



COAST GUARD



TOW LINE
Fall 1969

ON THE COVER—

G

OVERNORS ISLAND off the tip of Manhattan has been an important part of the story of New York port since its purchase by the Dutch in 1637. It is the headquarters today of Rear Admiral Mark A. Whalen, Commander, Eastern Area, and Third Coast Guard District. It is the home of the Captain of the Port of New York, an important training base, and headquarters for the famed "AMVER" computer-rescue service. One out of ten people in the entire United States Coast Guard serves on Governors Island. In this issue of TOW LINE we offer some insight into the major functions of the Coast Guard on Governors Island as well as historical facts about the island itself. It is a pleasure to salute all those serving on the island, and Admiral Whalen, and, of course, the Commandant of the Coast Guard, Admiral Willard J. Smith.



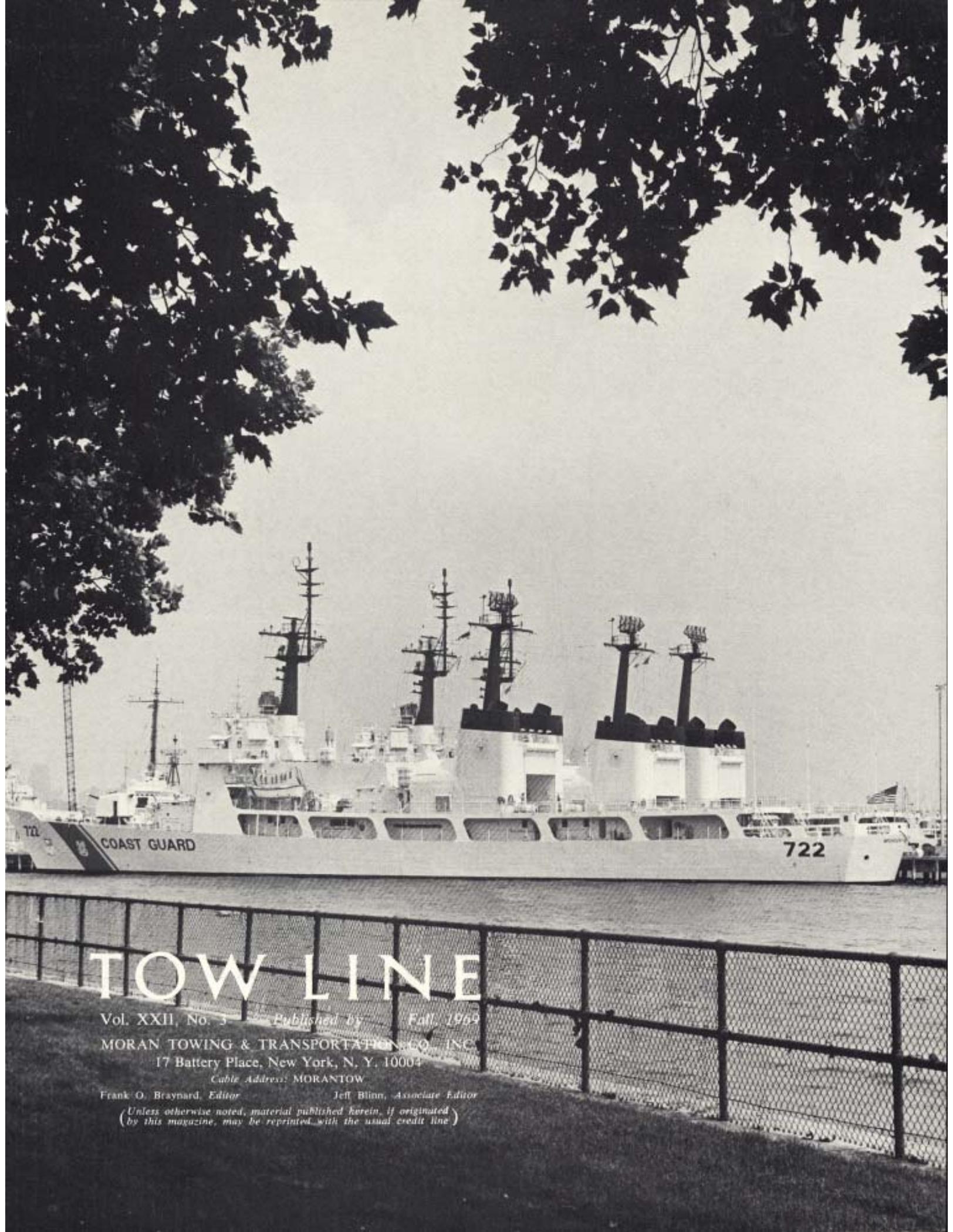
Rear Admiral Mark A. Whalen, Commander, Eastern Area and Third Coast Guard District.

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BASE GOVERNORS ISLAND

A City Within a City

NICKNAMED THE "MAYOR," he is Captain Austin C. Wagner, Commanding Officer, United States Coast Guard Base Governors Island. With a cheerful face and reddish hair, he runs a town about the size of Sea Cliff, Long Island, with about the same population.

There are about 535 families who "live aboard," he said, treating the base as if it were a ship. They average 3.1 children per family and with the military personnel comprise a population of about 5,400 persons living on the island. Governors Island, whose colorful history will be covered by Jeff Blinn in another article, occupies 173 acres in the shadow of downtown Manhattan's striking new skyline.

Captain Wagner's chair is just in front of a large colonial window looking out on the Battery. He can swivel around and scan almost at water's level one of the most extraordinary views in all New York. To the left is the Statue of Liberty, to the right is lower Manhattan and between them the lapping expanse of the upper bay reaches up into the mouth of the Hudson River.

On a window sill we spotted a box of broken pottery and ancient-looking glass bottles.

"They just found those a few days ago while digging for one of our new buildings," Captain Wagner noted with a smile.

An archeologist would have a great time on Governors Island. There are tunnels between the three principal old forts and one legendary underwater passage below Buttermilk Channel, said to have been large enough for the Governor to escape by riding in a horse-drawn chaise.

The entire southern extremity of Governors Island is modern, however, having been filled in between 1901 and 1908. Some 100 acres of made land were added to the island at that time with fill from excavations made during the building of the Lexington Avenue subway. The area previously had been marshland.

Captain Wagner, in addition to his regular Coast Guard duties, has all the problems of a regular civilian mayor.

Considerable building is going on, with a large 11-story apartment structure rising at one end of the island.

There is a fire department on the island, and a police department made up of "SPs" who have all the functions of regular police.

There are two large swimming



Captain Austin C. Wagner

pools, gymnasiums, a bowling alley, a motion picture theatre with first run films, a Boy Scout troop and all sorts of civic groups, a public school for students through the sixth grade, a library, a museum, baseball and football fields, an Officers Club and a Chief Petty Officers Club—to mention only a few of the community activities.

There are grocery stores and even a "department store."

The population changes every three years, but "everybody would like to stay," Captain Wagner said.

Major Facilities

Since the Army left, Governors Island has taken on a much more

nautical character. From almost any angle one can see masts and stacks and cargo booms from the cutters at the piers along Buttermilk Channel.

There are three major "big ship" pier facilities. The "Y"-shaped pier known as Yankee can accommodate four or five of the largest cutters in service. There were three big, sleek new Hamilton-type cutters there when your editor made his first inspection.

"Tango" wharf is "T" shaped and juts out just south of Yankee. A ferry boat was there.

"Lima" is the third pier near the southern end of the island, and it is "L" shaped, as its name implies.

The ferry pier faces Manhattan, and a regular 15-minute service is maintained during week days. Service on week-ends and at night is slightly less frequent. The crews are civilian Government employees. The white Governors Island ferries have the now-famous Coast Guard red, white and blue slash diagonally across their bows, a striking identification.

A major feature of the island is its important Search and Rescue School, known as the "SR" school to island dwellers.

Another equally important center is the famed Automated Merchant Vessel Report Center which is under the direction of Commander J. V. Caffery.

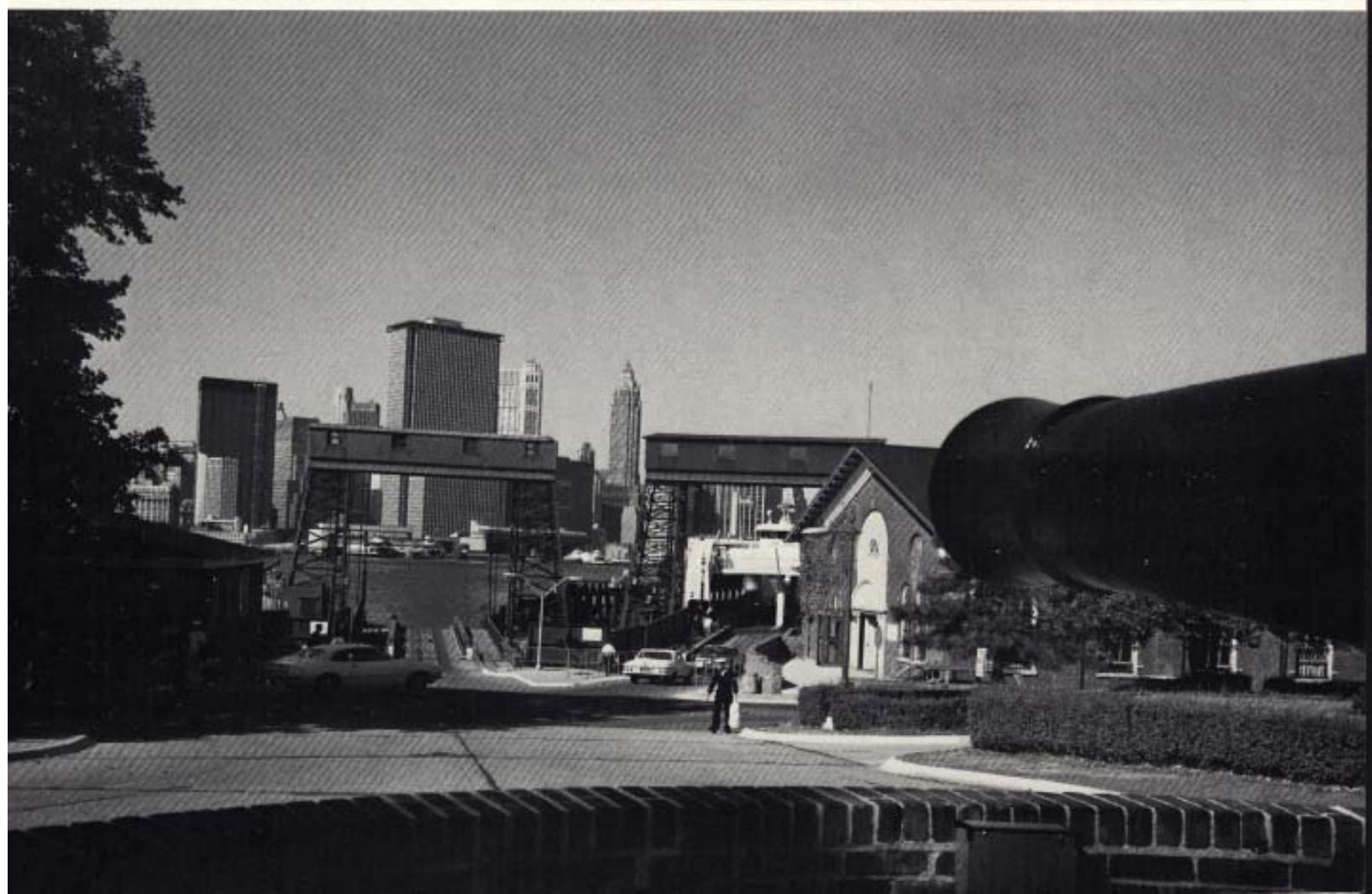
Base Tour

Captain Wagner assigned Ensign Norman B. Dodge, of Denver, Colorado, to take us around. We made the grand tour, starting from the Captain's office, which is just to the right of the ferry dock. Old Fort Jay, still with its moat and outer walls, faced us on our left as we moved away from the Base Commander's red brick building.

Opposite Fort Jay is a high land area known as the parade grounds. A small golf course and four tennis courts occupy part of the area. The old fort itself, still looking very much like an Army installation, has officers' quarters built into its inner walled spaces overlooking a small courtyard.

Moving on around the island we stopped to inspect Castle Williams. Our guide had brought with him the "keys to the castle," giant old-fash-

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CAPTAIN OF THE PORT

A Man with Three Hats

SOME YEARS AGO, a Coast Guard officer from Norfolk crossed the new Verrazano Bridge and gazed out at the magnificent harbor that is New York. He wondered at the order of things and at the vast machinery that made everything tick smoothly. He remembers thinking to himself how he did not envy the Coast Guard officer who was Captain of the Port of New York. He drove on back to Norfolk.

Today that man is Captain of the Port of New York and his name is Richard W. Young. We interviewed him recently and found him a highly vocal and well informed gentleman.

"It's a very fascinating job," he said.

"We feel we are significantly contributing to the port."

Captain Young described his work in a highly organized manner, bespeaking the orderly mind and precise approach needed for such a responsible assignment. He reviewed his three commands, the sources of his authority, the vessels under his control and how they operate. He gave us some studied comments about what is happening to the port.

Captain Young has three commands. He is Commander, Coast Guard Group, New York. He is also Commanding Officer, Coast Guard Station, N. Y., and, finally, he is the Captain of the Port.

Working, of course, under the overall direction of Rear Admiral Mark A. Whalen, Commander, 3rd Coast Guard District and Commander Eastern Area, Captain Young receives his legal authority from two sources: (1) Title 46, Federal Code—the Coast Guard's Dangerous Cargo Regulations which cover every registered commercial ship in the port, regardless of flag, and (2) the Magnuson Act, as amended, insuring the port's security and giving the Coast Guard jurisdiction over waterfront facilities and over the inspection and control of dangerous cargoes on those facilities.

The Captain of the Port has authority in the water areas and on waterfront facilities in the port area.

The Fleet

The Captain of the Port's "fleet" includes 23 vessels. They are six tugs, two 46-foot buoy tenders, 14 forty-foot utility boats and one outboard utility boat.

Three of the tugs are 65-footers and three are 110-footers.

One of the 65' tugs is always stationed at Quarantine, Rosebank, Staten Island. She serves there seven days a week from 4 a.m. to 8 p.m. and provides transportation for Quarantine officers to and from vessels at the quarantine anchorage. She can feed and sleep her crew. Two vessels are assigned to this work, used alternately each week. These craft can also be used as ice breakers on the Hudson and in the smaller harbors at the eastern end of Long Island Sound, along its South Shore and in

shallow areas of New York Harbor.

One of them, for example, was on station for three weeks last winter helping to keep Fire Island Inlet open for small tankers and other commercial craft that use it regularly.

Another 65-footer is on routine harbor patrol constantly, ready to handle harbor emergencies and for various security operations.

One of the 110-foot tugs is kept in "Bravo O" status capable of getting underway in thirty minutes day and night, seven days a week. This class tug, being capable of breaking ice, carries the main ice breaking workload in the Hudson River from New York to Albany.

One is used for the transportation of Customs officers to incoming liners. She is known familiarly to the press as the "Cutter," and her early morning departures long were a traditional part of New York harbor newspaper coverage. Today relatively few incoming liners are accorded the full "cutter" treatment, with ship news reporters and photographers going down the bay at 6 a.m., or earlier.

These 110-footers can make 12 knots. They require 19 men and a Warrant Officer as the commanding officer.

The two new 46-foot buoy tenders are remarkable vessels. A third buoy tender, the 80-foot prototype *Tern*, is

CAPTAIN RICHARD W. YOUNG, as Commander, Coast Guard Group, New York, pinpoints with a flag an "incident" which occurred at the mouth of the Staten Island Kills. The boundaries of C.G. Groups New York, Sandy Hook and Rockaway show clearly on this wall chart.



being evaluated in New York Harbor. She is of a completely new design, with a strut-type goalpost crane over an open area aft. The craft backs right up to the buoy and it is raised while in the embrace of the stern of the tender, a method that offers many advantages.

One buoy tender is on call at all times, to repair aids to navigation.

The 40-foot utility boats are in charge of a Boatswain's Mate. Five of these utility boats are always either underway or on immediate standby. They maintain a regular port safety search and rescue harbor patrol.

Every area of the port, from the Verrazano Bridge to the George Washington Bridge, from Hell Gate to the Arthur Kills, is regularly patrolled twice a day. The utility boats maintain seven hours of patrol activity daily, four hours during daylight hours and three at night.

At all hours of the day and night there is at least one utility boat underway somewhere in the harbor.

Aids to Navigation

In addition to the Captain of the Port's fleet of small boats and tugs, his command is responsible for some 700 aids to navigation in Greater New York harbor. There are many types of aids and they range from major stations like Execution Rock Light Station in Long Island Sound, North Brothers and South Brothers Lights in the East River, Robbins Reef Light and the Staten Island Light Attendant Station, to minor lighted and unlighted buoys throughout the harbor area.

The various big ship anchorages are, of course, under the jurisdiction of the Captain of the Port.

During the longshoremen's strike of last winter, the longest work stoppage in the port's history, the harbor faced a crisis of substantial proportions. All the well-established, routine procedures demonstrated their worth at this time of stress.

At the strike's peak there were 76 ocean-going vessels in harbor anchorages awaiting an opportunity to move into piers or for orders to move along. All this massive accumulation took place while a large part of the port was working. Tankers came and went, small craft kept moving and a few



BUOY TENDER TERN (WLI-80801), a completely new type buoy tender with an "A" frame for lifting buoys. Master Chief Boatswain Mate T. Crosby is the Officer in Charge.

cargo operations that were highly mechanized were still being carried on. Even the Navy anchorages up the Hudson River along Riverside Drive just below the George Washington Bridge were used. There were as many as 19 cargo liners moored there at one time.

Captain Young kept things moving and there were no untoward incidents.

Every incoming vessel must notify the Captain of the Port within 24 hours of its anticipated arrival. The Coast Guard must be informed whether the incoming ship has any dangerous cargo, and receive other statistical information. When this is obtained and studied, an anchorage, if needed, is assigned.

"Rather Fantastic"

"Rather fantastic" things are happening in world shipping and the Coast Guard must stay on top of them.

The tremendous increase in the size of ships and the new container revolution both have great implications for the Captain of the Port. There is just so much anchorage space, for example. The port's anchorages can not be expanded as the size of ships increases. Ships at anchorage must have the proper room to swing with the tide.

The problem comes into focus when it is realized that one large vessel at an anchorage today needs the space used by six World War II type standard ships. Because of the great increase in ship size many of the

facilities of the port seem to be shrinking.

The tanker situation is a prime example. There are increasing numbers of huge tankers that have to lighten-off part of their cargoes because their draft is so great they can not go to their discharging berths immediately. The lightering process must be performed at one of the deep water anchorages before the vessel proceeds to the fuel terminal where the bulk of her cargo is then unloaded.

Because of the growing complexity of the anchorage problem, the Coast Guard makes a daily inventory of ships in the principal anchorage. Vessels are normally permitted to stay for only 48 hours. To the Captain of the Port, this means "keep it safe and keep it moving."

Overall View

The total tonnage of ships using the port is increasing each year, but by virtue of the constantly increasing size of every type of cargo carrier the number of vessels coming and going annually is decreasing, Captain Young noted.

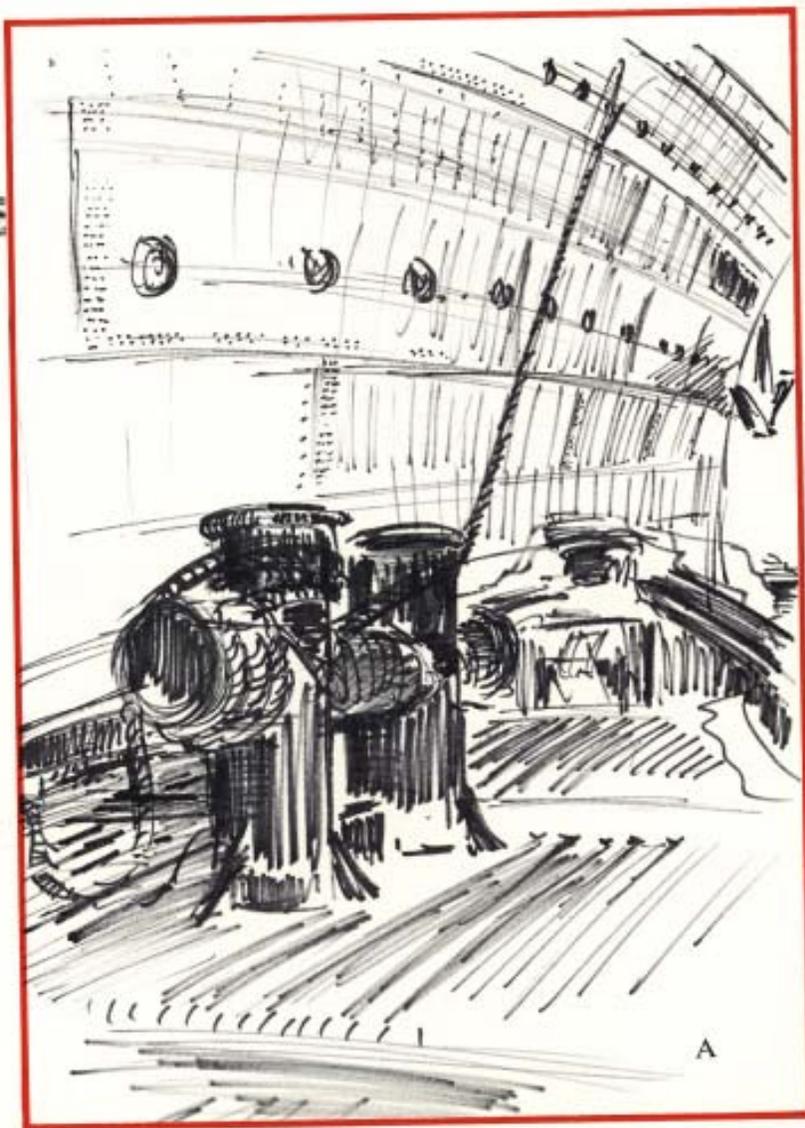
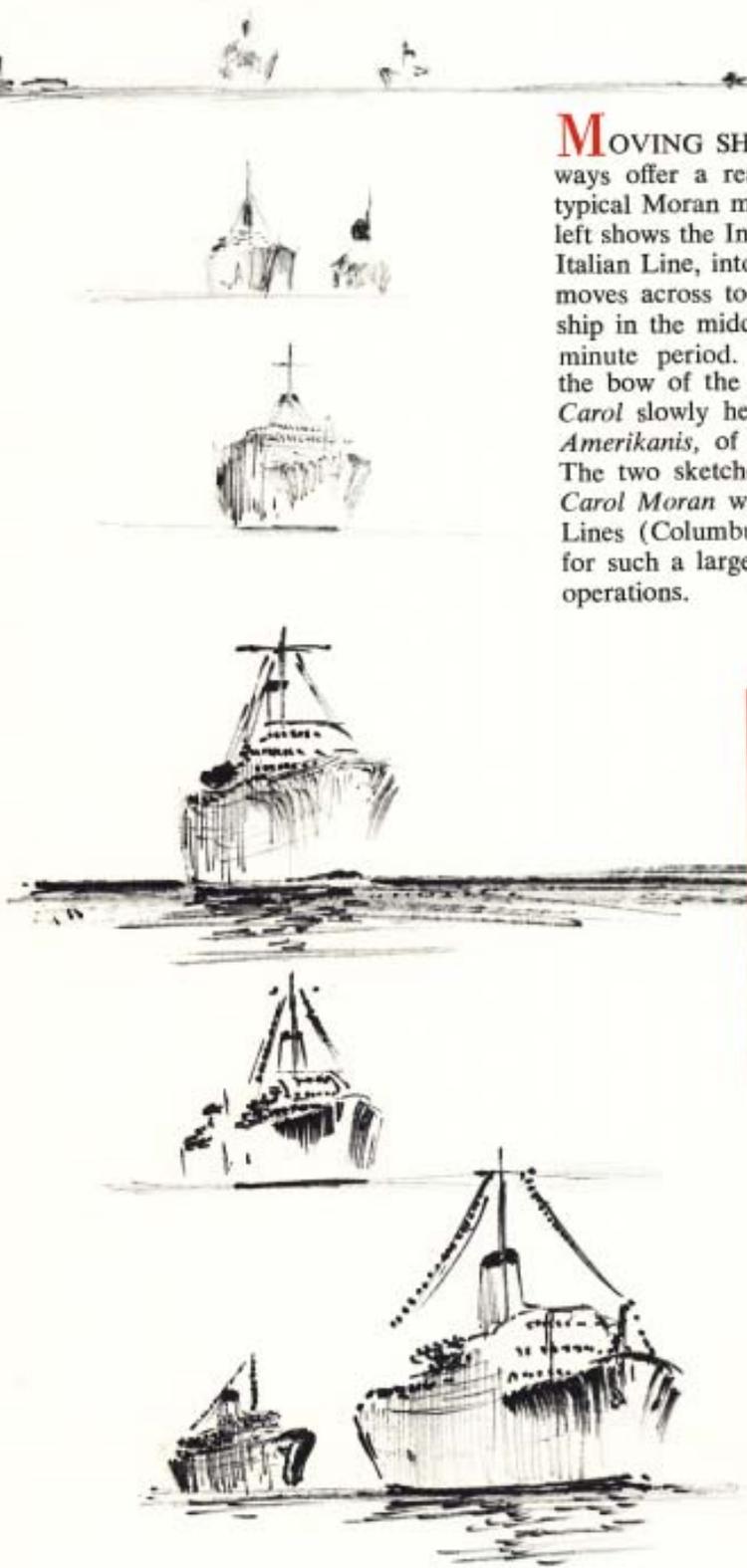
When questioned about tug and small boat matters, he replied.

"I'm on the phone with Mike Lorenzo of the Towboat Exchange almost every day. We have lots of routine problems, but they all work themselves out," he added with a smile.

On the whole, he summarized, the port is so well organized that everything moves with remarkable smoothness.

TUG SKETCHPAD

MOVING SHIPS make exciting and interesting things to sketch, and always offer a real challenge. Here we are aboard the *Carol Moran* on a typical Moran morning in New York harbor. The sketchpad sequence at the left shows the Inces Line's beautiful *Victoria* leading the *Leonardo da Vinci*, Italian Line, into port. The *Victoria* begins on the left of the pad and slowly moves across to the right, completely blocking from view the larger Italian ship in the middle drawing. These six rough sketches were made over a 25 minute period. Sketch "A" (bottom) shows the *Carol* up close under the bow of the *Victoria*. Sketch "B" shows the towering white hull as the *Carol* slowly helps her into Pier 86. Sketch "C" shows the gleaming new *Amerikanis*, of Chandris Line, which we saw across the slip at Pier 84. The two sketches to the right above, "D" and "E", were made while the *Carol Moran* was helping the British cargo liner *Dalla*, of Elder Dempster Lines (Columbus Line is their agent here) into Erie Basin, a tight squeeze for such a large vessel. Captain Ole Thorsen was the docking pilot in both operations.

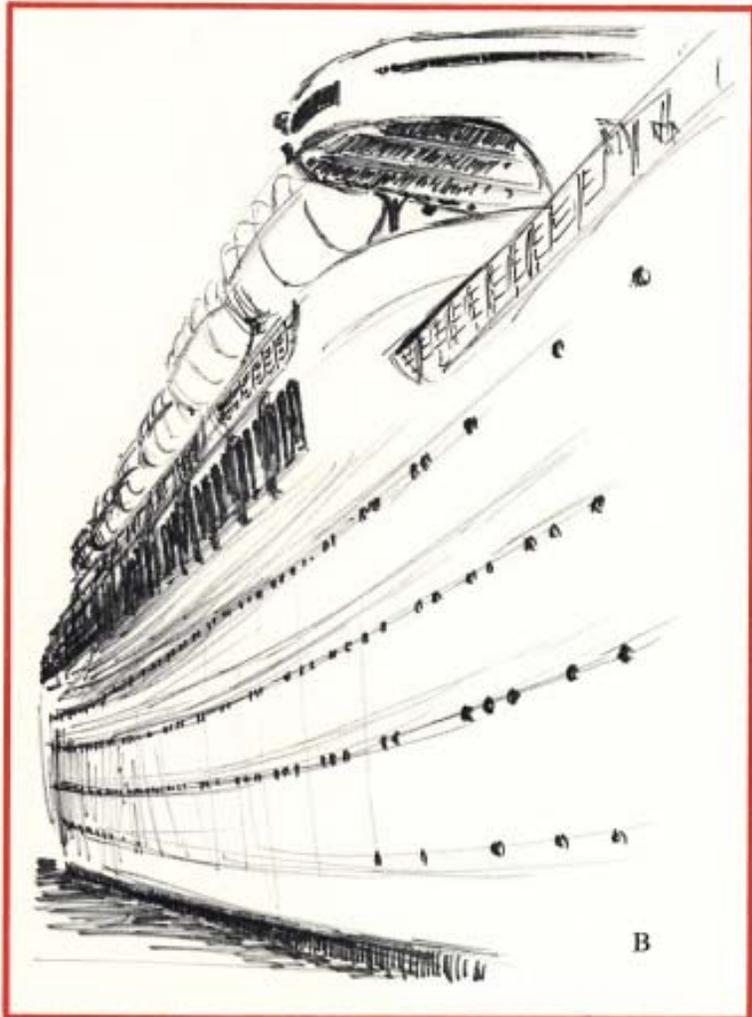




D



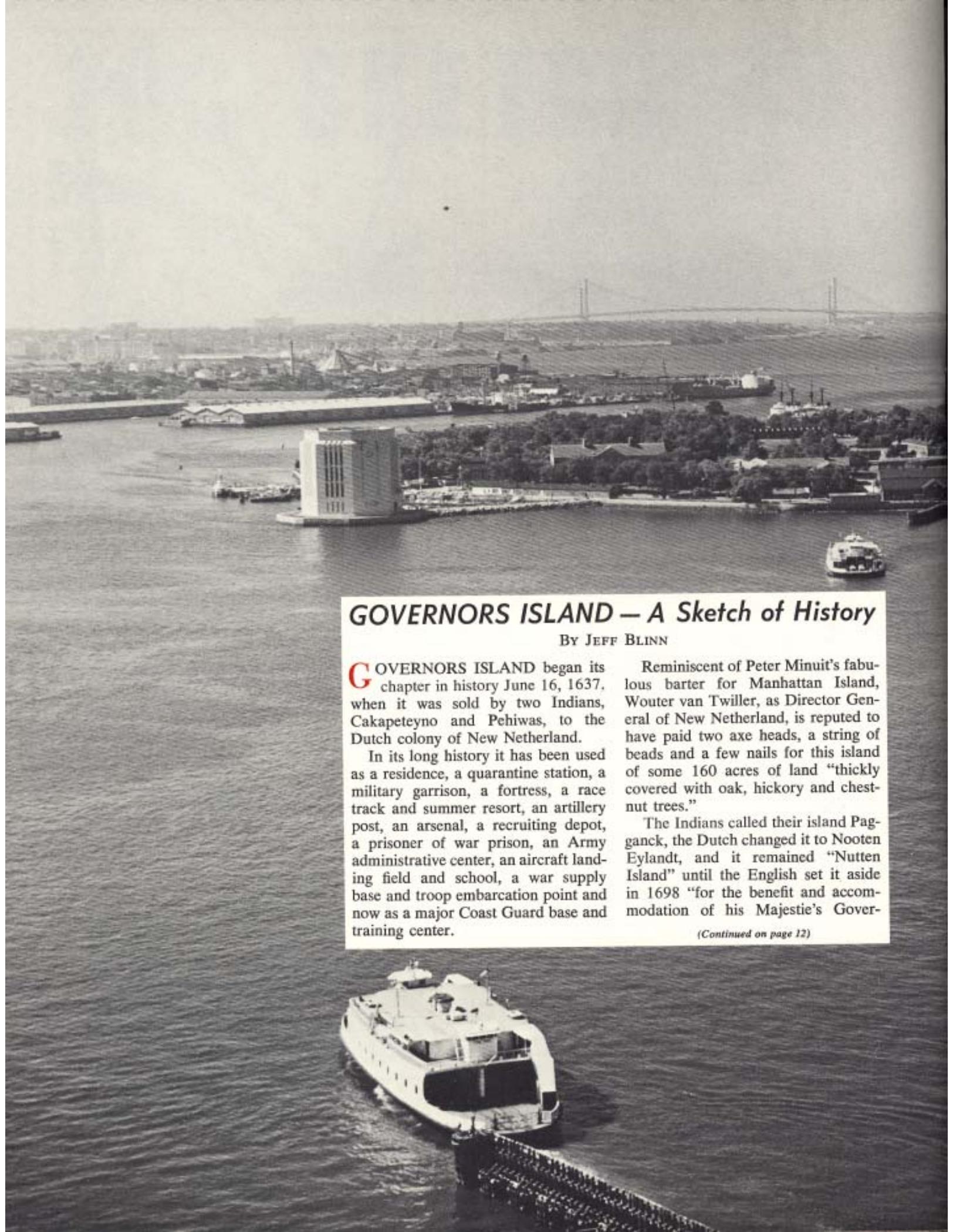
E



B



C



GOVERNORS ISLAND — A Sketch of History

BY JEFF BLINN

GOVERNORS ISLAND began its chapter in history June 16, 1637, when it was sold by two Indians, Cakapeteyno and Pehiwas, to the Dutch colony of New Netherland.

In its long history it has been used as a residence, a quarantine station, a military garrison, a fortress, a race track and summer resort, an artillery post, an arsenal, a recruiting depot, a prisoner of war prison, an Army administrative center, an aircraft landing field and school, a war supply base and troop embarkation point and now as a major Coast Guard base and training center.

Reminiscent of Peter Minuit's fabulous barter for Manhattan Island, Wouter van Twiller, as Director General of New Netherland, is reputed to have paid two axe heads, a string of beads and a few nails for this island of some 160 acres of land "thickly covered with oak, hickory and chestnut trees."

The Indians called their island Paganck, the Dutch changed it to Nooten Eylandt, and it remained "Nutten Island" until the English set it aside in 1698 "for the benefit and accommodation of his Majestie's Gover-

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GOVERNORS ISLAND

A Sketch of History...

(Continued from page 11)

nors." Then it became known as The Governor's Island. The name was made official on March 29, 1784 by an act of the American colonial legislature. It was through usage that the article and apostrophe were finally dropped.

Wouter van Twiller was probably the only private owner of the island by generously granting it to himself after becoming Governor. He was soon charged with illegal trading and incompetence, sent home to Holland and the property was eventually returned to public domain.

It is interesting to note that, although Governors Island has been almost continuously occupied since its purchase, no one had successfully combatted its constant erosion until the turn of the 20th century. Of its original 160 acres, less than 70 remained by 1900.

It was only through the actions of the New York State legislature who ceded 103 acres of submerged land adjacent to the island to the Federal government and their efforts that Governors Island grew to its present size of 173.35 acres. The building of a seawall and the subsequent fill obtained from harbor dredging operations and from the excavations for the Lexington Avenue subway now account for the bulk of the island's land area.

Military History

The Dutch did not fortify Governors Island but left its military history to begin in 1755. Major General Sir William Pepperell and his 51st Regiment of British Colonial Militia were the first troops stationed there. As early as 1691 the English colonial governors were urging the fortification of New York harbor but the meager sum raised by 1708 was diverted by Lord Cornbury to build for himself a mansion on Governors Island.

It was named "The Smiling Garden of the Sovereigns of the Province" and did see many years of service as the gubernatorial mansion. Coast Guard Captain A. C. Wagner, Commanding

Officer, New York Base now occupies what may very well be the same structure. Now called Quarters 2, it is known to have been built prior to the War of 1812 when it served as a guardhouse and headquarters.

A legend has it that during the Revolution this original Governor's House was connected by a tunnel to a private dock on Buttermilk Channel. Large enough to accommodate the Governor's coach and four horses, he could readily escape should the Americans come. The tunnel still defies discovery.

The 51st Regiment was soon joined by the 22nd, the 44th and the 62nd Regiments of Foot. In 1757 the latter was renamed The Royal American Regiment, H. M. 60th Regiment of Foot. It was a locally recruited unit of the British regular army and is still active today as the King's Royal Rifle.

In recognition of shared traditions the officers and men of this famed unit presented their only Royal American Regimental Color to Governors Island on January 9, 1921. It now hangs on the north wall of the Chapel of Saint Cornelius the Centurion, the Protestant Chapel on the island.

The defenses of Governors Island remained neglected and there was little military activity during the years before the Revolution. But it suddenly changed. General Israel Putnam was ordered to the island to aid Colonel Prescott's famous Bunker Hill regiment with a thousand men. General Washington wanted the island fortified against the fire of the British fleet then at anchor in the harbor.

Records show that the island's batteries mounted four 32 pounders and four 18 pounders by June 1776 and in another two months Governors Island was considered to be one of the strongest American posts.

On July 12, 1776 these batteries engaged *HMS Phoenix*, *HMS Rose* and three other ships but little damage was done on either side. However, as the British moved on New York and landed on Long Island, their fleet brought Governors Island under such heavy bombardment on August 30 that its evacuation was forced. Cannon balls from this bombardment are still sometimes found during excavations.

The British occupied New York on September 15, 1776 but the war had moved elsewhere. Although garrisoned and fortified, Governors Island remained inactive until November 1783 when it again changed hands for the last time as victorious America re-occupied it.

In the years between 1783 and 1794 the Revolutionary defenses stood as curios on Governors Island as recreation became the order of the day. The Governors of the State of New York leased the property to private interests for use as a summer resort and race track.

But in 1794, with the threat of war with France, the island was returned to military control. Construction was begun on Fort Jay, a pentagonal stone structure surrounded by a dry moat, occupying the most prominent position on Governors Island.

Castle Williams Built

In 1807 Castle Williams was taking shape upon the solid rock at the northwest tip of Governors Island. Together with Castle Clinton in Battery Park, the two rounded, hammered Newark red sandstone forts were built to guard the channel into the East River. Five years later another fortification on the island, South Battery, was erected to defend Buttermilk Channel.

The name "Buttermilk" is said to have originated from the practice of farm women rowing from Brooklyn in the early Dutch settlement days to Governors Island to sell their cans of milk and buttermilk. Only a narrow creek separated the two shores at that time.

Credit may be given to these strong batteries on Governors Island for the fact that the British fleet stayed away from New York during the War of 1812.

In 1821 the local area Army Headquarters moved to the island followed by the New York Arsenal in 1833. The 1st New York Volunteer Infantry was mustered there for service in the war with Mexico in 1847 and four 24-pound bronze howitzers are now mounted inside Saint Cornelius Chapel to attest to the battles in which this regiment served with distinction.

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The First Chapel of Saint Cornelius the Centurion was built with the effort of Reverend John McVickar, who was both Chaplain of Governors Island and a professor at Columbia College, in 1846-7 on a site close to that of the present chapel. Trinity Parish in New York supported the first chapel.

The American Civil War found Governors Island an important recruiting depot and replacement center. It was also used to intern prisoners-of-war and as many as 1,500 were held in Castle Williams at one time.

The year 1878 marked the end of Governors Island's role as a harbor fortification. From that date until the solemn music of Retreat sounded on June 30, 1966 the island served as a major administrative center of the Army. At a joint ceremony with the United States Coast Guard the Army ended its 172 years as a tenant and turned the island over to Rear Admiral I. J. Stephens.

Other events in Governors Island history merit noting. Aviation history was made on the Island by three important events. Wilbur Wright made the first flight around the Statue of Liberty from Governors Island on September 29, 1909. Glenn Curtis landed there to complete a flight from Albany, New York on May 29, 1910 and collect Joseph Pulitzer's \$10,000 prize. From May 1916 to March 1917 an aviation training center operated by civilians to promote the development of military aviation taught flying.

The United States Coast Guard had a hand in another important event in the island's history. Eighteen minutes after Congress declared war against Germany at 3.12 A.M., April 16, 1917, a battalion of the 22nd Infantry set out in Coast Guard furnished boats to seize enemy ships and their crews at anchor in New York harbor.

Today, Governors Island continues as an administrative center and a training center. It is the headquarters of The Commander, Eastern Area and Third Coast Guard District and of the Captain of the Port of New York and Commander, New York Group. One tenth of the entire United States Coast Guard personnel is now concentrated on Governors Island.

Two Pilots Honored by Cunard Line President



Left to right: C. N. Anderson, Cunard president for North America; Sandy Hook Pilot Walter Sturgeon, Docking Pilot William Hayes, and Captain William Warwick, master of the *Queen Elizabeth 2*.

THE TWO PILOTS who brought the 65,863-gross-ton *Queen Elizabeth 2* into New York harbor for the first time have received Cunard medallions for their feat.

Captain William Hayes, the docking pilot, and Captain Walter Sturgeon, the Sandy Hook pilot received the medallions at ceremonies aboard the new superliner August 1. Captain Sturgeon boarded the QE2 at Ambrose Light the morning of May 7 and piloted her to within one mile of her berth. Captain Hayes boarded the new vessel from a Moran tug and maneuvered her into the south side of Pier 92, West Fifty-second Street.

The medallions, inscribed for the occasion and made of silver, were presented to the two pilots by Mr. C. N. Anderson, Cunard president for North America. Also taking part in the ceremonies were Captain William E. Warwick, master of the great liner, *Lyle King*, Director, Marine Terminals Department, Port of New York Authority and John Bull, our president. The presentation took place in Captain Warwick's cabin aboard the QE2.

TROOPSHIP TOW — The *General W. H. Gordon*, which might well have been converted into a trans-Pacific luxury liner, is towed from New York to Charleston. The 622-foot vessel, one of the large fleet of World War II super troopships, was operated all during the war by American President Lines, and was earmarked for liner conversion, but it never happened. The tow was made for MSTs in September. The tug was the *Esther Moran*, Captain James Barrow.





MANHATTAN

GIANT ICEBREAKER — The 150,000 ton oil tanker *Manhattan*, which has just made an historic experimental run between the Atlantic Coast of the United States and Alaska, via the Northwest Passage. This giant vessel, largest ship under the American flag, may open an entirely new major sea route. With a striking new bow and many scientific devices aboard to test her ability under various ice conditions, her voyage under the auspices of the Humble Oil & Refining Company may well prove a significant chapter in the history of the American Merchant Marine. During the testing the *Manhattan* will ram her bow, made of three inch plates, against ice varying from several feet thick to so-called pressure ridges of up to 100 feet in thickness. The goal is to determine the kind of ship needed to get through the worst possible conditions and still carry a pay load of oil.

BASE GOVERNORS ISLAND...

(Continued from page 4)

ioned keys that probably dated back to the early 1800s. On the roof there was still one old Dahlgren gun, with its 20" bore facing the Battery. There were formerly five of these, the largest type land-based gun ever made in the United States. They were muzzle loaders, and must have been a man-sized job to handle. The Castle wall is seven feet thick at the top and forty feet high. While we walked around the sun-baked top of the fort, a new HH3F helicopter passed overhead. Ensign Dodge noted with pride that it was dual turbine powered. We knew immediately that it was Coast Guard because of its red, white and blue slash.

Next to Castle Williams a new barracks was going up, and farther on we came to the training center for maintenance men and electricians. The Gunner's Mates school is also there.

We passed the Base Hospital, and came upon a new enlisted men's mess. There were more barracks, including one for SPARS (the Coast Guard Women's Corps).

At the extreme southern end of the island we saw some brick, two-storied apartments. This is known as "Fog Horn Alley" and it gets its name from the horn located here to blare out its warning in thick weather to all moving vessels.

A whole field of buoys and odd aids to navigation came into view, and we noted with great interest three or four huge buoy bells sitting on the grass and looking terribly out of place.

Even the trucks we passed had the familiar Coast Guard slash, and it was interesting to hear Ensign Dodge refer to it as "our racing stripe." Everyone is proud of this Coast Guard emblem and it certainly is eye-catching.

We passed a beauty shop, an exchange and a swimming pool. On the Buttermilk Channel side we spotted a new mobile crane that can lift a 40-footer right out of the water. The CC 45306D was right beside it, high and



THE OLD DAHLGREN GUN pointing across the East River from Castle Williams on Governors Island is the last of five of the huge muzzle-loaders to stand guard against intruders. The "Dahlgren" was named after its designer, John Adolphus Bernard Dahlgren, a Chief of the Bureau of Ordnance at the Washington Navy Yard and a Rear Admiral of the American Civil War. Coast Guard Ensign Norman B. Dodge and Frank O. Braynard admire the view.

dry on land. The base has magnificent facilities, indeed.

Pausing to look closer at "Tango" pier we saw the steam ferry *Maj. Gen. W. H. Hart*, one of the many remaining evidences of the Army's use of Governors Island.

As we approached "Yankee" it was a stirring sight to see the three new cutters. They were the *Morgenthau*, #722; the *Gallatin*, #721, and the *Dallas*, #716, wonderfully sleek and capable looking vessels. Each is 378 feet long and has a displacement of 2,953 tons.

We were given a tour through them and were immensely impressed with everything we saw, particularly with the youth of the men who manned them and with their enthusiasm for their tasks. The tracking room, in the heart of the superstructure, reminded us of the *Columbia*, our moon spaceship. Tremendously complicated, wonderfully space-age in its computer

facilities, it is chiefly intended for search and rescue of downed aircraft and sinking ships.

We were dumb-founded at the thought of going from dead in the water to 27 knots in 45 seconds! But this is what these remarkable ships are capable of doing, we were told. Imagine being able to go from full ahead to full astern in 70 seconds!

We learned many things about these ships but must hold off for an occasion when we can devote an entire feature to one of them.

As we reached the Manufacturers Hanover Trust Company branch and the ferry terminal our round of the island was finished.

A fascinating tour it had been, and our admiration for the splendid traditions and the proud and devoted service which has marked the activities of the Coast Guard was enhanced by all that we saw.

RECOMMENDED READING

THE LAKERS OF WORLD WAR I, by Rev. Edward J. Dowling, S.J.; published by University of Detroit Press, 4001 W. McNichols Road, Detroit, Mich. 48221. 1967. Price: \$1.50.

THIS IS the story of the contribution of Great Lakes' shipyards to the defense effort in World War I. An introduction by John Lockhead, Librarian, Mariners Museum, Newport News, Virginia, points out that "all marine libraries will be grateful to Father Dowling for this publication about a special group of steamers which, like the Hog Islanders of World War I and the Liberties of World War II, has earned a special niche in the history of steamships." Although more than half the Lakers were not finished until it was too late for service in the first war, many ended up in the merchant marine and served well between the two world wars. Many went foreign and, as Father Dowling concludes, "there is scarcely a port in the world which did not see a Laker or two sometimes in the past fifty years." This 108-page booklet is illustrated with dozens of photographs, several sketches and an outboard profile and cargo loading plan diagram.

MERCHANT SHIPS, A Pictorial Study, by John H. LaDage, with Charles L. Sauerbier, George N. Steiner, Moses W. Hirschowitz and Alfred E. Fiore. Published by the Cornell Maritime Press, Cambridge, Md., 1968.

THIS IS A TOME, a giant book, of 482 pages and two to four illustrations per page. It is a work of love and a splendid new edition. The original was issued in 1955. Major sections are devoted to the following topics: Living and Working Aboard Ship, Types of Merchant Ships, Ship Structure, The Handling and Stowage of Cargo, Deck Operations, Engineering Operations, Building and Repairing the Ship. Many of the 1,160 photographs in this important study were made by cadet-midshipmen at the United States Merchant Marine Academy, Kings Point, N.Y., while at sea on American merchant ships. The five authors are all members of the faculty at the Academy. It is not necessary to note that no other book of its kind has ever been produced. As a text book for merchant marine officers and as an introduction to merchant ship operation, the work is invaluable. We only wish there were a few more tug pictures.

OCEANIC PATENTS 1959-1968, by Evelyn Snha, Ph.D. Published by the Ocean Engineering Information Service, P.O. Box 989, La Jolla, California 92037, 1969. Price: \$15.00.

THIS WORK IS A 90-page, type-written study, listed as Vol. 1 of the "Ocean Engineering Information Series." An introduction by Gilbert Jaffe, Director, Oceanographic Instrumentation Center, U.S. Naval Oceanographic Office, calls the compilation "an important reference work for both the ocean scientist and the ocean engineer." Mr. Jaffe adds that the publication "comes at a time when the need for advances in ocean-related technology has never been greater." There is a foreword by Captain T. K. Treadwell, Commander, U.S. Naval Oceanographic Office. Each patent is described under a general heading such as "Acoustic-Sonar," "Barges," "Cargo Transport," etc. Each patent is listed with an Order Number, and copies of any patents mentioned may be obtained for 50¢ each by writing the Commissioner of Patents, Washington, D.C., 20231.

BRIDGES, CANALS & TUNNELS by David Jacobs and Anthony E. Neville. Published by American Heritage Publishing Co., in association with the Smithsonian Institution, 1968. Price: \$4.95.

A WONDERFULLY ENTERTAINING picture book, this attractive effort has many marine references. There is a short but entertaining section on the Erie Canal with a full page woodcut of a canal boat of 1825. A choice section on the Brooklyn Bridge includes a double page spread in color taken from the Brooklyn tower during construction and facing what is now Schermerhorn Row and the South Street Seaport. Sweets Restaurant, the old Fish Market and Myers Hotel, all still standing, are shown.

SHOESTRING SHIPPING LINE by Captain Clough Blair. Published by A. H. & A. W. Reed, 182 Wakefield Street, Wellington, New Zealand, 1967. Price: \$3.00.

A PERSONALIZED HISTORY of a small cargo ship company and the man who ran it, autobiographical in nature. There are many interesting illustrations, including one of the *Australis*, ex *America*, passing the *Oriana* in Auckland harbor.

SHIPS AND SAILORMEN, by Allan A. Kirk. Published by A. H. & A. W. Reed, 182 Wakefield Street, Wellington, New Zealand, 1964.

THIS IS A DELIGHTFUL and scholarly study of ships and ship masters of Australasia. Well illustrated with fine ship photographs, pictures of men and scenes of action at sea, it is a work that all those who love ships will wish to have. The author, long a student of ships, features 24 famed ship captains of the area, giving each a chapter.

A LIST OF THE MUSEUMS' COLLECTION OF SHIP MODELS, Compiled by E. W. Paget-Tomlinson & R. B. Smith, City of Liverpool Museums, Liverpool, England, 1967.

THE GREAT WEALTH of the model collections of the City of Liverpool museums is shown in this handsome catalogue. The collection was begun in 1862 and includes 600 models today, chiefly of steamships. Outstanding ships whose models are included are the *Sirius*, of 1837; the *Britannia*, of 1840; the *Great Britain*, of 1843; the *Great Eastern*, of 1858; the *Oceanic*, of 1871, and the *America*, of 1884. Many are builders' models, adding to their value and authenticity. A particularly notable model is that of the 1914 *Britannic*, 47,500 gross tons. This larger sistership of the *Titanic* never made a commercial voyage. She was sunk in the First World War.

IMMORTAL SAILS, by Lt.-Colonel Henry Hughes. Published by T. Stephenson & Sons, Ltd., Prescott, Lancashire, L34 5SD, England, 1969. Price: 2 guineas.

A LITTLE PORT in an obscure corner of a bay in North Wales, the harbor of Portmadoc, is described in this interesting study now out in a second edition. Portmadoc rose and became famous as a source of a particularly good type of slate. Her ships sailed the world. They were sailing ships eventually driven out of business by steam and the port went into decline.

SHIPPING OF NEW ZEALAND, by A. N. Palmer; with illustrations by A. G. & L. C. Mitchell. Published by A. H. & A. W. Reed, 182 Wakefield Street, Wellington, New Zealand, 1961.

ONLY 32 PAGES LONG, this fine little picture book details the different ship types serving New Zealand. A page of text and a fine pen drawing serves each type. The twin-screw harbor tug *Mount Maunganui* is one of the craft shown.

ANCHOR SHIPS AND ANCHOR MEN, by A. A. Kirk. Published by A. H. & A. W. Reed, 182 Wakefield Street, Wellington, New Zealand, 1967. Price: —?

WELL-WRITTEN, well-documented, well-illustrated, this little volume is a notable addition to shipping lore. It describes the Anchor Line, which has served the coast of New Zealand since 1862.

SLEEK NEW CONTAINERSHIP — The C/S Ede Sottorf, Fabre Line's third all-new containership, which arrived in New York late last July. The addition of this sleek vessel to the Fabre fleet increased the sailing frequency of the 17-knot containership service to one vessel every 10 days between New York and Lisbon, Barcelona, Marseilles, Genoa and Leghorn. Another new Fabre containership is due this fall at which time the company will offer a weekly service. Columbus Overseas Agencies is the agent for Fabre Line here.



Great Liners of the Port of New York — No. 10

EAST RIVER SAILING — Something never seen today, a great liner steaming down the East River. This is the *Oriente*, 508-foot luxury liner built by Newport News Shipbuilding & Drydock Co. in 1930. One of the most successful American liners, she was built for Ward Line's service between New York and Havana. She sailed out of Pier 14, East River. Of turbo-electric propulsion and luxurious interior, she was designed by Theodore Ferris. We were reminded of this notable liner when Elliot Lumbard, member of the Board of the South Street State Maritime Museum, said he had served aboard her as the troopship THOMAS H. BARRY. She was not scrapped until the mid 1950s, filling out her last decade in the Hudson River National Defense Reserve Fleet. Her sistership was the *Morro Castle*.





A PAT ON THE HEAD and he promptly sits on our foot looking up through long, curly hair for more attention. His name is Shelby. Further, he has papers to prove he's a genuine Old English Sheep Dog.

"He's not a bit snobbish," understates his lord and master John R. (Jack) Castor, "though it's said that one of his ancestors was painted by Gainsborough—in the company of an English Nobleman."

But far from fluffy sheep dogs Jack Castor is a salt water sailor and a firm vocal advocate of tug service, especially Moran tug service. He joined our Sales Department early in 1968.

Jack is a graduate of the University of Maine (Class of '57) and went to work for the Kearfott Company on inertial guidance systems for a year before changing course to the Navy's Officers Candidate School at Newport, Rhode Island.

First duty as a commissioned Ensign was in the Ordnance Office of the Naval Weapons Station at Yorktown, Virginia. Eventual promotion to Lieutenant (jg) and assignment to the cruiser *Springfield* (CLG-7) precipitated an experience which validates the slogan "Join the Navy and See the World."

After a shakedown cruise to the Naval Base at Guantanamo, Cuba, the *Springfield* became a flagship and was assigned to the Mediterranean with home port at Villefranche, France.

With a Flag Officer aboard, the *Springfield* was not idle. During the years 1960-1962 she called at ports of every country on the Mediterranean with the exception of Egypt and Israel.

Young Lieutenant (jg) Castor, a Deck and Gunnery Officer, as a collateral duty was Foreign Claims Officer with duties that included investigating and adjusting claims by foreign nationals against actions of Navy personnel, vehicles or ships.

His first mission in each port was to set up a liaison between the local government and the Navy which afforded a good, first-hand association with diplomacy.

An instance of ground level di-



John R. Castor

plomacy involved a sailor on a rented bicycle, no brakes, a steep hill and a native housewife on foot prior to impact. It was settled amicably.

After his discharge from the Navy, Jack toured from Scandinavia to Italy for two months before returning to New York to work for Mobil Oil Company in October 1962.

On completing Mobil's Industrial Sales Program, Jack negotiated tank and pump installations and prepared bids for volume product business, until transferring to Marine Sales in 1964. A closer contact with ships, their Masters and Chief Engineers was more to his liking. During this time he also completed his work for a masters degree in business management at Fairleigh Dickinson University.

The great passenger ship terminals in New York, including "Luxury

Row" piers 86 to 97, North River, as well as the busy areas of Brooklyn and Port Newark were his bailiwicks for lube oil sales.

In 1965 an attractive young lady, then working in Mobil's Treasurer's Department, caught his eye. Since February 13 of that year Jack and the former Anne Moylan of Sunnyside, Queens have been happily married.

The Castor family (Shelby included) enjoy sailing on Long Island Sound and collecting nautical antiques for their home at Packanack Lake, New Jersey.

Continuing his interest in the Naval Reserve, Jack was promoted to Lieutenant Commander in 1967 and is on his way to acquiring another half stripe soon. He is now Commanding Officer of Minesweeper *U.S.S. Meadowlark* (MSC 196) stationed at Perth Amboy, N. J.

RETIRING ENGINEER, Frank Mletzko, will be missed by his many Moran friends. We chatted with him before he returned to his home in the "old country" and learned many interesting things about his early years, his hobbies and his outlook on life.

Frank is of German extraction and his father had a 190-acre farm in what is now East Germany. It was a scientifically operated farm, and his father was a systematic and skillful farmer who also raised horses. Young Frank worked on his father's farm until 1923, when he turned to music. Playing all kinds of musical instruments had long been his hobby, and he was able to perform publicly on the trumpet, tuba and other brass instruments. He learned how to play the piano and also did some organ work. His favorite instrument, however, was the cello, and one of his greatest disappointments in life was finding his cello smashed beyond repair when it came out of the hold of the ship that brought him to America in 1930. It was a beautiful, 200-year old instrument. Before emigrating he had earned a happy living playing in German bands and performing at various musical functions.

In America, the depression was in full swing and musicians were starving so he put aside his musical career and went to work with his brother

in Sullivan's shipyard as a machinist. After five years of shipyard work, he was employed by the Eastern Steamship Company on one of their smaller vessels. This famous company, almost forgotten today, operated a large fleet of passenger and freight vessels up the coast as far as Maine, and on cruises.



Frank Mletzko

Frank Mletzko came to work with Moran in 1951, starting on canal and lake boats. Then he served aboard the *Margot Moran* in coastal runs for a while. We had the pleasure of finding a picture of this fine tug for him to take to Germany with him. Then more canal work on the *Marie Moran*. His most recent boat was the *Grace Moran*.

Frank came from a family of 15 children. Three of his brothers are still living in Hilground, near Stuttgart, where he now has gone. His second wife, who preceded him there with her two children, also has relatives in the area, so it will seem like home to Frank.

There are many stories about Frank and how he always seemed to do more than was expected of him. Captain Charlie Sheridan always used to say that whenever there was a need Frank was there.

One particularly exciting episode will be remembered a long time. Somehow his tug's towing hawser had become wrapped around the propeller. By delicately working the propeller back and forth, using the motor load gauges as a guide, Frank unwound the hawser and got it off, blade by blade. A neat trick indeed.

MORAN SERVICE AWARDS were presented to our own East associates by Frederic S. Boyce, vice president and general manager of Central Wharf Towboat Company of Portland, Maine.

Martin J. Carroll, vice president of Moran, presented the original packet of 30 awards to Mr. Boyce who received a 10-year service pin himself.

The awards were inaugurated in November 1966 by Moran to commemorate years of continuous employment by shoreside and tug personnel. This is the first time they have been awarded to personnel of Central Wharf Towboat and its Portsmouth Navigation Division of Portsmouth, New Hampshire.

The attractive emblems bear Moran's new tug stack design in gold miniature on a white gold rhomboid set with three jewels. Choice of preference in jewelry include pin, tie tac, tie bar, necklace, brooch or bracelet, with variations of rubies, sapphires, emeralds and diamonds denoting length of service.

The Central Wharf Towboat Company employees receiving awards were:

Shoreside personnel—Anne B. Costello and Dorothy D. Tozier, 15

years; Frederick S. Boyce, 10 years; Charles Skillin, Jr., 5 years.

Tug personnel—E. P. McDuffie, Sr. and William F. Talbot, 30 years; Fred Alley, Ralph Bailey, Jr., Manuel Daluz and Leo P. Theriault, 20 years; Eldred V. Anderson, Henning Andren, Jr., E. P. McDuffie, Jr., Harold Sylvester, Franklyn F. Woods and Richard P. Yorke, 15 years; Norman W. Barbour, Frederick R. Davis, Roy H. Locke, Lewis S. Moynihan and Robert Poland, 10 years.

At the Portsmouth Navigation Division in Portsmouth, New Hampshire the following awards were made:

Shoreside personnel—Robert V. McLane, 10 years.

Tug personnel—John H. Williams, 20 years; Fremont S. Macauley, 10 years; Herbert E. Barrett, Raymond A. Gaudette, Richard C. Holt, Shirley H. Holt III, Edward W. Murphy and James R. Pope, 5 years.

Congratulations to Tom Livsey and his wife who recently celebrated their 40th wedding anniversary. Chief Engineer and Mrs. Livsey flew to Jamaica for a ten-day celebration. Tom is alternate chief engineer on the *Agnes Moran*.

FREDERICK L. BOYCE, vice president of Central Wharf Towboat Company of Portland, Maine, presents Moran 30-year service awards to Captains Edwin P. McDuffie, Sr. and William F. Talbot aboard tug *E. F. Moran Jr.*



