

TOW LINE

Spring 1972



ON THE COVER—

NEW YORK'S GRAND SKYLINE has been a favorite background of artists and photographers since before old Trinity Church was the tallest structure in Downtown Manhattan. The skyline constantly changes and the fine vessels calling at the Port of New York change, too.

We feel this 1972 cover painting for TOW LINE by French artist Albert Brenet features one of the finest ships ever to pose for his brush.

The *Hellenic Pride* is one of six new, huge motorships to join the ever-growing, world-wide fleet of Hellenic Lines Limited.

Built by Oy Wartsila AB in Turku, Finland, the *Hellenic Pride* and her sisterships have a mammoth bale, refrigerated and liquid cargo capacity for vessels of their type.

These 20-knot cargoliners not only boast the ultimate in cargo accommodation but the fully air conditioned vessels carry passengers in three double and six single luxuriously-furnished cabins.

Indeed, the *Hellenic Pride* is a fitting subject for a TOW LINE cover. Don't you agree?

(Reprints of this Brenet cover, suitable for framing, are available by writing to: Mr. Felix Isherwood, Assistant General Manager, Hellenic Lines Ltd., 39 Broadway, New York, N. Y. 10006.)

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An aerial photograph of the Kings Point U.S. Merchant Marine Academy campus. The image shows a large, multi-story white building complex with a central courtyard, surrounded by trees and a parking lot. The text "KINGS POINT U.S. Merchant Marine Academy" is overlaid in white on the top half of the image.

KINGS POINT U.S. Merchant Marine Academy

TOW LINE

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Jeff Blinn, Editor

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Kings Point

U.S. Merchant Marine Academy

"The pattern of excellence has been strictly adhered to by the United States Merchant Marine Academy at Kings Point. Kings Point is an exciting academic community. The curriculum of the Academy has changed—will change more as time and technology go on—but the academy has never stood motionless and, perhaps, that is the reason for its greatness, for its universal position as the center of maritime education."

Rear Admiral Arthur B. Engel,
Superintendent



GREAT TECHNOLOGICAL STRIDES in marine engineering, nautical science and related fields have added new vistas, new challenges and new opportunities for the maritime student of today.

The United States Merchant Marine Academy at Kings Point, New York—this country's only Federal maritime academy—is in the vanguard of this technology. Its graduates and undergraduates are actively involved in this scientific surge and both the academic future of the Academy and the professional future of its graduates look promising.

Attractive Campus

As the crow flies, the Merchant Marine Academy lies about fifteen miles northeast of the grand, new hub of the Port of New York - the twin, 110-story towers of the World Trade Center in Lower Manhattan.

Sixty-eight acres of verdant, water-front land on Long Island Sound bordered by a genteel residential community form the campus for

one thousand midshipmen.

The former Walter P. Chrysler estate is its nucleus.

The design of the campus, its pleasing, tree-shaded walkways, its athletic fields and parade ground, its boat basin and piers and the uniformity of the Georgian-style architecture of its academic and residence halls, gymnasium, hospital, library and mess hall grew from a single master plan formulated at the inception of the Academy in 1942.

But the history of the school began four years earlier.

Fourth Arm of Defense

The United States Merchant Marine Cadet Corps was established March 15, 1938, through an amendment to the Merchant Marine Act of 1936.

President Franklin D. Roosevelt provided the impetus for the action in a message to Congress stressing the national importance of an adequate American merchant marine. The President described it as the nation's "fourth arm of defense" - a logistical support for United States' forces in time of war.

Until Congress approved the purchase of the Academy's present permanent site in 1942, training of the Merchant Marine Cadet Corps was confined to temporary shoreside installations and on board vessels of the merchant marine.

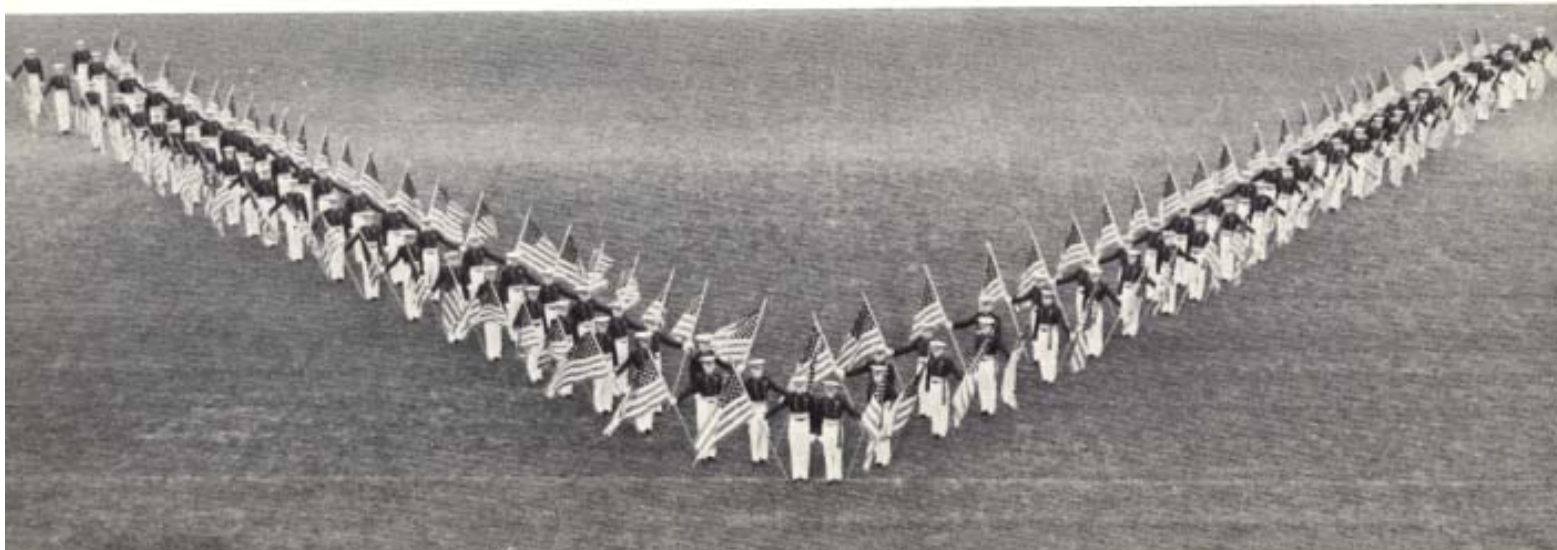
With the declaration of war by the United States in December 1941, the Academy suspended its normal operations. It reduced its training period for midshipmen and increased its enrollment to 2,700.

During the war years 210 Kings Pointers lost their lives in the line of duty, serving aboard our country's merchant marine vessels in combat zones.

Six of the Academy's midshipmen were awarded the Merchant Marine's highest decoration, the Distinguished Service Medal.

By the end of the war in August 1945 the young Academy had graduated 6,634 merchant marine officers.

STARS AND STRIPES - The Star Spangled Banner Brigade of the U. S. Merchant Marine Academy is noted for its participation in ceremonies throughout the country.



Early Academic Strides

Before the end of the war the Academy was ready to meet the coming peacetime personnel needs of the Merchant Marine through its plans to bring the educational program to the level of a four-year college.

The new program was instituted immediately after peace was declared with the incoming class of midshipmen in September 1945. The Academy's first Bachelor of Science degrees were granted to Kings Point graduates in 1949.

The 81st Congress authorized the awarding of the degrees and the Middle States Association of Colleges and Secondary Schools followed by fully accrediting the institution that same year.

In 1951 the New York State Department of Education set their own seal of approval on the school's curriculum.

Dynamic Leadership

"The pattern of excellence has been strictly adhered to by the United States Merchant Marine Academy at Kings Point", states Rear Admiral Arthur B. Engel.

Admiral Engel, as Superintendent of the Academy, speaks for both the former leadership of the school and today's impressive roster of administrative, academic and military leaders.

Indicative of the broad background of Kings Point's present staff and faculty is the fact that fifty-five of our country's leading colleges and universities are represented in their academic degrees.

Admiral Engel, himself, is a graduate of the United States Coast Guard Academy and, early in his 32-year Coast Guard career, received a Master's Degree in Naval Construction and Engineering.

Since Admiral Engel assumed command of Kings Point on July 1, 1970, new electives have been added to the curriculum, the first woman was appointed to the faculty staff, a black graduate of the academy was named an assistant dean, a broad research and development program is underway with liquified natural gas and satellite navigation studies and plant facilities are being improved.



MORNING COLORS - In the oval in front of Wiley Hall, the administration building, the Kings Point regiment assembles each morning at 0800 for the raising of the Stars and Stripes.

In recognition of his achievements as Superintendent of the United States Coast Guard Academy at New London, Connecticut - a post Admiral Engel relinquished with his retirement from the Coast Guard on June 30, 1970 - the President of the United States awarded him the Legion of Merit Medal.

Only a Select Few

"Each year Kings Point receives about 2,500 qualified applicants", reports Commander Harry P. Hart, the school's Public Information Officer.

The United States Congress has set the size of the yearly appointments to the Academy, which is maintained by the U. S. Department of Commerce and under the direction of the Maritime Administration, at 340.

The qualifications for admission are similar to those of the four other Federal academies and, with the exception of the Coast Guard Academy, application must be made through a Member of Congress or through other official nominating

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Kings Point

(Continued from page 5)

authority.

All candidates must complete a required series of College Entrance Examination Board tests.

Attesting to the "pattern of excellence" followed at Kings Point Commander Hart again points out, "The number of midshipmen who graduate each year is between 210 and 215."

Academic Program

The basic goal of the Merchant Marine Academy at Kings Point is to educate and train its midshipmen to professional excellence as Merchant Marine officers.

Toward this end three professional curriculums are offered: Nautical Science, Marine Engineering and, for those midshipmen wishing to qualify for licensing in both disciplines, a Dual License program combining the two.

Approximately one-third of each curriculum embraces general educational courses including the humanities.

If a midshipman chooses, he may prepare himself for graduate work in many fields; oceanography, naval architecture, marine transportation management among them.

As stated by Admiral Engel, "The curriculum of the Academy has

changed - will change more as time and technology go on -..."

As the needs of the American Merchant Marine and of the maritime industry in general become defined, more areas of study are added to the curriculum.

Shipboard Training

A graduate of Kings Point has already spent a year in training at sea.

The academic year is eleven months and, during the four-year program, each midshipman spends two tours of duty at sea - equalling one academic year.

Assigned in pairs as cadet-officers aboard many types of vessels in the American merchant marine, midshipmen circle the globe. Others may be assigned vessels of the Great Lakes, the Inland Waterways or Oceanographic ships in pursuit of scientific data.

"While we have midshipmen assigned to mineral and oil industry vessels and to the logistic vessels supplying off-shore rigs", states Captain Raymond Eisenberg, Head of the Shipboard Training Department, "we are endeavoring to have them assigned to the rigs, themselves, for brief periods of training."

During this period of training, involving some 250 midshipmen in their second year of study, the ship is the student's laboratory and written assignments included in a manual called "Sea Project" are evaluated



ACADEMY MASCOT - Complete with keg of brandy Midshipdog Victory, the St. Bernard academy mascot, reviews a parade with Midshipmen John Limoges of Essex Junction, Vermont and Steve Fox of York Beach, Maine. (Below) The famous "Shields Sloops", designed and donated to the academy by yachtsman-financier Cornelius Shields, Sr., race past the Kings Point boat basin.



at the completion of the training.

Leadership Training

“It is necessary that he who commands well should have at some time obeyed” - Cicero”, reads a small sign in the office of the Commandant of Midshipmen.

The Commandant, Captain Edward W. Knutsen - himself a Kings Point graduate of 1960 and a former ship master - is responsible for all midshipmen activities of a non-academic and non-athletic nature. This includes both the military organization of the student body and numerous recreational activities.

Military training and discipline are a basic adjunct, the Academy feels, to the rigorous academic program.

Organized along military lines as a regiment consisting of three battalions, the midshipmen wear uniforms, practice military courtesies and follow a planned daily routine.

On Saturdays, during most of the academic year, colorful regimental reviews are held on the Academy grounds - often with dignitaries of national and international prominence and family and friends of the midshipmen as guests.

Once every four years units from the Merchant Marine Academy join those of the other Federal academies in Washington, D. C. in the President's Inaugural Parade.

Close Ties to the Navy

All Kings Point midshipmen are required to complete a program in Naval Science.

“The Navy's participation in the training of midshipmen at the United States Merchant Marine Academy stems from our nation's need for its merchant marine officers to understand naval operating procedures”, states Commander Robert A. Clark, U.S.N., Head of the Department of Naval Science, “so that our

merchant vessels will be capable of operating with the Navy in times of national crisis.”

Commander Clark's department is staffed by officers and enlisted men on active duty, assigned to the Academy by the Bureau of Naval Personnel.

With an onboard strength of over one thousand appointed midshipmen, the Naval Science Department at the academy is over three times larger than the largest Naval Reserve

(Continued from page 14)



COLLECTING MICROORGANISMS - Midshipman David Stout of Webster Grove, Missouri obtains a sample of the tiny life in Long Island Sound waters off Kings Point (top photo), studies it under a microscope (center) and is joined by Dr. Edward Weiss of the Mathematics and Science Department for an experiment in oceanographic chemistry (bottom photo).

Tugboats' Teamwork

Sends Liner on Way

by Richard Phalon

(Editor's note: This perceptive story of a sailing of the S. S. France appeared in The New York Times, Monday, May 15, 1972. We feel TOW LINE readers would appreciate its reprint.)

IT WAS 3:45 P.M. and the sweep of the wheelhouse windows on the tug *Patricia Moran* were filled with two things — the knife-edged bow of the *S. S. France* 15 feet away and the crowd of 100 or so people jammed together outside Pier 84, North River.

The crowd was there to give the ship one last wave of bon voyage. Capt. John Blaha, first mate of the *Patricia Moran*, looked the crowd over and said, "You wouldn't think there would be that many people not working today."

Mr. Blaha's work would not begin for another 15 minutes, a point in time determined by the turn of the tide from the ebb to slack water so the 66,000-ton bulk of the *France* would meet minimum resistance on the first leg of her trans-Atlantic voyage — the trip out to mid-river at 44th street.

The *Patricia Moran* seemed dwarfed by the big liner, but she is among the largest of the 200 tugs that ply the waters of New York harbor. Built about 10 years ago, she is 110 feet long and weighs 260 gross tons. Her twin diesel-electric engines generate a total of 3,500 horsepower and consume 55 to 75 gallons of fuel an hour, running an average of 18 hours every day.

With some time to kill, the conversation in the wheelhouse was desultory — the price of the pretzels sold by a pier-side vender, a pretty face in the crowd ("that one over there, the one with the red pocketbook") — and then the radio came alive with the summons Mr. Blaha had been waiting for.

A Two-tug Job

"*Patricia*, get up on that bow. *Michael (Moran)* head astern." The *Michael* was the other Moran Towing & Transportation Company tug assigned to the job of getting the *France* out of her berth — a job that

is roughly akin to jockeying a Cadillac out of a parking space designed for a Volkswagen.

The unruffled voice of command belonged to Capt. William Hayes, a Moran pilot who was coordinating the movement of the tugs from high up in the *France* herself.

The *France*, one of the few liners left in the trans-Atlantic passenger trade, is a symbol of what the run used to be before it was almost totally preempted by jet aircraft.

Though the cruise business is booming, the total number of sailings in and out of port has dropped markedly in the last 10 years and in the process changed the structure of the tugboat business. Technology in the shape of bigger general cargo ships and tankers has also cut into the market for tug services.





The *Patricia* was acting as a fulcrum while the *Michael Moran* slowly pulled the stern of the ship toward the proper angle of exit from the berth.

When the *France*, more than three football fields long, cleared the berth the tugs nudged her into the channel and then backed off.

As the great black bulk of the ship slipped by the wheelhouse of the *Pat-*

ricia, the faces of crew members taking the last look for a while at the New York skyline — a cook in his toque blanche, a galleyman with a handlebar mustache — were framed in the circles of the portholes.

Their faces disappeared from view as the *Patricia* closed in on the ship again and Mr. Blaha, expertly coordinating throttle and wheel, kept the tug pinned alongside the open door

of the *France* so that his pilot — Captain Hayes — could scramble aboard.

The captain did so in a transition so practiced that even his modish fedora with the feather in it — a “Madison Avenue Crash Helmet” — stayed firmly in place.

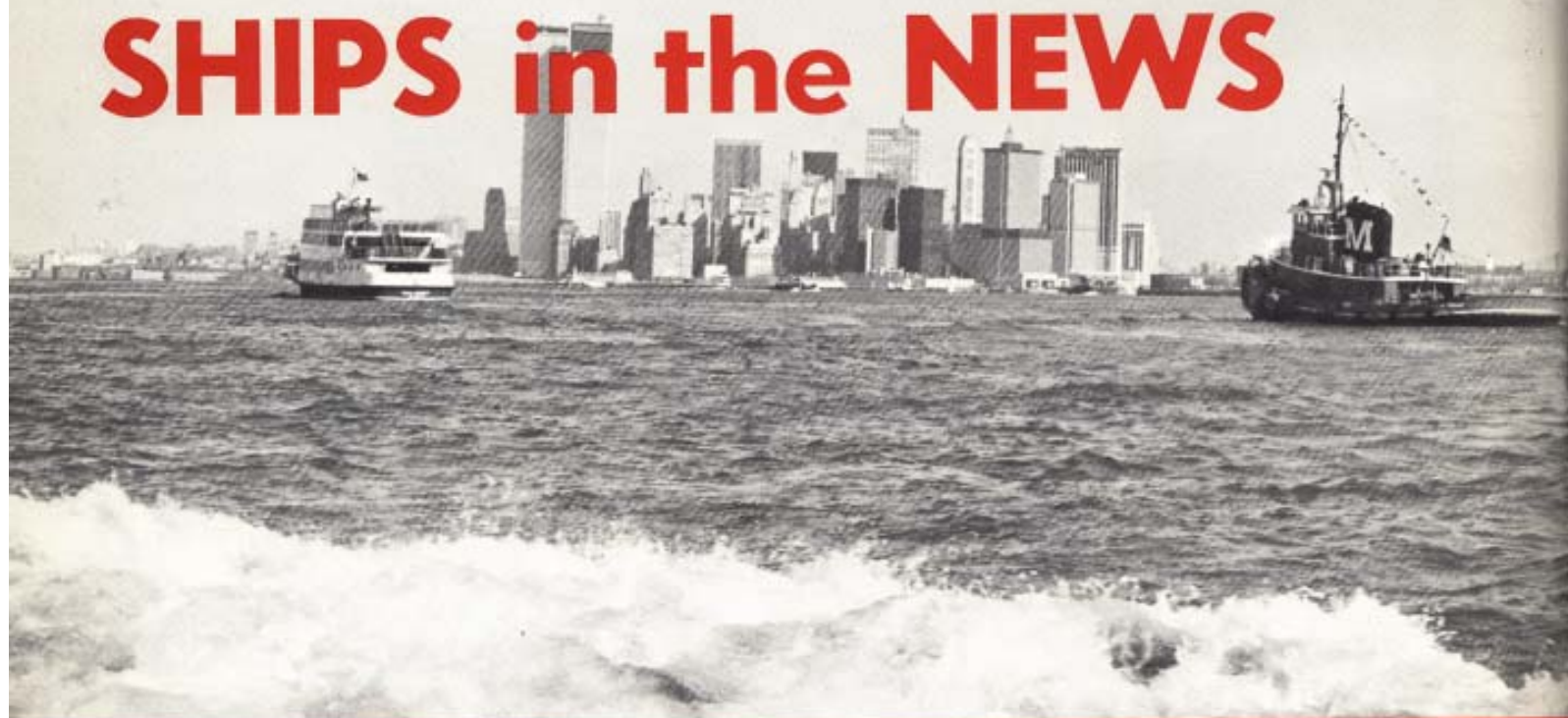
“Give them three whistles”, Mr. Hayes said and Captain Blaha sent the *France* on her way with the traditional farewell.



IT'S FOR REEL — Tug *Grace Moran* may grace the TV screen in a new cops-and-robbers pilot film. Hours before departing for Texas to bring back a bargeload of tankship modules for Seatrain Shipbuilding in Brooklyn, the *Grace* was cast as backdrop and stage for a chase scene starring Richard Widmark (left) as “Brock”, a good guy.



SHIPS in the NEWS



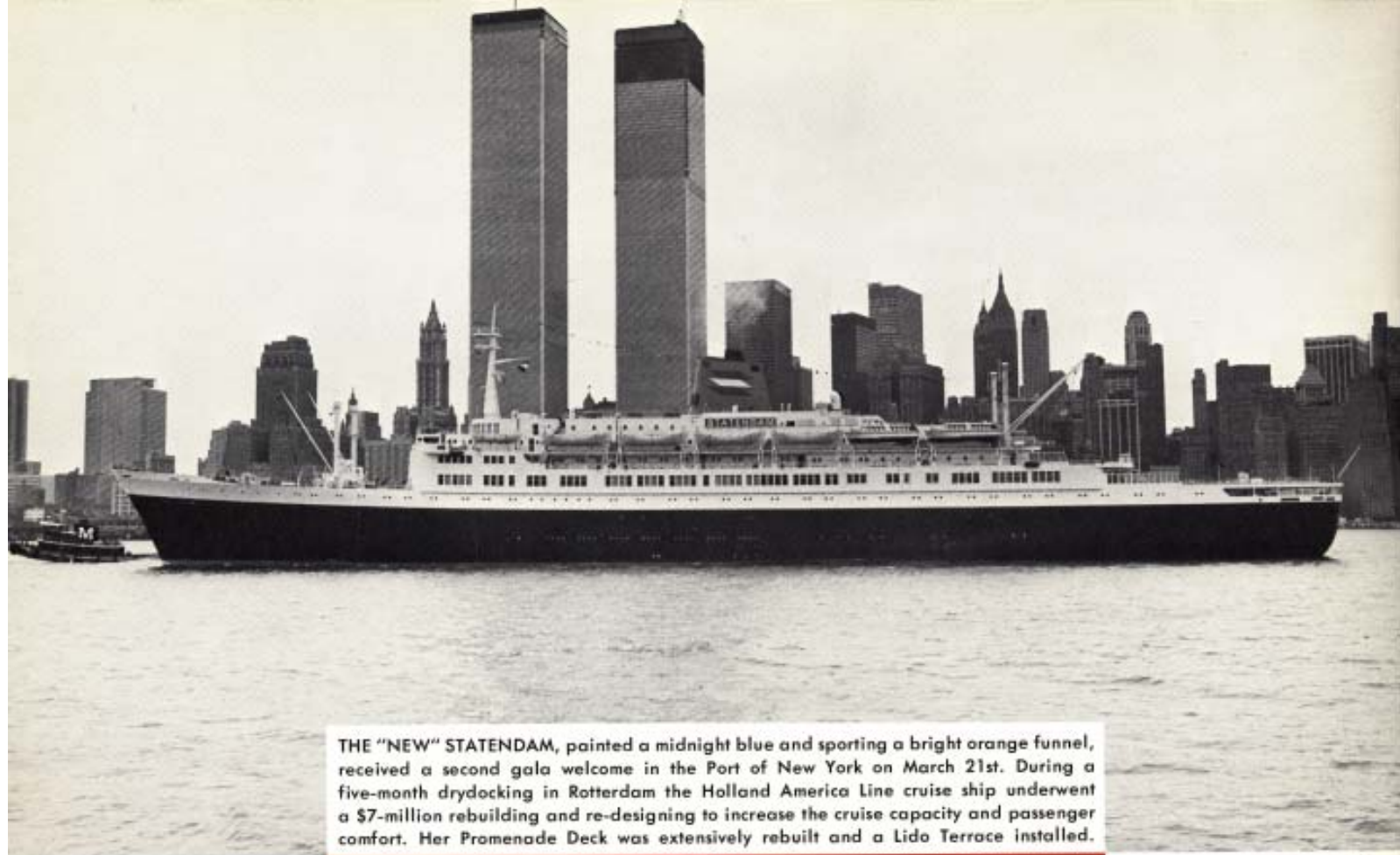
CARIBBEAN CRUISE SHIP *Island Venture* joined her sister-ship *Sea Venture* on January 27, 1972 in New York. This photograph is of her maiden arrival with the New York skyline dominated by the new World Trade Center buildings. TOW LINE's Winter 1971-72 Issue featured the *Sea Venture* on one of Albert Brenet's colorful cover paintings.

NISSAN MOTOR CAR CARRIER CO., LTD., a subsidiary of Nissan Motor Co., Ltd., was established in 1965 for the purpose of transporting vehicles overseas. The M.S. *Tama Maru*, their newest "pure car carrier", was built by Hitachi Shipyard for Mitsui O.S.K. Lines, Ltd. in 1972 with the capacity for carrying 2,550 Datsun vehicles. Moran Captain L. O. Thorsen sailed the 26,988-ton vessel from Berth 17, Port Newark for this New York skyline view on March 23rd.

THE FIRST IRANIAN-FLAG VESSEL in the new fleet purchased by South Shipping Lines-Iran Line of Tehran, Iran is the *Iran Mehr*. Captain William Morrissey of the tug *Michael Moran* sailed the vessel from Pier 1, Brooklyn Army Base April 14. "The *Iran Mehr*, with a speed of 17 knots, offers her New York shippers a direct and fast service of 31 days to the port of Khorramshahr", states the Line's general agent Jan C. Uiterwyk Company, Inc. of 80 Broad Street, New York.

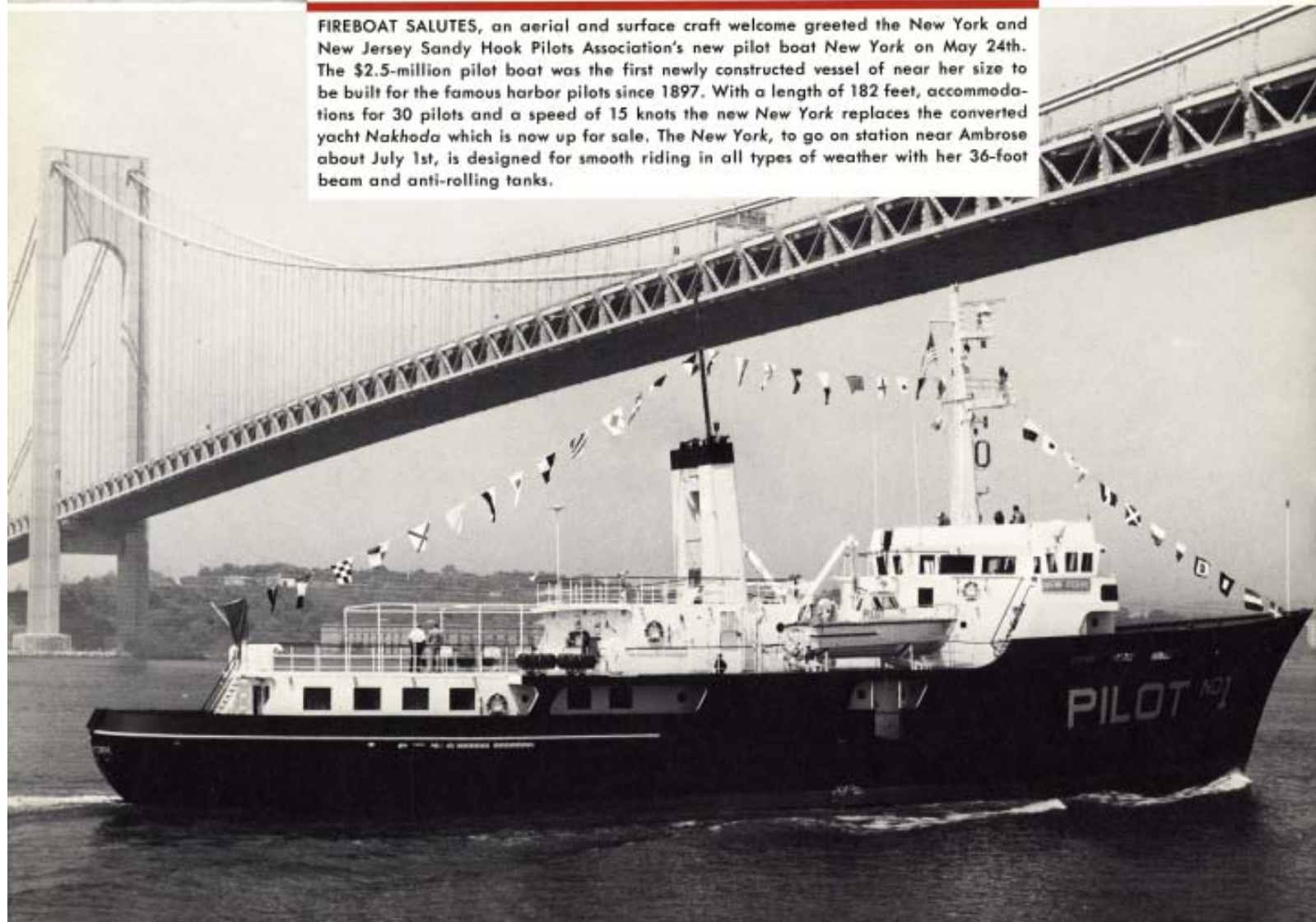


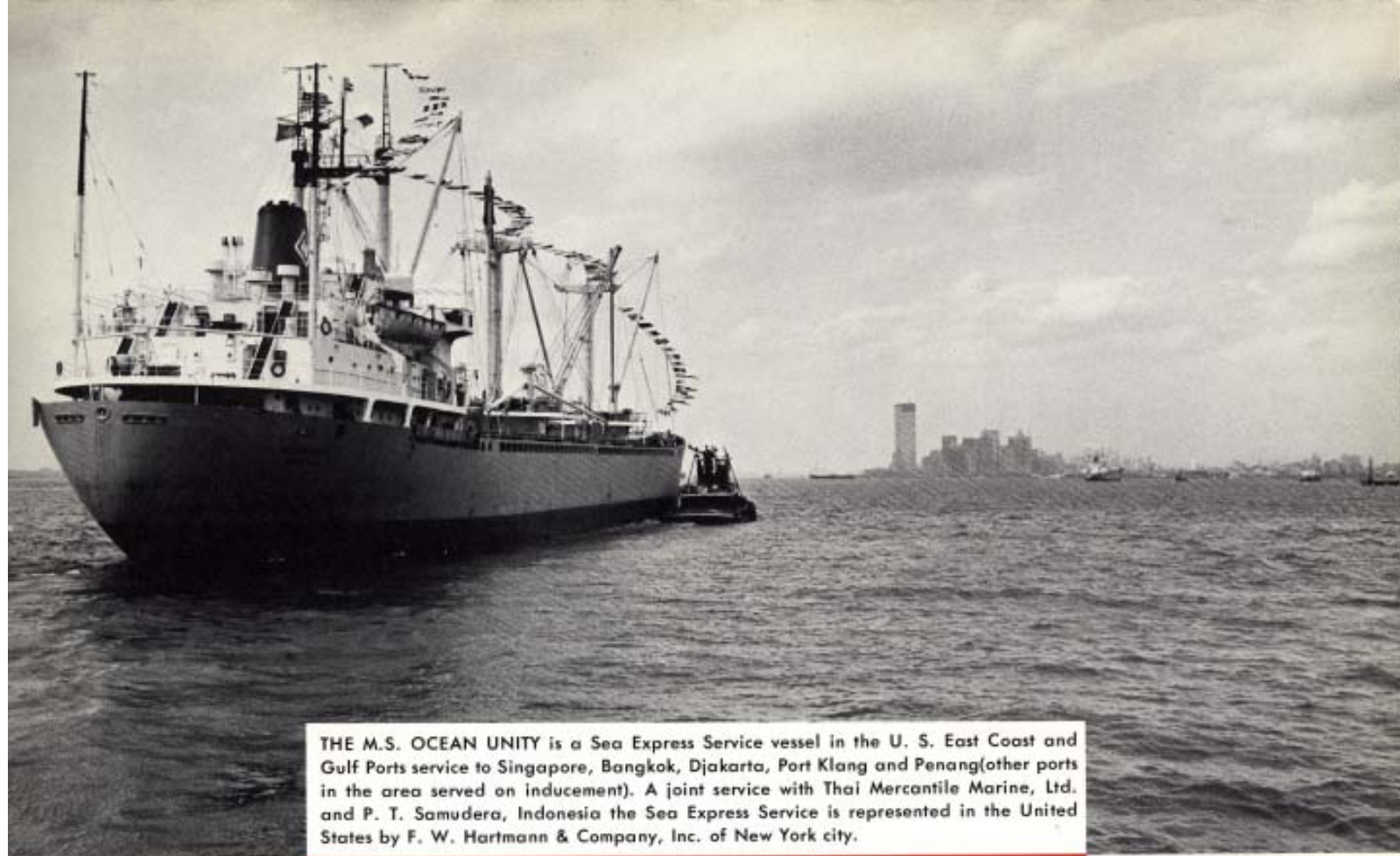




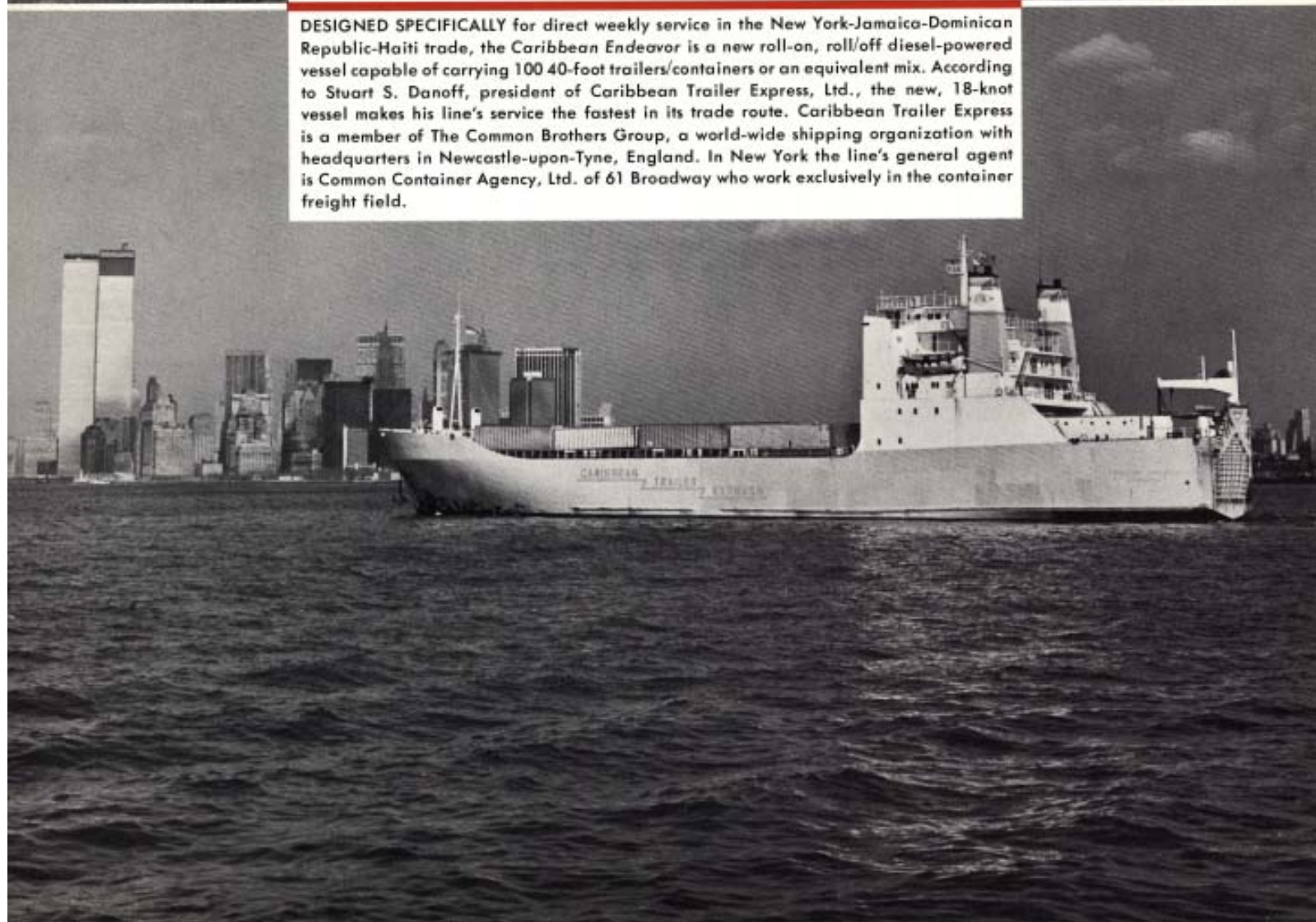
THE "NEW" STATENDAM, painted a midnight blue and sporting a bright orange funnel, received a second gala welcome in the Port of New York on March 21st. During a five-month drydocking in Rotterdam the Holland America Line cruise ship underwent a \$7-million rebuilding and re-designing to increase the cruise capacity and passenger comfort. Her Promenade Deck was extensively rebuilt and a Lido Terrace installed.

FIREBOAT SALUTES, an aerial and surface craft welcome greeted the New York and New Jersey Sandy Hook Pilots Association's new pilot boat New York on May 24th. The \$2.5-million pilot boat was the first newly constructed vessel of near her size to be built for the famous harbor pilots since 1897. With a length of 182 feet, accommodations for 30 pilots and a speed of 15 knots the new New York replaces the converted yacht *Nakhoda* which is now up for sale. The New York, to go on station near Ambrose about July 1st, is designed for smooth riding in all types of weather with her 36-foot beam and anti-rolling tanks.





THE M.S. OCEAN UNITY is a Sea Express Service vessel in the U. S. East Coast and Gulf Ports service to Singapore, Bangkok, Djakarta, Port Klang and Penang (other ports in the area served on inducement). A joint service with Thai Mercantile Marine, Ltd. and P. T. Sumatera, Indonesia the Sea Express Service is represented in the United States by F. W. Hartmann & Company, Inc. of New York city.



DESIGNED SPECIFICALLY for direct weekly service in the New York-Jamaica-Dominican Republic-Haiti trade, the Caribbean Endeavor is a new roll-on, roll/off diesel-powered vessel capable of carrying 100 40-foot trailers/containers or an equivalent mix. According to Stuart S. Danoff, president of Caribbean Trailer Express, Ltd., the new, 18-knot vessel makes his line's service the fastest in its trade route. Caribbean Trailer Express is a member of The Common Brothers Group, a world-wide shipping organization with headquarters in Newcastle-upon-Tyne, England. In New York the line's general agent is Common Container Agency, Ltd. of 61 Broadway who work exclusively in the container freight field.

Kings Point

(Continued from page 7)

Officer Training Corps at any civilian or state operated college or university.

Hence, apart from the U. S. Naval Academy at Annapolis, the U. S. Merchant Marine Academy provides the largest direct input of graduate baccalaureate-level commissioned officers in naval service.

Not All Academic

"Taps are sounded at 2200 (10:00 P.M.) with late lights granted to all classes for study purposes", states the Kings Point catalog for 1971-1972.

As rigorous as the school's academic program may be, the midshipmen find and participate in a plethora of sports and special interest activities.

Kings Point ranks third in the nation in intercollegiate competition - fielding no less than seventeen varsity sports.

Intramural sportsmanship between individuals, teams, companies or battalions is keen in some sixteen athletic activities.

Special interest clubs abound - many more sea-oriented than found in most colleges - and midshipmen participation in the Regimental Band, Drill Team, Honor Guard, Debate Council, Glee Club, Star Spangled Banner Brigade, publications including the *Polaris* and, of course, the Kings Point Sailing Squadron serve to enhance the academy.

Sound & Sea Sailing

Naturally, a favored activity of midshipmen is intercollegiate and ocean racing. The Kings Point Sailing Squadron maintains a considerable fleet of sailboats which are manned by midshipmen under the guidance of a professional sailing master.

During the season, weekly Long Island Sound races are held with eleven 30-foot sloops skippered and manned by midshipmen. The sloops



IN THEIR THIRD CLASS (OR SEA) YEAR Deck Midshipman Richard Flegenheimer and Engine Midshipman Carl Clemm, both from the U. S. Merchant Marine Academy at Kings Point, observe stowed cargo of the S. S. African Neptune of Farrell Lines, Inc. at the end of a voyage. (Photo below) Captain Lauren S. McCready, Director of the National Maritime Research Center at Kings Point, shows a mock-up of a ship's bridge console to Captain Stephen Seledée, President of the Council of American Master Mariners. Captain McCready was awarded an honorary membership in the Master Mariners at the Council's May meeting.

were designed and donated to the academy by Cornelius Shields.

Thirty inter-club dinghies are used for varsity inter-collegiate racing.

The midshipmen of Kings Point have been recipients of many silver cups and trophies for their seamanship in major ocean races: the Bermuda Race, the Martha's Vineyard Race and the biennial Annapolis/Newport Race.

Maritime Research Center

The National Maritime Research Center was dedicated on the grounds of the academy by Assistant Secretary of Commerce for Maritime Affairs, Andrew E. Gibson in 1971.

Under the direction of Captain Lauren McCready, USMS, the center carries out a variety of research projects designed to support the programs of the Maritime Administration, to aid the American-flag steamship industry and to enhance the educational programs of the academy.

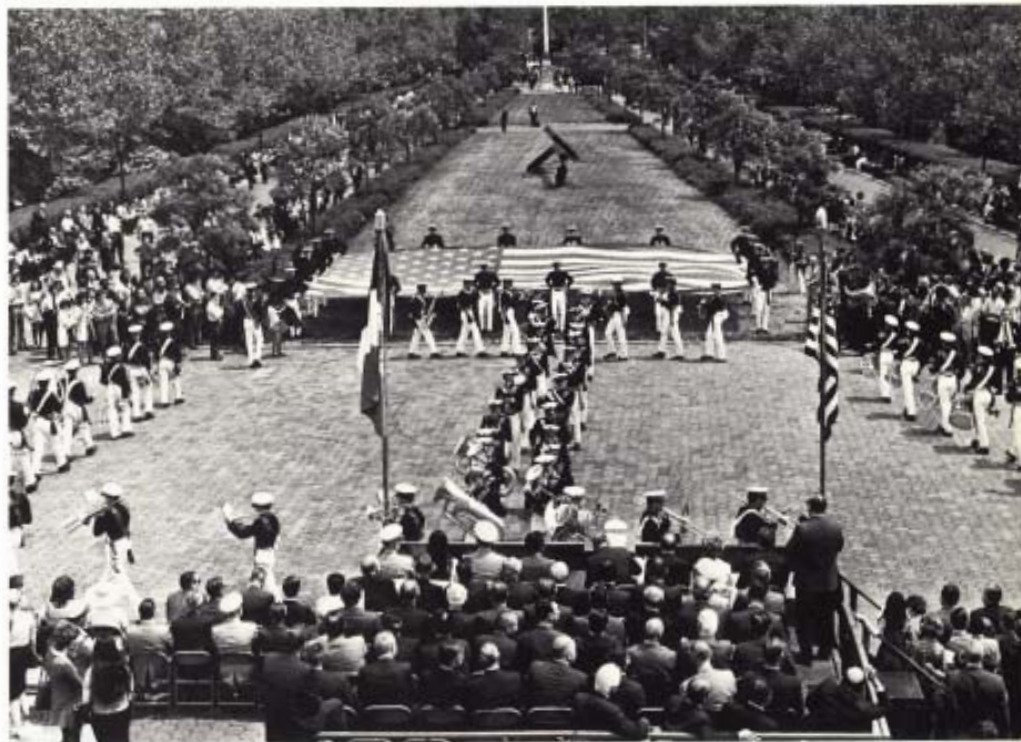
Kings Point midshipmen actively participate in Research and Development through a special program instituted at the academy in 1972.

Called the "Kings Point Scholar" program by Admiral Engel in his announcement of midshipmen participation, four senior class midshipmen of outstanding ability were selected to study and research a subject of current importance to the maritime industry.

Chosen to aid in the National Maritime Research Center's study of liquefied natural gas were Midshipmen Mark E. Prose of Wheat Ridge, Colorado; James R. Van Langen of Glen Rock, New Jersey; Robert P. Curt of Merrick, New York and Timothy D. Delancy of Belle Harbor, New York.

Each year a number of senior class midshipmen will be chosen to participate in research subjects of prime importance and, at the end of the scholastic year after graduation, the "Kings Point Scholars" will present seminars to academy personnel and invited members of the maritime industry.

Official Photos of the United States Merchant Marine Academy accompany this article.



MARITIME DAY 1972 — Manhattan's historic Battery Park was the site for observance of National Maritime Day here in New York on May 22nd. The Honorable Helen Delich Bentley, chairman of the Federal Maritime Commission, was the keynote speaker at the noon-hour ceremonies. Under the auspices of Captain Robert E. Hart, executive vice president of the Marine Index Bureau and chairman of the 1972 Maritime Day program, the Star-Spangled Banner Brigade and Regimental Band (top photo) and the Drill Team (bottom photo) of the U. S. Merchant Marine Academy at Kings Point demonstrated their skills for a dais of leading executives in the maritime industry, labor and government. Ceremonies were followed by a luncheon aboard the famous *Alexander Hamilton*, now permanently berthed at the South Street Seaport.

Photos by Flying Camera Inc.

RECOMMENDED READING

THE VIKING SETTLEMENTS OF NORTH AMERICA by Frederick J. Pohl with a foreword by Captain Alan Villiers. Published by Clarkson N. Potter, Inc., New York, 1971. Price: \$7.95.

THE FACT OF PRE-COLUMBIAN VIKING VOYAGES to the North American continent has gained almost universal acceptance; but the extent and precise locations of the explorations have been the subject of wide, often virulent, controversy. Combining his own unembellished and idiomatic translations of two great Icelandic "tellings" with years of painstaking geographical and archaeological investigation, Frederick J. Pohl has thrown great light on the question. The book is divided into three parts. First is the highly readable narrative of the voyages to these shores of Leif Erickson, of his two brothers Thorstein and Thorvald and, especially, of Thorfinn Karlsefni — who sailed and landed along the eastern coast of America at least as far south as Virginia and possibly into the Gulf of Mexico. The second part lists 89 identified landmarks and abundant archaeological evidence from which the author adduces his conclusions. On this evidence, Alan Villiers says in his foreword, "the case for the voyages is proven." Part three contains Mr. Pohl's translations of *Graenlendiga Saga* and *Erik's Saga*, the proper synthesis of which was the key to solving the problem. By an ingenious system of marginal notations, the author has allowed the reader to correlate corresponding sections of the sagas at a single reading — a very helpful device. A short appendix lists numerous other discoveries, sites and artifacts, requiring further investigation and suggesting other viking settlements in Labrador, Tennessee, eastern Oklahoma and elsewhere. A lengthy bibliography and excellent index are provided. Reading this book is truly an enjoyable and rewarding experience.

R. L. F.

SHIPS ALONG THE SEAWAY by Skip Gillham. Published by Stonehouse Publications, R.R. 1, Fonthill, Ontario, Canada, 1971. Price: \$2.25.

A FIRST EFFORT, this 50-page paper-cover speaks well for the author's interest in the ships that sail the inland waterways of the Great Lakes. Written with an economy of words and a plethora of facts this book does much more than offer descriptions of vessels active today in the area; the all-important facts of the waterways themselves and historical data pertinent to each type of vessel is offered in succinct form along with two score of adequately reproduced photographs. A visitor to the Great Lakes would find it a valuable guide to recognition of the lakes' commerce.

THE UNUSUAL SIDE OF THE SEA. *A Slop Chest of Sea Lore* by "Shipwreck" Jim Gibbs "ably assisted by first mate Cherie" with illustrations by Betty J. Eicher and others. Published by Windward Publishing Co., c/o Marine Digest, National Bldg., Seattle, Washington 98104. Price: \$5.50

BOUND IN HARD COVER the color of polished brass (gold?), this 128-page volume is a treasure trove in seven short chapters of the kind of thing old sailors would discuss over a mug of grog. The *Mary Celeste*, St. Elmo's fire, Derelict Island and other tidbits from the literature, lore and legend of the sea are admirably set down by author Gibbs in a style and form for pleasurable off-watch reading. The black and white illustrations by Betty J. Eicher "and others" are the scrimshaw of the voyage. To sign on a friend, a young lad (or lass) with a gift of this small volume may prompt his charting a rewarding course through the Sargasso Sea of sea tales old and new.

WARSHIP IDENTIFICATION by Lieutenant Commander E. C. Talbot-Booth, RD, RNR and David G. Greenman, Group Officer, SC, Src. Published by Ian Allen Ltd., Shepperton, Surry, England 1971. Price: 8.50.

TRUST OUR ENGLISH ship-loving friends to come out with another very interesting book for shiplovers, particularly those who are interested in today's warships. The book appears to be intended primarily for operational use aboard ship as an identification manual of ships of the world's navies. As such, it will be very useful. The "Navy Buff" ashore will also find it interesting and useful, particularly if he lives within sight of the ocean. The naval ship model builder will find it a goldmine of information on hull forms, stacks, masts, guns, turrets, missile launchers and other items. The bulk of the book — and it is a large book of 468 pages — contains some 1,333 solid black silhouette and 1,352 drawings of ships all to scale and organized for ready reference by type. A section on current pendant numbers, on submarines and naval aircraft adds to the interest. Often left out of books of this type — but not here, fortunately — is a grand color-plate section of the Naval Ensigns of the world. To collectors of photographs of modern warships this book is invaluable for identification purposes. The system of code letters as worked out by the authors, permits a kind of shorthand description of warships which would otherwise be cumbersome but requires a bit of study on the part of the reader. The casual user of the book may, if he wishes, ignore the system and still gain much information by use of the "grey profile" section which provides such data as size, tonnage, armament, speed and propulsion machinery with each drawing. Aside from its use by "Navy Buffs" this work should be included in the bridge libraries of merchant vessels. B.M.H.

SAILING YACHT DESIGN — Second Edition Further Revised with Added Material by Douglas Phillips-Birt, A.M.R.I.N.A. Published by International Marine Publishing Co., Camden, Maine, 1971. Price: \$12.50.

RECOGNIZED AS A STANDARD WORK on the subject of sailing yacht design this 332 page, highly readable edition is well illustrated with photographs, drawings and tables of great value to those who would strive for perfection. The new yacht owner or would be purchaser or designer of pure sail or sail and auxiliary powered yachts will find this volume valuable indeed. In a most logical manner the author begins with a concise history of the progress of yacht design, illuminating to the novice and a jog to the memory for others, which sets the stage for recent developments in the art. As an added fillip, after the scientific details of design are thoroughly and undogmatically presented, an extensive discussion rating rules and the International Offshore Rule is found in the appendices. An interesting working-out of the International Offshore Rule with the use of a "mini-computer" by Commander Sir David Mackworth, Bt., R.N. is a fitting end to this fine treatise.

HERE COMES THE POLLY by Ethel Anderson Becker. Published by Superior Publishing Co., Seattle, Washington, 1971. Price: \$10.95.

HISTORICAL PHOTOGRAPHS, very well reproduced, of the Pacific Northwest's pioneer life over a century ago contained in this medium large format volume make it an exceptional value. Then there's the story of the *Politkofsky*, built by the Russians in Sitka, Alaska about 1861 as a gunboat to protect their fur trade. After the Alaskan Purchase in 1867 — the *Politkofsky* became part of the transfer — the 129½-foot-long craft with her one-half inch thick copper boilers eventually found her way to San Francisco to become a tow boat. Roughly treated as one might expect of the era in which she lived, the "Polly" was reduced to garbage scow and barge to end her days some forty years after leaving Sitka as a "stepping stone" for gold seekers going ashore in Nome. In between, the author has compiled an exciting story of the Pacific Northwest.

TOW LINE COVER GRACES TEHRAN TO HAMBURG STORY

The General Tire International News (Spring 1972 issue) used a color reproduction of TOW LINE's Fall 1971 cover painting of Hapag-Lloyd's *Masel Express* to lead an interesting story of General truck tires as used on the 3,500-mile Tehran, Iran to Hamburg, West Germany overland run by the Iran Container Corporation. Truck tires and tugs - we may add - both keep international trade moving.

Dayliner Makes N.Y. Debut

DAYLINE'S NEW *DAYLINER* WAS ACCORDED AN OFFICIAL New York harbor welcome June 8th, marking the first new excursion vessel built in America since the *Peter Stuyvesant* was built in 1927.

With New York's Mayor John V. Lindsay officially dedicating the sleek all steel, 3,500 passenger *Dayliner* at ceremonies held at the Day Line-Circle Line Pier 81, North River, the \$3.5 million vessel swept downriver with her guests for the traditional fireboat display and whistle-blowing parade up the harbor.

The *Dayliner* replaces the world-famous, sidewheeler *Alexander Hamilton* which ceased operations in 1971 and now has a permanent berth at the historic South Street Seaport Museum on the lower East River.

Continuing the 109-year Hudson River cruising tradition of Day Line operations, the *Dayliner* provides a modern new look to the service to Bear Mountain, West Point and Poughkeepsie. With a length of 308 feet and four decks, the *Dayliner* is almost the same size as the *Alexander Hamilton* but has a greater passenger-carrying capacity and is powered by two modern 1,750 horsepower General Motors diesel engines.

Safety was a prime consideration in her construction and outfitting at Bellinger Shipyards, Inc. of Jacksonville, Florida. The *Dayliner*, in addition to an all-steel hull, is well equipped with a diesel-powered rescue boat, inflatable rafts, life floats, life preservers and life rings. She is extremely maneuverable with twin screws and twin rudders.

In purchasing the Day Line as a wholly-owned subsidiary in 1962 and

in building the new *Dayliner*, the Circle Line has added a new chapter to Americana.

The era of commercial service on the Hudson River, which had begun with Robert Fulton's sidewheeler *North River Steamboat* in 1807, nearly ended with the final voyage of the Hudson River Day Line's steamboat *Robert Fulton* from Albany in 1948. The Hudson River Boat Company purchased the Day Line's boats, added "incorporated" to the name and curtailed service making Poughkeepsie its northernmost stop.

The route of the *Dayliner*, from New York to Poughkeepsie, continues the service as it has been for 23 years with the 150-mile round trip taking nine hours.

FRANCIS J. BARRY, president of Hudson River Day Line, Inc., and New York's Mayor John V. Lindsay (photo, top right) during christening ceremonies of the *Dayliner*. Among the many guests greeted by Mr. Barry aboard the new \$3.5 million excursion boat were William J. Hughes, president of Hughes Bros., Inc. (left, in center photo) and Thomas E. Moran, president of the Moran Towing Corporation (right, in center photo).

Photos by Flying Camera Inc.



ASHORE



AND AFLOAT

**MORAN BORINQUEN LINE
NEW BARGE FREIGHT SERVICE**

The start of a new freight service between Puerto Rico and United States East Gulf ports began with the formation of the Moran Borinquen Line, a division of D. M. Picton & Co., Inc. of Port Arthur, Texas. The new service was inaugurated with the loading of the 8,800 deadweight-ton, 'tweendeck barge *El Morro* at the Gulf ports of Mobile and New Orleans. In Puerto Rico the Antilles Shipping Corporation and Luis A. Ayala Colon, Sucrs., Inc. are agents in San Juan and Ponce, respectively. Strachan Shipping Company represents the service in the Gulf ports and Daniel J. Cahalane, who recently joined the Moran organization, is General Manager of the Moran Borinquen Line in New York.

MORAN BOWLERS TOPPED the old Salts in the final game of 27th continuous season of the Steamship Bowling League on May 11th to win the title of League Champions for an unprecedented sixth time in the league's long history.

Leading by a game and a half coming into the wind-up of the 34-week season at the Bowlmor Alleys in Manhattan, the Moran team faced the Old Salts who had led the league most of the season.

The Old Salts, remembering their three-game roll-off defeat last season at the hands of the Tramps, had attained a team high average of 835 going into the final wind-up and were determined to capture the championship trophy.

It was a struggle all the way. The Old Salts, with vocal and strike support from team captain Dennis Clancy and a 200 score from W. Bobrick (the League's High Average Bowler), out-pointed the Moran team in the first game to narrow the margin to one half game.

The second game caught Moran's team pressing hard with the realization that the Old Salts seemed impervious to the pressure. Moran lost by 51 pins.

Moran take an early lead which they refused to relinquish throughout the ten frames. The Old Salts succumbed to the pressure and fell to second place by one half game.

27th Annual Awards Dinner

A week and a day after the final three games of the 1971-72 bowling season, the Steamship Bowling League's 27th Annual Dinner was held at the New York State Armory on 14th Street in Manhattan.

It was the highlight of the season; the culmination of 34 weeks of friend-

ly conviviality and competition. Attended by league members and their guests, the gala affair included a succulent roast prime ribs of beef dinner and a lively floor show.

Jerry Moyle, stalwart member of the Paulsen Webber team, again contributed his talents as toastmaster catalyst for the evening's doings.

League President Bob Moran,

Treasurer Fred Morgana and Secretary Eddie Balicky ably assisted Jerry Moyle in awarding the following team and individual bowling awards:

League Champions: Moran Towing — R. Levine, M. Bodlovic, E. Balicky, F. Morgana, J. Bodlovic and J. Blinn.

Second Place: Old Salts — W. Bobrick, G. Crawford, F. Almonte, D. Clancy and F. Scherzinger.

STEAMSHIP BOWLING LEAGUE Champions of 1971-72 season minus one — Bowler Joseph Bodlovic was not present for the "posing of the trophies". Moran's champion bowlers, left to right, are: Jeff Blinn, Captain and new President of the league; Eddie Balicky, Secretary; Ron Levine, Individual High Series winner; Fred Morgana, Treasurer and bearer of the "retired" League Championship Trophy, and Mike Bodlovic, anchor man.



Third Place: Paulsen Webber — H. Kochanski, A. Carrera, W. Cotter, A. Foy, R. Medford and J. Moyle.
Individual High Average: W. Bobrick (Old Salts) 179.
Second High Average: H. Andersen (Paulsen Webber) 176.
Third High Average: G. Crawford (Old Salts) 174.
Individual High Series: R. Levine (Moran) 662.
Second High Series: R. Soter (Tramps) 615.
Third High Series: J. Ryan (Norton Lilly) 613.
Individual High Game: J. Jackie-wicz (Nat'l Bulk) 247, and H. Kochanski (Paulsen Webber) 247.
Second High Game: B. Zolan (Tramps) 245.
Third High Game: F. Almonte (Old Salts) 244.
Team High Series Net: Moran Towing 2739.
Team High Series Gross: Paulsen Webber 2708.
Team High Game Net: Norton Lilly 947.
Team High Game Gross: Nomads 929.
Most Improved Bowler: R. Medford (Paulsen Webber).

Final Standings

The final team standings for the 10-team Steamship Bowling League were:

	Won	Lost
1. Moran Towing & Trans.	61½	40½
2. Old Salts	61	41
3. Paulsen Webber	54	48
4. Prudential Grace	53	49
5. Maritimers	53	49
6. Norton Lilly	51	51
7. Eckert Overseas Agency	50	52
8. Tramps	47	55
9. National Bulk	41½	60½
10. Nomads	38	64

New Officers

For the coming 1972-73 season the following bowlers were elected (or re-elected) League Officers:

- J. Blinn (Moran) . . . President
- G. Crawford (Old Salts) . . 1st Vice President
- A. Foy (Paulsen Webber) . 2nd Vice President
- F. Morgana (Moran) .Treasurer
- E. Balicky (Moran) .Secretary



RETIREMENT DOWN EAST — Chief Engineer William F. Talbot (center) receives a ship's clock presented by Captain E. P. McDuffie, Sr. (left) on behalf of his shipmates and a matching barometer from Frederick S. Boyce, vice president of Central Wharf Towboat Company in Portland, Maine upon his retirement after 32 years 2 months service. Chef Ken McDowell of tug Kerry Moran baked a cake and served a sumptuous dinner aboard the Chief's last tug. "Bill" Talbot in his early days served aboard tugs *Maine*, *Falmouth* and *Port Edwards* of the old Central Wharf Steam Towboat Company. Photo: Evening Express

MORAN TUGS ADD COLOR TO ANNUAL REPORT COVER

A striking color photograph of a barge-mounted gas turbine generating unit being positioned by Moran tugs at Consolidated Edison's 27th Street facility in Brooklyn appeared on the cover of the Con Edison 1971 Annual Report. As reported in TOW LINE, Summer 1971 issue, six of these units, capable of generating 624,000 kilowatts were towed up from Newport News, Virginia by Moran offshore tugs.

HOME LINES' FLAGSHIP OCEANIC SAILS WITH 250,000th PASSENGER

When the popular Home Lines' flagship *Oceanic* sailed from New York on her weekly 7-day cruise to Nassau in the Bahamas on May 6th, she had her 250,000th passenger aboard. It was the white flagship's 250th cruise since Captain Giovanni Ruffini brought the new vessel into New York on her maiden arrival April 14, 1965. Considering the *Oceanic's* passenger capacity of between 1,000 and 1,100, depending upon the type of voyage, the statistic suggests that she is indeed a popular cruise liner.

NOTE FROM DOWN EAST

Captain Nelson L. Proctor, in a letter to Captain Leonard G. Goodwin, Vice President, Operations, offers his services as "an expert tow boat man". Once Master of the *Pauline L. Moran*, Captain Proctor celebrated his 92nd birthday at his home in Waterville, Maine on February 25th. Sends his best regards to "all my old friends", too.

NOTIFY TOW LINE IF YOU MOVE

TOW LINE is not forwarded by the U. S. Post Office and returns are cancelled. If you move, please let TOW LINE know both your old and your new address. We don't want you to miss it.



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