges were cast off. Off the white cliffs of Dover, England (Photo 2) towing cables were lengthened for the bee-line course to the Azores and to the Mona Passage entrance to the Caribbean. Tow lines are again shortened upon arrival outside the breakwater of Cristobal (Photo 3) preparatory to transiting the Panama Canal.

THE DRIVER, A WHITE-HAIRED DUTCHMAN about sixty, runs his palm over raindrops on the side-view mirror of the bus and we swing away from the airport.

KLM's flight from New York was on time. The octopus-like arms of Amsterdam's beautiful, new Schiphol international airport reached out to the arrival gates and her moving walkways whisked us to join our baggage at the super-market counters of customs.

We had come to join the big *Alice L. Moran* at Schiedam for a trans-Atlantic tow.

Rain beats against the wide sweep of windshield wipers as we zip past low, green fields squared off by small canals. Here and there small clumps of fat cows stand munching away their lush islands, the stolid windmills keeping pace. The highway that is a dyke skirts villages at the second-story level of Dutch houses joined together like folded picture postcards, each house a duplicate of the last.

As we draw closer to Rotterdam distant shipyard cranes, smokestacks and

(Continued on page 12)

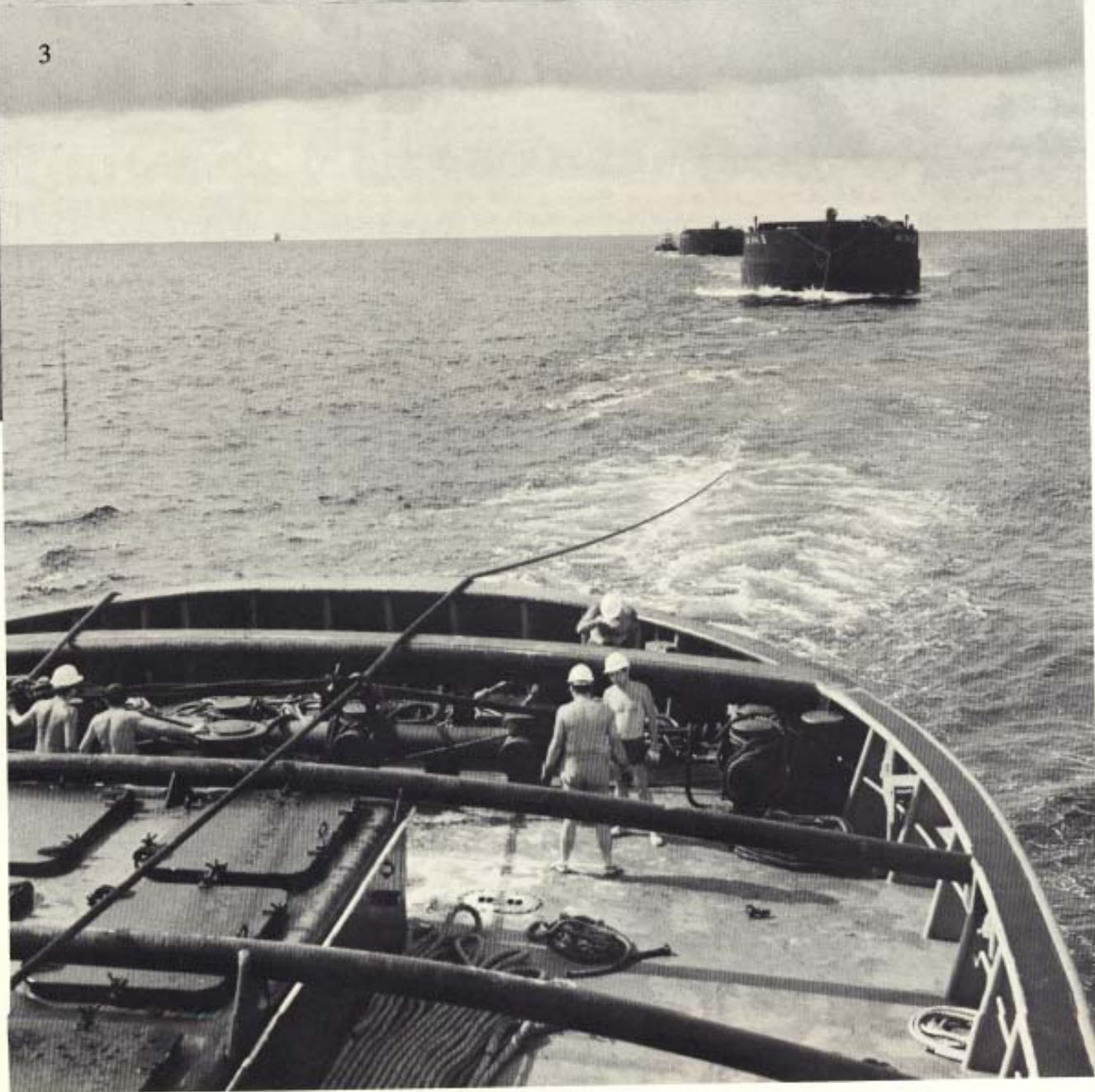
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2



3



seas

off Blinn

ALICE L. MORAN...

(Continued from page 10)

towers loom high. The highway becomes a wide street with traffic of tandem-trucks, motor bikes and small, well-polished autos. A traffic light turns us past a duckpond and park that becomes an open-air, cageless zoo behind a 1-Guilder entrance.

The outskirts of Rotterdam look grey and only sand deep but soon we circle a large, cascading fountain and pass a water-stained cement skyscraper that is the new Rotterdam Hilton. Our bus stops across a wide street, the right of way for tandem streetcars with long names, autos, bikes and pedestrians. It is 10 A.M.

In May 1940 bombs pulverized the square mile heart of this city but now shopgirls are busy washing down shopwindows of smart stores along the Lijnbaan. Birds sing in aviaries set at intervals between garden spaces, newsstand kiosks and parkbenches along the wide pedestrian arcades. The rain has stopped.

But it is windy and overcast weather although no one but a foreigner would dare to look cold. The Dutch make light of their rigorous weather, saying, "Summer comes on a Tuesday in August, between 9 and 11 A.M."

We took a heartening cup of excellent coffee, then a taxi for the shipyards of Schiedam.

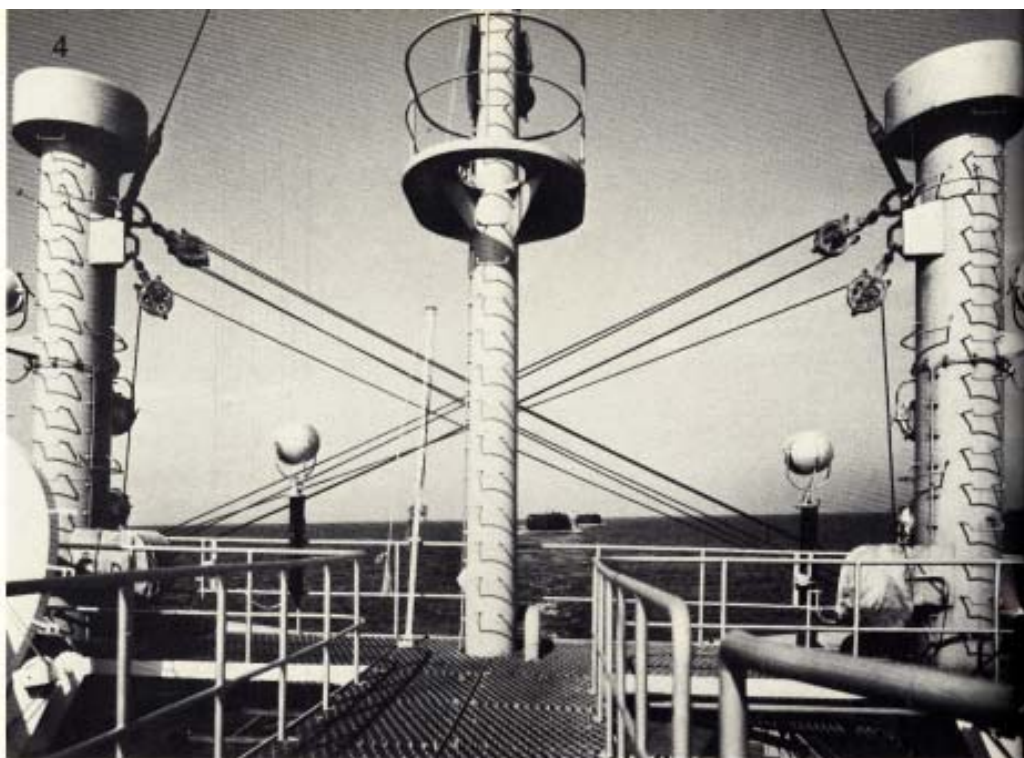
Green, Like a Dutch Field

Quayside at an immense shipyard in Schiedam lies the big *Alice L. Moran*. She glistens light green after the shower as if plucked from the Dutch countryside.

A short cable's length astern of the *Alice* two imposing black bows, lettered in white "SAL 5" and "SAL 6", dwarf the tug. The twin barges had been built in a graving dock across the quay and were about ready to be towed to the Panama Canal and beyond.

Captain Leonard G. Goodwin, Moran's Vice-President of Operations, had arranged to deliver them to an island off the Pacific coast of Mexico.

At Schiedam coveredlled shipyard workers move up and down gangways rising to the high sides of the barges,



pedal by on bicycles, converse in small groups in a language you only think you can understand and smile broadly when one looks their way.

Captain James W. Jenkins shouts a greeting and we join the *Alice's* towing master in the preparation for the voyage.

A heavy steel cable is being lifted by a lofty shipyard crane, its bitter end attached to one of the *Alice's* two towing machine drums. Captain Ricardo Murias, the tug's master,

watches as riggers, dangling in a suspended bucket at the bow of *SAL 6* signal the *Alice's* towing wire closer. The thick cable is shackled by its eye into the barge's anchor chain bridle, a security wire is attached and the men in the bucket move away.

SAL 5 is already secured to the *Alice's* second towing wire, her bridle dips into the water at the bow. Crewmen aboard the *Alice* and workmen aboard the barges busy themselves in making fast the vessels' gear for sea.



Stores have been taken aboard and the fuel tanks topped-off but we learn all is not ready. A deeper draft has been requested for the two barges and we will not sail at 0400 as planned. Departure is rescheduled for 1600 hours tomorrow afternoon.

We store our personal gear and cameras in the *Alice's* hospital room and use the delay to visit Rotterdam's waterfront.

A Canvas of Color

Rotterdam's extensive waterfront stands out in bright dots on an impressionist's landscape of cranes, warehouses, wharves, chimney-pots and hundreds of vari-colored craft. The easy movements of great and small vessels, viewed beyond fluttering curtains of family wash drying on family barges, change the scene from moment to moment. It is an artist's delight.

The Dutch are masters of color—bright color free under open sky—and each craft reflects her owner's taste and artistry in vivid enamel and glowing brass.

Viewing the activity from shore-side, we marvel at the patient skill of boatmen who move their vessels packed as they are like good Dutch cigars in a box, within the busy confines of the harbor. But they move, and toot their whistles and maneuver huge bulk carriers, looming container-ships and sleek passenger liners in and out of berths with steady precision.

It is hard to believe that these five miles of wharves were systematically and thoroughly destroyed in 1945.

The Hoek van Holland

Four o'clock the following afternoon quick-gathering clouds release their downpour to shrink our visual world to its immediate surroundings.

SAL 5 and *SAL 6*, temporarily lashed together side by side, begin to move as the *Alice*, getting underway, stirs the rain-pocketed water. Small Dutch tugs guide our tow and press the *Alice's* bow around the right-angle turn entrance to the Wilton-Fijenoord shipyards into the Nieuwe Maas. This broad and beautiful river is Rotterdam's access to the North Sea, some fifteen nautical miles to the west.

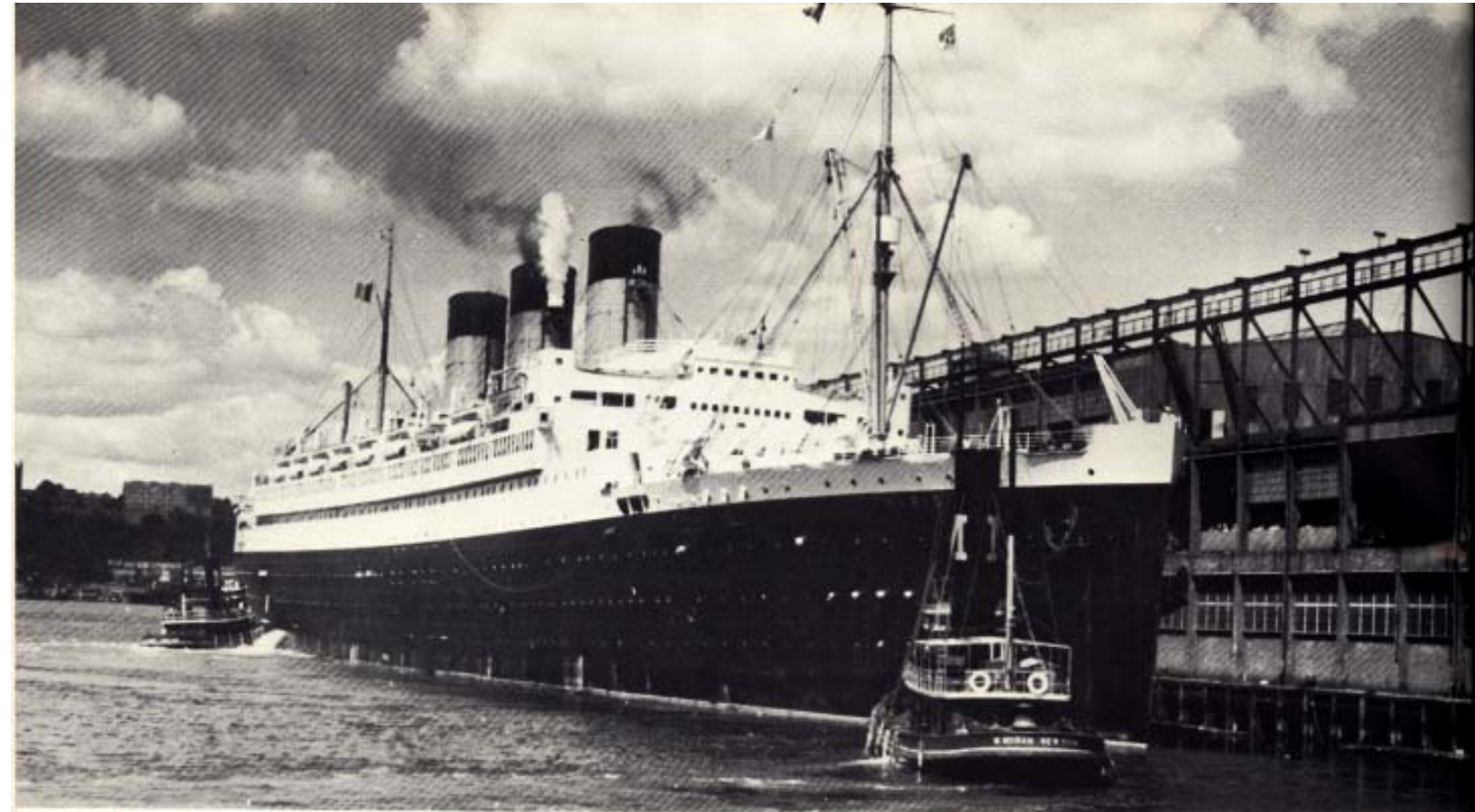
Both banks of the Nieuwe Maas accommodate shipyards, docks and

(Continued on page 14)



FROM AFT OF THE STACK on the *Alice* the twin barges are viewed (Photo 4) following in the ideal towing position maintained across the Atlantic. Upon arrival at Panama the *Alice* comes to anchor (Photo 5) to disconnect her towing hawsers and allow *SAL 5* and *SAL 6* (Photo 6) to be taken in tow by Panama Canal tugs to berths to await transit through the canal. The *Alice L. Moran* (Photo 7) is locked-through the Miraflores lock with an American President Lines' cargoliner while Canal Zone tugs are following with the barges. The *Alice* again joined up with her tow at Balboa for the remaining 2,500 miles of her voyage.





Great Liners of the Port of New York — No. 8

(Eighth of a Series)

DISTINGUISHED — A distinguished liner, a distinguished photo and two distinguished tugs. The liner is the famed *Paris*, of the French Line, one of the greatest liners in the long history of New York port. Noted for her superb interiors and her distinguished exterior silhouette, this 34,569-ton vessel was built in 1921 by Chantiers et Ateliers de Saint Nazaire, Penhoet, builders of the *Normandie* and the great *France* of today. The *Paris* was the victim of a pier fire, undoubtedly set by saboteurs, just before the second World War began. She measured 735 feet in length, had a beam of 83 feet, and had quadruple screws.

ALICE L. MORAN...

(Continued from page 13)

warehouses. Through the wide expanse of the *Alice's* wheelhouse we see colorful passenger ships moored at berths parallel to the river on one side and watch large bulk carriers pass us on the other.

The rain has lessened and, as we move rapidly into the brightness of an obscured sun, the crowded banks dwindle to bare sand beach ending in a long finger of rock and pilings tipped by a small lighthouse. This is the Hook of Holland, and beyond we can see a broad reach of sand curving northward.

Under Way to Dover

The *Alice's* engines are set at dead slow for the moment has come to unlash *SAL 5* and *SAL 6* and allow each freedom to follow its own towing wire.

Men who had ridden the barges from Schiedam let go the lines. Like opposing magnets the barges widen the gap between them and *SAL 5* drifts astern as her towing wire is payed out.

An accompanying Dutch tug takes the riding men aboard and turns back to the Nieuw Maas. *SAL 5* settles at a safe distance astern *SAL 6*, following like a black shadow as the *Alice* increases speed.

The famous white cliffs of Dover are barely visible the following morning. The day is grey as we drop the Channel pilot aboard his bobbing launch and begin the longest leg of our voyage. We increase the towing length of our cables and set course for the Azores.

Fair Skies and Calm Seas

"Whisky-bravo-victor. Whisky-bravo-victor, tug *Alice Moran*, six-zulu-Quebec-sierra. How d'you read

me?", calls Captain Jenkins over our single sideband radio.

"Loud and clear," answers a tug dispatcher at Moran's New York headquarters.

Three times a day, usually, Moran tugs at sea around the world call in to report their position and give other pertinent information about their progress. Calls may come from the Persian Gulf or the South Pacific but this voice contact is usually "loud and clear" and it gives the tugmen a feeling of security—a link to home.

We are now a week out of Dover and the towing master's report is routine. The sea has been incredibly smooth and, passing close to the Azores, we seem to be gliding across the face of a wet mirror.

Our course now lies in a straight line ending at the Mona Passage entrance to the Caribbean between

(Continued on page 17)

RECOMMENDED READING

RAILWAY AND OTHER STEAMERS, by Christian Leslie Dyce Duckworth and Graham Easton Langmuir (2nd edition). Published by T. Stephenson & Sons Ltd., Prescott, Lancashire, England, 1968. Price: 55 shillings.

A NOTHER outstanding ship book, a much enlarged edition, this work will prove both readable and valuable to any maritime enthusiast. There are chapters on the London Midland region, the Eastern and North-Eastern region, the Scottish region, the Southern region and the Western region of Great Britain. There is also a section on Irish Railway companies and on Continental firms. Needless to say, the ships are described in great detail and on a chronological basis. The work includes a 165-page fleet list section, a fine bibliography and a 14-page index in small type. There are also 102 fine photographs.

NORTH STAR TO SOUTHERN CROSS by John M. Maber. Published by T. Stephenson & Sons Ltd., Prescott, Lancs. England 1967, and Distributed by David & Charles, Newton Abbot, Devon, England. Price: 63 shillings.

A STRIKING new British book, but presented as a catalogue, this is a much-needed study of a little-known area of liner shipping. Ships to Australia have long been a matter of keen interest to students of the merchant marine. Relatively little has been written to date about this thriving trade route, which may, in fact, be the last stand of the ocean steamship on passenger routes. Seventy chapters cover all the ship lines which have served this area. There are 96 half-tone illustrations, five line drawings and two fine indexes, one listing companies covered and the other listing ships. The 335-page work is a reference book on first count, but it makes fascinating reading at the same time. Many of the illustrations are new to the American marine public, including a fine one of the *Flavia*, which no one would recognize as Cunard's old favorite *Medla*, so often assisted in and out of New York by our tugs. Her sampan-style stack makes her look like an elongated *Santa Paula*.

THE ELIZABETH, PASSAGE OF A QUEEN by Leonard A. Stevens. Published by Alfred A. Knopf, New York, 1968. Price: \$7.95.

WHILE EVERYONE is eagerly awaiting the maiden arrival of the superliner *Queen Elizabeth 2*, there are many who will never forget her famous predecessor, the magnificent *Queen Elizabeth* of 1940. Her place in history is assured, as is that of the new Cunard *Queen*. Leonard Stevens is an able writer and this is a striking, ex-

citing and important book, one of his best. Commodore G. T. Marr, of the Cunard Line, commenting when the work was published, had this to say: "Leonard Stevens has, in his carefully observed and meticulously detailed account of an ocean crossing in the *Queen Elizabeth*, captured much of the atmosphere that will enable a great lady to live on in our hearts long after she has crossed the North Atlantic for the last time." With more than 50 photographs and line drawings and a fold-out diagram of the ship's plan, this is indeed a de luxe and worthy volume about the largest ocean passenger liner ever built. Captain Barney Scherer is immortalized in Chapter II, which details in a wonderfully specific way the arrival of the *Queen Elizabeth* at New York. The *Nancy Moran* and the *Moirra Moran* are identified by name, and our company is justly called "America's most famous tugboat company."

THE BRINK by Dan Gallery, published by Doubleday & Company, Inc., 1968, Garden City, New York. Price: \$4.95.

HERE IS ANOTHER striking book by Admiral Daniel V. Gallery, author of "Now Hear This" and a number of others. The story almost recounts the end of the world, as may be judged from its title. The undersea men of our Navy are the heroes, although the tale moves for a time into the highest reaches of Washington D.C., and even into the White House. It is a thriller, well-documented with the usual Gallery thoroughness and salted with the delightful Gallery wit and candor. The story is fiction, but the philosophy expressed is real and pointed toward today's great question: Will the world destroy itself? We have here the American Navy's defense of its own being. The book puts the grand strategy of defense by retaliation into exciting story form but leaves open the question of whether it can be made to work.

COX AND THE JU JU COAST, by John George Cox, R.N. Published by Ellison & Co., 2 Colombarie Chambers, St. Helier in association with Jersey Artists Ltd., Mon Contour, St. Martin, Jersey, Channel Islands, 1968.

THIS LITTLE book is a historical delight. It is a beautifully edited diary of a British Naval engineer aboard H. M. Twin Screw Gunboat *Fly* written in 1868 and 1869. With a fine introduction that sets the scene historically, the 88-page work includes notes and drawings by David Steer, as well as several old photographs. End paper maps show the course of the *Fly* on her cruise from Plymouth down the West Coast of Africa to Accra. Two fold-out inserts at the end give deck plans and profile drawings of the vessel. The journal offers a wonderfully penetrating view of life aboard a typical British man-of-war in the period when sail was giving way to steam.

CONTAINERIZATION

(Continued from page 5)

had been operating two very fast rebuilt cargo ships, the *Container Forwarder* and *Container Dispatcher*, from their Staten Island container terminal.

Last November the organization of Chargeurs Reunis/Fabre Line, a well known name in the transatlantic trade, introduced a all new container-ship constructed in Germany, the *Meta Reith*. The *Meta Reith* is 408 feet in length and carries 264 20-foot containers. Up-to-the minute in all respects, she is also equipped with her own loading and discharging cranes.

When the *Meta Reith* is joined by the *Willi Reith* early in 1969, Fabre Line will be offering fortnightly service from their Port Elizabeth berth to Lisbon, Barcelona, Marseilles, Genoa and Leghorn.

The Container Future

By 1975, it is estimated by the Port of New York Authority, 8,800,000 long tons of foreign commerce will pass through New York in some form of container. This will represent approximately half the port's total general cargo.

The large and costly vessels constructed to carry this cargo cannot follow the operating practices of conventional ships and successfully effect the maximum savings inherent in container-ship operations. Turnarounds must be rapid, new trade routes must be developed in which ship transportation forms a major link in the movement of cargo, new expanded modern terminals must be built to accommodate larger ships and more cargo and the machines of this computer age must be employed to keep track of the myriad details involved in the international movement of containerized trade.

The container revolution besides offering great challenges to the maritime nations of the world might serve as a potent force in uniting its peoples through swifter trade and broader, more immediate exchanges of knowledge reaching an ever increasing proportion of the national conscience.

ASHORE



AND AFLOAT

MORAN SERVICE AWARDS representing 2,550 years with the company were presented to employees ashore and afloat since our last Tow Line report of Spring '67.

The attractive awards, gold miniature reproductions of Moran's new tug stack design mounted on a white gold rhomboid set with three jewels, were awarded to 33 shoreside personnel and 133 tugmen. Each selected his or her preference in jewelry—tie bar, tie tac, necklace, brooch or bracelet.

Inaugurated in November 1966, the service awards represent a minimum of five years continuous employment with the company and a maximum of 50 years. The jewel code denotes length of service as follows: five years, three rubies; 10, three sapphires; 15, three emeralds; 20 through 30 in multiples of five years, add one diamond and subtract one stone in order; 35 through 45, subtract two stones and add two diamonds; three diamonds represents 50 years.

With apologies to the five-ten-fifteen year winners, as space precludes a complete listing, the following 'senior' employees received 20 through 50-year awards.

20-years service, shoreside personnel: Edward Balicky, Michael Bodlovic, Mary Ann Cummings, Kenneth S. Johnson and John L. Tedaldi.

Tug personnel: Einar Anderson, Nils Bakke, Knut Bolt, Vine S. Chapman, Earl Costello, James Cuzzo, Frank Dato, Evard Evans, Charles Fausak, Alfred Hatfield, William T. Hayes, Reidar Hovland, Ralph Johansson, Axel Jorgensen, Michael Karpew, Joseph McLaughlin, Stanley Mikalsen, Carl W. Morch, Nils Nelson, Joseph Pagliuco, Carl Paulsen, Einar Stange, Johannes Stensjo, Haakon Strand, Syvert C. Syvertsen, Olav Tonnessen and John A. Williams.

25-years service, shoreside personnel: Nick Bodlovic, Raymond J. Brauchle, Danny Grandone, Hans H. Haug, Nora Lascari, Fred Morgana, Alice Neary, Terrence G. O'Connor, and George Tuso.

Tug Personnel: Raymond Carella, James Cummings, Antonio Fernandez, Daniel Fusco, Carlton Gardiner, Carl J. Hansen, Robert M. Hayes, Rodney M. Jones, Raymond Poissant, Grover Sanschagrin and Clayton Westervelt.

30-years service, shoreside personnel: Earl H. Allen and Marie S. Utendorfer.

Tug Personnel: Wilbur Baldwin, Herbert Becker, Ole W. Ericksen, Thomas Frokedal, LeRoy Larsen, Wesley Lewis, Chester MacDonald, Bernard Scherer and Frederick Snyder.

35-years service, tug personnel: Robert C. Nielson.

40-years service, shoreside personnel: J. Frank Belford.

Tug personnel: Candido Coelho and Haakon Sande.

45-years service, tug personnel: Edwin Heiser.

SIXTY YEARS AGO a Moran tug distinguished herself by making a voyage of nearly 12,000 miles around South America via the Straits of Magellan. A yellowed clipping from the old *New York Herald* came to our attention recently with the details.

The tug was the 105-foot *Catherine Moran*, built in 1904. She had a beam of 23 feet and a draft of 12.4. One of the newest and finest of the Moran fleet of that day, her horsepower was a far cry from the 3,500 to 4,300 horsepower of our typical harbor tug today.

Captain William H. Phillips, 34 years of age at the time, was master of the heroic tug. He had been with

Moran for seven years and had a crew of eleven men for the voyage.

The *Catherine Moran*, having been sold to the Isthmian Canal Commission for \$58,000 to assist in the construction of the Panama Canal, departed from New York October 25, 1908. She arrived at Panama January 9 after logging 11,616 miles in seventy six days.

The matter was of particular news interest because a major American battleship fleet was due to make the same passage but coming from the Pacific to the Atlantic. Captain Phillips was asked to comment on the difficulties of the voyage with this in mind.

"I should think the battleships would make the passage without trouble," he said. "The days are very long now and the war vessels might do the better part of their steaming by daylight. When we went through, the days were over twenty hours long.

"The narrowest part of the passage is near the entrance at English Straits, where the channel is not much more than a mile wide for a distance of three miles. Here the tide runs like

Chief Engineer Louis Hernandez of the *Marie Moran*, a very congenial fellow as you can see, was photographed by appreciative reporter Steve Wasserman of the Staten Island Advance who was doing a story on another member of the *Marie's* crew, Kjell Fane. Chief Hernandez has been a Moran man since 1940 and we couldn't resist that smile.



Hell Gate (East River, New York), but we did not have great trouble in breasting it. Once through the channel the straits are generally wide, have plenty of water and are well lighted."

The *Catherine Moran* had some heavy weather just before entering the straits, but no damage was reported. There was no sickness in the crew, although one man was paid off and left the tug in Rio de Janeiro. He liked the climate and "the appearance of the place" according to a shipmate.

In point of fact, the *Catherine* steamed only fifty three of the seventy six days. She consumed 596 tons of coal, having taken on 476 tons en route. She had 120 tons when she left New York and stopped at Barbados, Pernambuco, Rio de Janeiro, Montevideo, Punta Arenas, Coronel and Callao for additional supplies of coal.

Excellent records were kept during the voyage. The *Catherine's* daily average was 219 nautical miles at an average speed of 9.13 knots for the trip. Although she was a 14-knot vessel, her speed was kept down to conserve fuel.

Many unusual sights were seen by the crew. Off the Patagonian coast the tug almost ran down a native canoe. The craft carried two men, four women and a half dozen children. The men signaled that they would like to come aboard. Wearing furs, one offered his for a drink of whiskey. The men were allowed to come aboard and due to the cold, crowded in the warmth of the engine room.

The crew of the *Catherine* noted that the natives were "grotesquely clad" and found that two men had curled up by the tug's boilers and were fast asleep.

"A good deal of trouble was experienced in getting them to leave the vicinity of the fires," *The New York Herald* reported.

A steam whaler was sighted near the straits towing eight whales. A Norwegian bark, the *Garmein*, was spotted about three miles from the entrance to the straits. She had been there for six weeks, vainly trying to beat up to Punta Arenas with her load of lumber.

The old *Catherine Moran* was renamed *Cocoli* after her arrival and continued in service until 1937.

ALICE L. MORAN...

(Continued from page 14)

Puerto Rico and the Dominican Republic. This is a lonely part of the Atlantic, away from shipping lanes and most air routes. We sight an occasional family of whales and watch the ever-present flying fish but see no surface vessel for the next two thousand miles.

Life aboard a deep-sea tug, once she has cleared the harbor and passed the sea buoy with her tow, settles into routine. The yacht-like lines of the *Alice* belie the fact that she is an ocean tug but each man in her crew has his duties, his watch to stand and his time off. A close check is kept on the towing cables, the four powerful engines and the actions of the tow. Weather reports are constantly studied and evaluated for their possible effect upon our progress. Sights are taken and positions recorded and reported and inch by inch, our trail across the Atlantic is noted in pencil on a chart.

First Stop: Cristobal

On the 29th of July Captain Jenkins dropped a bottle overboard as he has done on many of his voyages. This one contained a message from Miss Patricia Joyce of 5 Hillside Court East, Morris Plains, New Jersey. The young lady is eight years old and this is her hobby. For her information the position was 30°46' North and 41°16' West.

We have now negotiated the Mona Passage into the Caribbean and the engine room reports that the water temperature has risen to equal the air temperature, an unusual occurrence. We ease off on the engines to prevent overheating but are still making good time.

The weather continues hot and humid and, strangely the sea seems to have no life. The flying fish no longer pop out of the wake of our bow. It is unusually calm. But almost before we know it we are circling outside the Panama breakwater waiting for a Canal Zone tug to assist our second barge through the narrow gap.

A Grace Line cargoliner goes in ahead of us and, shortly, we drop the *Alice's* anchor inside the anchorage. Captain Leonard Goodwin arrives to see *SAL 5* and *SAL 6* safely escorted

to waiting berths and we proceed to the Texaco dock to refuel.

Up the Pacific Coast

After a single day, waiting our turn, a Panama pilot comes aboard and we are underway at 0710. We follow an American President Line's vessel through the Miraflores lock in heavy, tropical rain. *SAL 5* and *SAL 6*, each under the care of a Canal Zone tug, are following shortly behind. By 1540 we have locked through and are at dockside at Balboa waiting for the arrival of our two barges.

(At this point your correspondent was returning to Moran's headquarters in New York, leaving the account of the remainder of the voyage to the *Alice's* log.)

The rough sea that we did not have on the Atlantic or Caribbean crossing, the tow experienced up the west coast of Mexico. But the 7,584 miles were covered on schedule without incident and the two barges are now performing the tasks for which they were designed from their base on Cedros Island. Another Moran tow safely delivered.

CAPTAIN ARTHUR OLSEN

is relatively new with us. Captain Olsen started his career as a Seaman on a three-masted schooner yacht then went to O'Brien Towing Company in New York as a deckhand engaged in general harbor work and the towing of mud to sea. He then went to sea on Liberty ships and rose through the ranks to Master on Orion Shipping Company vessels where he served from 1947 to 1954. From 1954 to 1962 he served with Oil Transfer Corp. as Master on coastwise oil tankers until the acquisition of that company by Seaboard Shipping.

He joined Moran in 1964 and has been employed as Master on the tugs employed on the Atlantic Cement run between East Coast Ports as far as Ponce, Puerto Rico. He is presently assigned to the *Esther Moran*. Captain Olsen was born in Norway in 1914. His home is now 160 Milton Ave., New Dorp, Staten Island.

EXECUTIVES SHIFT

THOMAS E. MORAN, President of the Moran Towing Corporation, recently announced two major shifts in executive responsibility.

Lloyd R. Graham, a Vice President of Moran Towing & Transportation Co., Inc., assumes responsibility for the company's sales activities and Robert M. Loftus, formerly Manager of Sales, will shift to duties in the field of new business development with the title of Assistant Vice President.

Mr. Graham, formerly with United States Steel Corporation and Dravo Corporation, has served in an administrative capacity with Moran since 1966. He is a graduate of Bucknell University and is currently completing graduate work at New York



LLOYD R. GRAHAM

University Graduate School of Business.

Mr. Loftus, a graduate of New York State Maritime College and a holder of a Master's Degree from the New York University Graduate School of Business, joined Moran in



ROBERT M. LOFTUS

1962. He was named Harbor Sales Manager in 1964 and promoted to Sales Manager in 1967. In his new post he will serve both the Moran Towing & Transportation Co., Inc. and the Moran Towing Corporation, the parent company.

FAVOR FOR "MERV"

THE MERV GRIFFIN SHOW needed a film sequence of their TV star sailing aboard the *United States* but without actually making the transatlantic crossing at that time. United States Lines Company officials graciously permitted Mr. Griffin and his crew to sail with the ship if Moran would take them off by tug with the undocking pilot. Moran did and these photographs record the event.

Merv Griffin (Photo 1) takes a position on the port wing of the aft docking bridge as the great ship moves out of her slip, the *Teresa Moran* at her bow. The Hapag-Lloyd flagship *Bremen* (Photo 2) comes in camera range as the *United States* is "shaped-up" in the North River. Now the graceful *Nieuw Amsterdam* at Pier 40 (Photo 3) and the *Teresa* are caught by our camera.



3





SALUTE TO NEW YORK

Grace Moran, 3,165 h.p.; Patricia Moran, 3,500 h.p.; Eugenia Moran, 3,165 h.p.; Doris Moran, 4,290 h.p.; Elizabeth Moran, 4,290 h.p.; Teresa Moran, 4,290 h.p.

