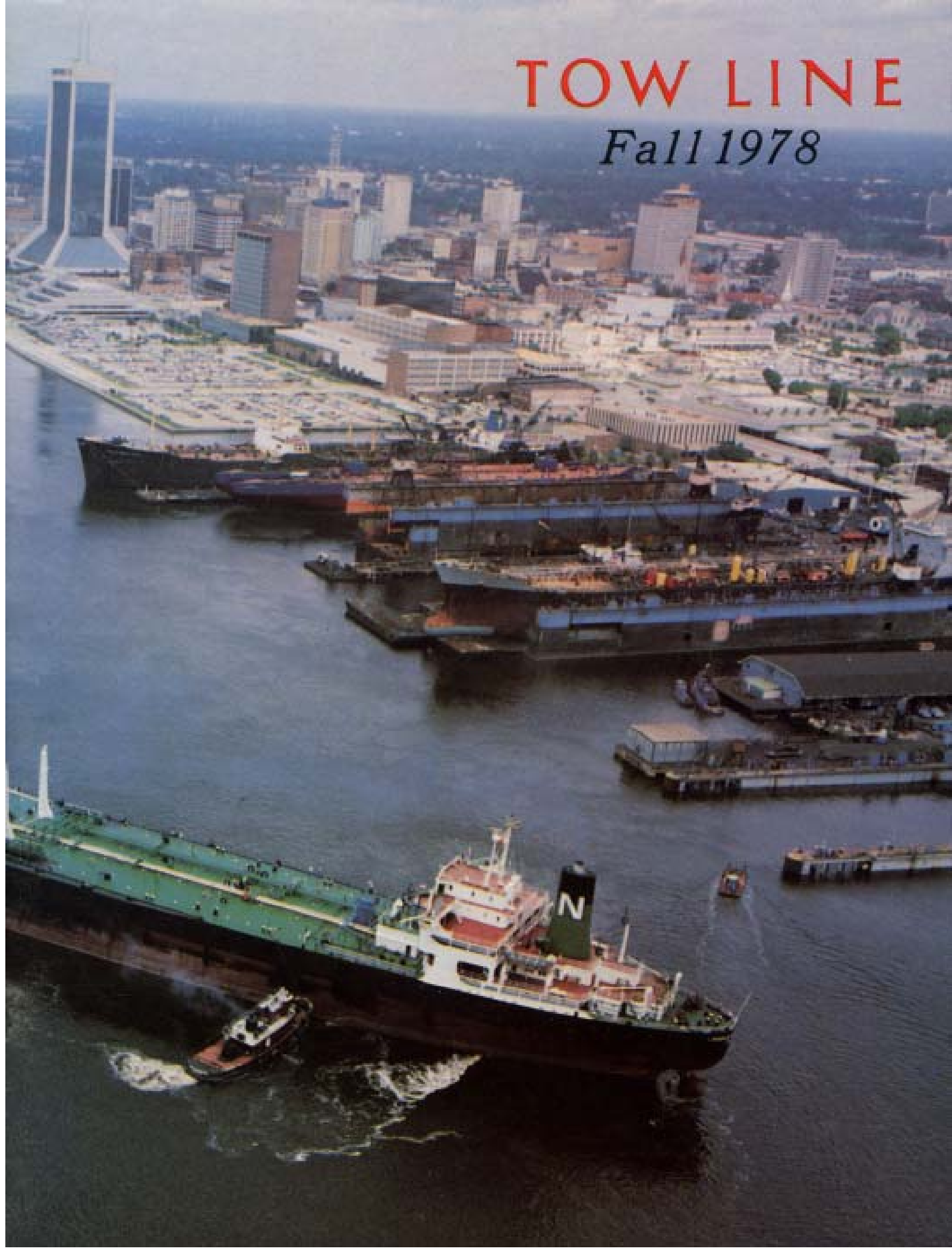


TOW LINE

Fall 1978



ON THE COVER—



WHERE THE ST. JOHNS RIVER turns abruptly east toward the sea, Florida's hospitality to the great vessels of ocean commerce in the Port of Jacksonville is two dozen miles long—extending from the heart of the city to the river's deep water channel entrance to the Atlantic.

Here, TOW LINE's current cover photograph catches super-tanker *SS Cradle of Liberty* (Grand Bassa Tankers, Inc.) being eased to a berth in the largest shipyard south of Cape Hatteras—the Jacksonville Shipyards, Inc.

To nearly every type and size of ocean vessel, the Port of Jacksonville offers a variety of up-to-date cargo terminals, repair facilities and services.

To the port, Moran's new Florida Towing Company offers a singularly efficient, well-equipped fleet of tugs on call 'round the clock.



SAILING from the Jacksonville Port Authority's Eighth Street Terminal is Blue Funnel Line's 51,000 dwt car carrier *M/V Helenus*.

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Jeff Blinn, Editor



New York Maiden Arrival of ro/ro MV. Hellenic Explorer

(See Page 14)

Moran's Florida Towing Company Grows With Port of Jacksonville

WITH ITS FUTURE on a strong upswing, the growing Port of Jacksonville looks to the Florida Towing Company, the newest member of Moran's family of East and Gulf Coast companies, as a dependable tug service arm for its expanding ocean trade.

Acquired by the Moran Towing Corporation on June 18, 1976, the Florida Towing Company was originally organized by the late "King of the (Jacksonville) Waterfront" Wayland T. Coppedge in 1934.

Now, under the direction of its new vice-president and general manager, Edmond J. (Ned) Moran, Jr., and with the aid of its personnel ashore and afloat, the Florida Towing Company has been revitalized with fresh goals, new operating equipment and a strong spirit of dedication to the port.

In consolidating Florida Towing's existing fleet of tugs, the famous white, block letter "M"—the Moran trademark—soon appeared on smokestacks of new tugs assigned to the harbor from their builder's yards and from other Moran harbor fleets. Since 1976, some 7,000 horsepower has been added to Florida Towing's fleet.

Most recently, tug *Ann Moran* arrived brand new from final trials at the J. Ray McDermott Shipyard in Morgan City, Louisiana.

This new "Queen of the Fleet" in Jacksonville is a sister tug to the 3,300 horsepower, twin-screw, twin-engine *Dorothy Moran*—assigned to the Port of New York.

A New Outlook

Florida Towing Company's Jacksonville tug services are di-

rected from a neat, new suite of offices in the state's tallest structure, the towering Independent Life Building.

From former waterfront quarters, this judicious move was made in 1977.

Occupying a northeastern corner of the ultra-modern building, the company's new headquarters are functionally furnished and thoughtfully arranged for up-to-the-minute office procedure and maximum efficiency in tug services.

Commanding a magnificent panoramic view of Jacksonville's busy terminals along the historic St. Johns River, the tug dispatchers' desk is the focal point of attention in the office. Here, a superb radio and telephone communications system is aimed at prompt, on-time tug service to the port.

A Look at Blount Island

"We station two tugs at Blount Island", states David Jackson, Operations Manager for Florida Towing, as we drive overland to the JPA Blount Island Terminal—the first major container and general cargo terminal encountered by a vessel arriving at the Port of Jacksonville.

"The terminal is about ten river miles from our main tug fleet at the Bryant Street yard", David continues, "but it's our way of responding quickly to our customer's needs."

Occupying the western section of a 1,600 acre island formed of dredge spoils over the years, the big Blount Island Terminal is just nine miles from the 42 foot deep channel jetty entrance to the port.

Owned and operated by the Jacksonville Port Authority, a semi-autonomous and independent agency chartered by the State of Florida in 1963, the terminal offers containerships two 900 foot marginal berths and three 600 foot marginal berths for other vessels.

Serving these vessels at dockside are a pair of gantry cranes of up to 100 tons capacity, two 40 ton capacity container cranes and two heavy-duty ro/ro ramps.

Its 360,000 sq ft of covered storage space has recently been expanded by a third transit shed and a container freight station. The 108 acres of open and paved storage area is still growing.

This past June, Nissan Motors (Datsun) moved its operations to a 50 acre site on Blount Island to handle increased automobile imports.

A strong contributor to the Port of Jacksonville's standing as the third largest container port on the East

Edmond J. Moran, Jr., Vice President and General Manager (photo, left); Joseph F. Carroll, Jr., Vice President, and Evrin Saloman, Port Steward (photo, center); Evrin Saloman and David W. Jackson, Jr., Operations Manager (photo, right).



Coast of the U. S., the Blount Island Terminal still has much room for expansion.

A Look at a Sailing

A mammoth crane looms to our left as we cross the highway bridge connecting the island with Interstate 95 and the expressway.

"That's the 900 ton capacity crane owned by Offshore Power Systems", David points out, "a company which will be manufacturing floating nuclear power plants."

On June 21st, the huge crane passed a 1,125 ton lift test.

Arriving at the terminal, we note United States Lines' containership *SS American Accord*, fully-loaded in the west berth, and Navieras de Puerto Rico's ro/ro vessel *SS Ponce*, still loading in the east berth.

Beyond Seaboard Coast Line Railroad's double line of track at dockside, we spy two figures in conversation at *SS Ponce's* stern. One is Captain George L. Moore, Docking Master, who will be sailing *SS American Accord*; the second is Captain Alan Hayes of tug *Helen D. Coppedge*.

"Tug *Ann Moran* is coming downriver to assist the *Helen D.* in the sailing", David advises, "so why don't you board the *Powerful* for pictures?"

Captain Charles B. Williams' tug *Powerful*, an 1,800 horsepower vessel built in Staten Island, New York, is usually stationed with the 2,400 horsepower tug *Helen D. Coppedge* at Blount Island.

Skillfully, Captain Moore eases the fully-loaded containership *SS American Accord* away from the wharf with tug *Ann Moran* on the bow and tug *Helen D. Coppedge* on



Shellie Dochnal, Receptionist



Nadine Gupton, Bookkeeper

stern hawser.

Quickly, the Bremerhaven-bound containership is shaped-up in mid-stream for passage to the Atlantic. Pilot Moore bids a friendly bon voyage to her Master and boards tug *Ann Moran*.

"That was my 10,891st assignment since I became a pilot in May of 1964", Captain Moore informs us later as we head upriver to his 10,892nd.

A Look at the River

The first Europeans sailed up the St. Johns River in 1562—a group of French Huguenots under the command of Jean Ribault—and successive bands of European settlers found the broad river to their liking.

This unique river, which made Jacksonville the center of a vigorous and colorful shipping trade in the 19th century, is one of a very small number of rivers in the Western Hemisphere flowing north.

Rising a few miles inland from the Atlantic near the latitude of Fort Pierce, the St. Johns River flows nearly 300 miles crossing eight lakes before abruptly turning east at Jacksonville.

Navigable for 170 miles, the river reaches its greatest depth as it meanders two dozen miles through the Port of Jacksonville to the sea.

The main ship channel, presently maintained at a minimum mean low water depth of 38 feet, may soon be deepened to 45 feet throughout.

A Corps of Engineers feasibility study is now underway and users of the port's facilities eagerly await the decision.

Notable too, is the fact that porpoises, manatees and local swimmers have returned to the river since the initial phase of a \$3-million clean-up project was completed on June 18, 1977.

A Look at the Left Bank

All the major commercial ocean terminals—and most of the Port of Jacksonville's 43 major facilities—lie along the left bank of the St. Johns River as it flows to the sea.

A brief look at a handful of these, while keeping in mind that warehousing is basic to the port (Livingston Industries, Ltd., the Canadian exporter of all Ford Motor parts, recently chose Jacksonville as its first export distribution center in the United States) and that the city is a banking, insurance, railroad and trucking center, may indicate why Jacksonville is fast becoming a primary port on the east coast.

The largest and most active ship

(Continued on Page 9)

John Mitchell, Dispatcher (photo, left); Captain H. "Curley" Danfort and Captain B. Williams (photos, center); Docking Master Captain George L. Moore and Captain Alan Hayes (photo, right).



Farrell Lines' Giant Step to Five Continent Service

FARRELL LINES' STRIDE as a leader in American-flag shipping lengthened dramatically this past Spring in the direction of providing a growing roster of shippers with a greatly expanded, multi-mode service to five continents from all coasts of the United States, the Great Lakes and Canada.

The acquisition on March 29, 1978 by Farrell Lines of all vessels, trade routes and other assets of the former American Export Lines combined both the fleets and the personnel expertise of the two companies.

"The identity of American Export Lines will continue on all their former trade routes", said Thomas J. Smith, the President and Chief Executive Officer of Farrell Lines, Inc., "although they are now a part of our operations."

Wide Choice for Shippers

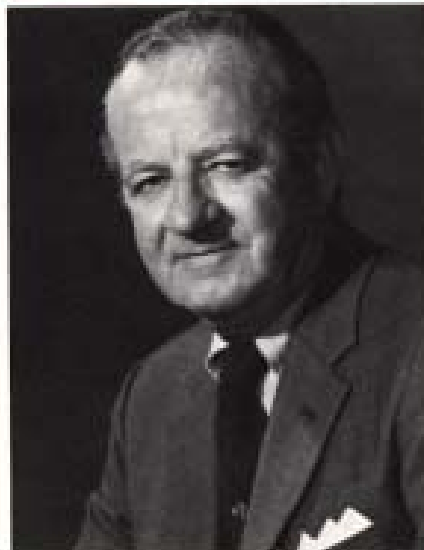
Now that these two famous American-flag lines are one single "superline", Farrell Line shippers have a wide choice of more than 200 scheduled sailings a year on a wide range of vessels calling at a great number of ports along the United States' Atlantic, Pacific, Gulf and Great Lakes coasts and Canada.

To Farrell Lines' well-established trade routes to West, South and East Africa and to their Australia and New Zealand service, the American Export Lines acquisition has added the United Kingdom, Northern Europe, the Mediterranean and Middle East, Indian Ocean and Far East.

Farrell Fleet Doubles

Designed specifically to serve this vast area of its trade routes, the new Farrell Lines fleet now numbers some 40 vessels which measure well over a half-million gross registered tons.

Under construction at the time of the acquisition were two C-8 class containerships of 1,708 TEU capac-



Thomas J. Smith
President and Chief Executive Officer

ity at the Sparrows Point Shipyard of the Bethlehem Steel Company in Baltimore, Maryland and two C-6 class containerships of 1,098 TEU capacity at the Bath Iron Works in Bath, Maine.

On June 9, 1978, the 27,340 d.w.t. *Austral Pioneer* was christened at the

AMERICAN SHIP PORTRAITS of the early 19th to mid-20th century are on view in the R.J. Schaefer Building at the Mystic Seaport Museum (Mystic, Conn.) now through April '79. Selected from the museum's permanent collection, the marine paintings represent 33 American artists including Thomas Birch, William Bradford, James E. Butcherworth and Milton Burns.

Sparrows Point Shipyard as the first of these four vessels scheduled for service in 1979-80.

The wide variety of vessels in Farrell Lines' present operating fleet include combination roll-on/roll-off, lift-on/lift-off containerships; containerships with nearly 50% of capacity dedicated to refrigerated cargo, LASH vessels and conventional breakbulk ships. All breakbulk vessels have heavy lift, container, bulk liquid and refrigerated cargo capacity.

A look at the offerings to shippers from Farrell Lines' Port of New York/New Jersey terminals is a measure of this new fleet's activities.

Farrell's Home Port

In service to Australia and New Zealand, Farrell Lines' huge containerships depart semi-monthly from Shed 220, Port Elizabeth, New Jersey. After calls at Atlantic and Gulf Coast ports, they transit the Panama Canal into the Pacific.

In service to the United Kingdom and Northern Europe, full-containerships depart on a weekly schedule from the still-expanding Howland Hook Terminal on Staten Island. These vessels call at Atlantic Coast ports from Boston, Massachusetts to Savannah, Georgia.

In service to the Mediterranean area are roll-on/roll-off, lift-on/lift-off containerships with scheduled departures from the Howland Hook Terminal. Conventional breakbulk service to the same area is handled from Pier 11, Brooklyn-Port Authority Terminals.

In service to the Middle East are the combination breakbulk/container



James A. Farrell, Jr.
Chairman of the Board

IT IS WITH SAD REGRET that TOW LINE informs its readers of the death of Mr. James A. Farrell, Jr. on September 15, 1978 at Norwalk Hospital, Connecticut. A great loss to the marine industry and a greater personal loss to his many friends, Mr. Farrell was a life-long supporter of a strong American Merchant Marine. Most recently, as Chairman of the Board of Farrell Lines, Inc., Mr. Farrell saw his company reach a pinnacle in American-flag shipping by the acquisition of American Export Lines, Inc. It was with his late brother, John J. Farrell, that the American-South African Line was purchased in 1926 on the advice of their father, James Augustine Farrell, which grew and became the Farrell Lines in 1947. In more than 50 years' service to the cause of American-flag shipping in world trade, Mr. Farrell received numerous decorations and awards and served as trustee and member of many organizations in and tangent to the marine industry. Mr. Farrell was born in Brooklyn, New York in 1901 and is survived by his wife, the former Emi'E Hill of Evanston, Illinois.

vessels sailing from Pier 11 in Brooklyn.

In service to former AEL trade routes to the Far East, the Red Sea, Persian Gulf, India, Pakistan and Burma are combination breakbulk/container liners sailing from Pier 11,



NOW in Farrell Lines' incorporated services are the RO/RO Containership Red Jacket (top photo) and the Containership C. V. Lightship (above), both shown in the Port of New York.

Brooklyn.

Farrell Lines' South and East Africa Service and their West Africa Service continues with C-4 combo/vessels from Pier 5, Brooklyn-Port Authority Terminal.

These African Service vessels also call at Great Lakes, St. Lawrence and Canadian East Coast ports.

Gulf/Pacific Service

The Farrell Lines' Pacific Coast to Australia/New Zealand Service is direct through the ports of Tacoma, Vancouver, Portland, San Francisco and Los Angeles by LASH vessels and breakbulk combo/vessels.

A minibridge service to Europe

and the Mediterranean is provided to West Coast shippers through Norfolk, Virginia.

With the exception of Africa, all Farrell Lines' trade routes are available to shippers from Gulf Coast ports by direct call or minibridge to Norfolk, Virginia or Savannah, Georgia.

On-going Building

Always in the interest of providing its shippers with the most modern vessels available, Farrell Lines' first recent major fleet replacement program began in 1961 with six C-4 class vessels especially designed for ser-

(Continued on Page 8)

Farrell Lines' Giant Step

(Continued from Page 7)

vice on their long-established African trade routes. Built at Ingalls Shipyard in Pascagoula, Mississippi, these vessels replaced the C-2's and C-3's of World War II vintage.

In 1965, Farrell Lines purchased six C-2's from the American Pioneer Lines, acquiring Trade Route 16 from the United States' East and Gulf Coasts to Australia and New Zealand.

In 1968, Farrell Lines awarded contracts for the construction of four new C-6 class containerships for Trade Route 16 and, subsequently, "jumboized" two of these vessels into C-8's at Avondale Shipyards returning them to service in 1977.

It was 1977 when Farrell Lines awarded contracts to the Bethlehem Steel Company's Sparrows Point Shipyard in Baltimore, Maryland for the current C-8 class vessels still under construction.

In 1975, Farrell Lines expanded to Trade Route 27 from the U.S. Pacific Coast and Canada to Australia and New Zealand by acquiring two LASH vessels and two containerships from the Pacific Far East Lines.

To strengthen this service, Farrell Lines purchased an additional LASH vessel from Prudential Lines in 1977.

Brief History

James A. Farrell, Jr., Farrell Lines' present Chairman of the Board, and his late brother John J. Farrell purchased the oldest American-flag service to South Africa in 1925—the American South African Line.

However, the Farrells did not change the name of their company to Farrell Lines, Inc. until 1947, the year a regular West African service was added to the original South and East African services.

The seafaring tradition of the family in America began with Captain John Guy Farrell, a master mariner from Ireland who settled in Fair Haven, Connecticut around 1845.

In the 1860's, around the time one Michael Moran was purchasing his first interest in a towboat, Captain Farrell acquired an American Ship-

Characteristics of Farrell Lines Fleet Vessels

| Containerships (13) | Gross Tonnage | DWT Tonnage | Yard No. | Service Speed (knots) | Length (feet) | Breadth | Container Capacity (Std. 20 ft. Equip.) |
|--|---------------|--------------|----------|-----------------------|---------------|---------|---|
| AUSTRIAL ENDURANCE | 21,000 | 26,287 | 75/77 | 22 | 813.3' | 98' | 1708 |
| AUSTRIAL ENDURANCE | 21,000 | 26,287 | 75/77 | 22 | 813.3' | 98' | 1708 |
| HUE BEARER Bethlehem Steel | 21,000 (new) | 27,340 | 79 | 22 | 823.3' | 98' | 1708 |
| HUE BEARER Bethlehem Steel | 21,000 (new) | 27,340 | 79 | 22 | 823.3' | 98' | 1708 |
| AUSTRIAL ENDURANCE | 21,150 | 19,029 | 73 | 22 | 809.3' | 98' | 1580 |
| AUSTRIAL ENDURANCE | 21,150 | 19,029 | 73 | 22 | 809.3' | 98' | 1580 |
| LIGHTNING | 17,502 | 18,205 | 69 | 20 | 640' | 78' | 1312 |
| SPRINGDALE | 17,502 | 18,205 | 69 | 20 | 650' | 78' | 1312 |
| EXPORT FREEDOM | 17,502 | 18,205 | 72 | 20 | 640' | 78' | 1312 |
| EXPORT LEADER | 17,502 | 18,204 | 73 | 20 | 640' | 78' | 1312 |
| EXPORT PATRIOT | 17,502 | 18,206 | 74 | 20 | 650' | 78' | 1312 |
| HUE BEARER Bethlehem Steel | 17,502 (new) | 18,206 (new) | 78 | 20 | 650' | 78' | 1312 |
| HUE BEARER Bethlehem Steel | 17,502 (new) | 18,206 (new) | 78 | 20 | 650' | 78' | 1312 |
| Roll-on/Roll-off Containerships (4) | | | | | | | |
| RED JACKET | 11,758 | 15,700 | 65 | 24 | 601.3' | 90' | 624 |
| DEFIANCE | 11,758 | 15,700 | 65 | 24 | 601.3' | 90' | 624 |
| GREAT REPUBLIC | 11,758 | 15,700 | 65 | 24 | 601.3' | 90' | 624 |
| YOUNG AMERICA | 11,758 | 15,700 | 70 | 24 | 601.3' | 90' | 624 |
| LASH (3) | | | | | | | |
| AUSTRIAL MOON | 26,450 | 26,749 | 73 | 20 | 800' | 100.2' | 708 plus 300 Stages |
| AUSTRIAL LIGHTNING | 26,450 | 26,802 | 75 | 20 | 800' | 100.2' | 708 plus 300 Stages |
| AUSTRIAL RAINBOW | 26,450 | 26,749 | 73 | 20 | 800' | 100.2' | 708 plus 300 Stages |
| Breakbulk/Container (21) | | | | | | | |
| AFRICAN COMET | 11,389 | 12,923 | 62 | 20.5 | 572' | 75' | 75 |
| AFRICAN CLAW | 11,389 | 12,923 | 63 | 20.5 | 572' | 75' | 75 |
| AFRICAN MERCURY | 11,389 | 12,918 | 62 | 20.5 | 572' | 75' | 75 |
| AFRICAN METEOR | 11,389 | 12,946 | 62 | 20.5 | 572' | 75' | 75 |
| AFRICAN NAVIGATOR | 11,389 | 12,964 | 63 | 20.5 | 572' | 75' | 75 |
| AFRICAN SUN | 11,389 | 12,988 | 63 | 20.5 | 572' | 75' | 75 |
| AUSTRIAL PATRIOT | 11,202 | 15,712 | 64 | 20.5 | 544' | 75' | 178 |
| AUSTRIAL PILOT | 11,202 | 15,696 | 65 | 22.0 | 544' | 75' | 178 |
| AUSTRIAL PILGRIM | 9,895 | 15,803 | 61 | 20.2 | 602.0' | 75' | 125 |
| EXPORT AIDE | 7,548 | 11,071 | 61 | 18.5 | 492.5' | 73' | 202 |
| EXPORT AMBASSADOR | 7,548 | 11,000 | 60 | 18.0 | 492.5' | 73' | 202 |
| EXPORT ADVENTURER | 7,548 | 10,987 | 60 | 18.0 | 492.5' | 73' | 198 |
| EXPORT ADMIRAL | 7,548 | 11,089 | 61 | 18.5 | 492.5' | 73' | 198 |
| EXPORT BAY | 10,000 | 12,300 | 60 | 18.5 | 480' | 73' | 207 |
| EXPORT BANNER | 10,000 | 12,022 | 61 | 18.0 | 480' | 73' | 207 |
| EXPORT BUILDER | 10,000 | 12,485 | 62 | 18.0 | 480' | 73' | 207 |
| EXPORT BURNER | 10,000 | 12,329 | 62 | 18.5 | 480' | 73' | 207 |
| EXPORT COLLIER | 11,000 | 11,800 | 60 | 18.5 | 480' | 73' | 207 |
| EXPORT CHALLENGER | 11,000 | 10,886 | 60 | 18.5 | 480' | 73' | 207 |
| EXPORT CHAMPION | 11,000 | 10,900 | 60 | 18.5 | 480' | 73' | 207 |
| EXPORT COMMANDER | 11,000 | 10,907 | 60 | 18.5 | 480' | 73' | 207 |

Farrell Lines Incorporated Services

Fully Container: U.S. East Coast to United Kingdom and Northern Europe, U.S. East and Gulf Coasts to Australia and New Zealand.

Roll-on/Roll-off & Container: U.S. East Coast to the Mediterranean.

Fast Container and Breakbulk: U.S. East Coast to Mediterranean, Red Sea and South Asia, U.S. East Coast via the Panama Canal.

Fast East: U.S. East and Gulf Coasts to West, South and East Africa.

LASH/Container: U.S. West Coast to Australia, New Zealand and South Pacific Islands.

master's Certificate which led to his first command and part ownership of a vessel flying the American flag: a two-masted schooner named *Susan Scranton*.

Captain John Guy Farrell disappeared in 1878 during a voyage in the vicinity of the Bahamas, leaving his son James a tradition and a strong regard for the sea.

James Augustine Farrell, although propelled along a divergent course which eventually led to the presidency of the United States Steel Corporation and to a post as its Chief Executive Officer until 1932, retained all his life a practical appreciation of

the importance of ocean shipping.

It was their father's belief in the African trade potential that led James A. Farrell, Jr. and John J. Farrell to purchase their original company.

Their father's foresight has proven to be remarkable.

THOMAS J. SMITH, president and chief executive officer of Farrell Lines, Inc., announced the election of Mr. George F. Lowman as board chairman and the appointment of Mr. James P. Horn as a member of the company's executive committee. Mr. Lowman, chairman of the executive committee since 1971, succeeds the late James A. Farrell, Jr. Mr. Horn was the former president of American Export Lines.

Florida Towing . . .

(Continued from Page 5)

repair yard south of Cape Hatteras lies on the left bank near the heart of the city. It is one of two shipyards operated in the port by Jacksonville Shipyards, Inc., a subsidiary of the Fruehauf Corporation.

Under the gaze of Florida Towing Company's offices in the Independent Life Building, the JSI Commercial Division is the largest of the two, offering three large drydocks and nine wet berths to vessels of up to 125,000 dwt. Seen frequently on JSI drydocks are cruise ships from Miami, LASH vessels, OBO's and tankers.

Recently, JSI added property adjacent to this Commercial Division Yard for possible future inclusion of a fourth dry-dock—it is expected to exceed the 33,000 ton lifting capacity of Drydock #3.

Less than a nautical mile downriver from JSI begin a series of very active commercial ocean terminals which handle a wide variety of cargoes.

Commodores Point Terminal, the largest privately-owned general cargo facility in the port, is operated by Eller & Company and is 22 miles from the mouth of the St. Johns River.

Docked at its 2,750 ft of marginal wharf in four tangents—it is at a point where the St. Johns River turns north—, vessels carrying cement, oil, chemicals or other cargo discharge in leased facilities or utilize the terminal's own 400,000 bbls capacity of liquid storage space and 154,000 sq ft of transit shed.

This is a terminal for the Atlantic Cement Company's 15,000 long ton barges, towed by Moran tugs from their cement plant near Ravenna, New York.

Next in this upper harbor nucleus is the Trailer Marine Transport Terminal, site of Crowley Maritime's ro/ro trailer service to Puerto Rico, Venezuela, the Dominican Republic, the Virgin Islands and both the Windward and Leeward Islands.

A part of the Seaboard Coast Line Export Terminal, the TMT Terminal provides 26 acres of paved open

CUNARD'S Queen Elizabeth 2 continues to grow in gross registered tonnage. For the third time since her first official measurement placed her at 65,863 grt, the QE-2 has grown from 66,851 grt in 1972 to 67,107 grt in 1978. On each occasion the addition of new suites has increased the liner's usable interior space which, by definition, adds one registered ton for each 100 cubic feet of "enclosed space available for cargo, stores, passengers and crew".

space for the marshalling of trailers and rail cars in addition to a 10,000 sq ft transit shed.

This year its 1,000 ft marginal wharf saw a new tri-level loading ramp constructed to accommodate TMT's new, giant triple-decked barges—four have been ordered. Doubling the capacity of the firm's double-decked barges, the new super barges are 580 ft long, 105 ft wide and have the remarkable carrying capacity of 374 40-ft trailers.

Adjoining is the McGiffin & Company Terminal, operated as a general cargo facility offering 1,120 ft of marginal wharf and a 440 ft finger pier berth. Its transit shed is 39,000 sq ft and, of the 5 acres of open storage space, 45,000 sq ft is concrete surfaced.

Three Jacksonville Port Authority-owned terminals with 4,307 ft of marginal wharf complete this two mile section of prime commercial activity in the upper harbor.

The JPA Eighth Street Terminal, operated by Joyserv Ltd. is an important contributor to the Port of Jacksonville's standing as a major regional distribution center for im-

ported automobiles. In 1977, the company moved more than 100,000 cars for Southeast Toyota Distributors, Inc.

The world's largest auto carrier, the *Jinmei Maru* of NYK Lines, discharged 4,265 cars and trucks from a total capacity of 6,500 on July 19—on her maiden voyage.

From the 707 ft marginal wharf, the automobiles are processed at the terminal before delivery. To some 30 acres of open storage, serving the 60,000 sq ft transit shed, the JPA has a new purchase of 2.7 acres of contiguous land already leased to Joyserv Ltd.

The JPA Sea-Land Terminal, operated by Sea-Land Service, Inc., use 1,200 ft of marginal wharf and two container cranes to handle some 40,000 containers yearly.

This terminal, Sea Land's largest in the southeast, has 16 acres of paved marshalling yard.

The JPA-operated Talleyrand Terminal will have 3,209 ft of marginal wharf following the recent approval of a 300 ft extension which would close off old Slip 2. Eight transit sheds offer 601,900 sq ft of warehouse storage and 65 acres of open storage are fenced and lighted.

Available at the terminal, which handles a considerable amount of coffee, automobiles, petroleum and lumber, is a 50 ton capacity gantry crane, a new dry bulk conveyor system for loading LASH barges from railcar or truck and a recently installed automobile processing plant.

(Continued on Page 13)

SS AMERICAN ACCORD, still loading at the Blount Island Terminal's West Berth, will soon sail with tugs Ann Moran and Helen D. Coppedge assisting.



SHIPS in the NEWS



M/V MONAGAS - Venezuelan Line



M/V CIUDAD DE PASTO - Grancolombiana Lines

NEW FRIENDS IN THE NEWS are joining to the great Port of New York and New Jersey for the first time. TOW LINE is pleased to announce ALL the maiden arrival vessels on a few of the fine ships now being added to the Line.

M/V Monagas, a brand new semi-container vessel with a service to Venezuela and Yugoslavia—the 9th of ten calls—captain Juan Chirinos signaled her arrival at Brooklyn-Port Authority Pier number 10, will make her debut in the series.

M/V Ciudad de Pasto, launched by Grancolombiana Lines (Flota Colombiana), is a semi-container/break-bulk vessel serving the Brooklyn-Port Authority Pier 10, the Line's weekly service from Baltimore to Central and South America.

M/V Melampus, shown here, is the 10th of ten calls in the Barber Blue Sea Line's Far East service—*Mennon*, *Menelaus* and *Mentor*.



ING are the vessels com-
York and New Jersey for
Is its friendly greetings to
nd offers these highlights
ding in this unique port.
3,000 dwt break-bulk and
speed of 22½ knots, was
e (C.A.V.N.) at Split,
liners built recently. Cap-
shed with engines' at the
n June. The *M/V Apure*,
in New York shortly to

ed this year in Poland for
ercante Grancolombiana),
essel of 15,747 dwt. At
he *Ciudad de Pasto* joined
ew York, Philadelphia and
merica.

Buttermilk Channel, is in
Service with sister-ships
us. Another new series of
(Continued on Page 14)



M/V MELAMPUS - Barber Blue Sea Line



M/V JINJU MARU - N.Y.K. Line



M/V MING SPRING - Yang Ming Marine Line

Final Berth

WITH MASTS TRIMMED and a portion of her huge flight deck cut away for safe passage through several bridges, the aircraft carrier *Franklin D. Roosevelt* was finally returned to the port from which she sailed as the Navy's newest Midway-class attack carrier in 1945.

On May 3rd this year, Captain Richard Scarborough of tug *Esther Moran* (6,300 h.p.) and Captain Michael Sullivan of tug *Grace Moran* (3,165 h.p.) safely brought the *FDR* into the Port of New York from a lay-up berth in Norfolk, Virginia.

Scheduled for scrapping by the River Terminal Development Co. in Kearny, New Jersey, the *Franklin D. Roosevelt* was brought through Newark Bay and placed in her final berth by Moran harbor tugs under the combined direction of Pilot Captain Grover Sanschagrin and Pilot Captain Robert (Bob) Nielson.

Preparatory to the tow from Norfolk, Moran's vice president of operations Captain Leonard G. Goodwin—who had accurately predicted the *FDR*'s time of arrival at New York—dispatched marine superintendent George E. Minton to Norfolk to make certain the 979' long vessel with her 239' wide flight deck and tall masts would be sufficiently trimmed to allow safe passage through the 216' wide draw of the Newark Bay Drawbridge.

Timing the *FDR*'s arrival at the drawbridge to the most advantageous stage of tide for her 32.6' draft and still towering superstructure, Captains Sanschagrin and Nielson positioned themselves on the *FDR*'s bridge and on the port edge of the flight deck, respectively, for the transit.

A bare two dozen feet divided the clearance port and starboard for the *FDR*'s passage. Aligned perfectly, the huge carrier held in position by the harbor tugs passed into Newark Bay and proceeded through the remaining bridges to Kearney.



Florida Towing . . .

(Continued from Page 9)

A Final Look Around

"Captain Hayes and I were both born on St. Johns River houseboats", Captain George L. Moore, continues, speaking of his friend on the *Helen D.*, now back on station at Blount Island.

The majority of Florida Towing Company's pilots and boatmen grew up on or along the river. They and their families, some for generations, have contributed much to the economic flow of the river. All take great pride in their individual effort.

"Next we're sailing the *U.S.N.S. Potomac* from the Naval Fuel Depot", Captain Moore adds, "and the *Marie Moran* with Captain Junior Thomas aboard will be our helping tug."

The Naval Fuel Depot, midway between the Blount Island Terminal and Talleyrand Docks, is one of five Navy installations in the port.

In total cargo in the Port of Jacksonville, approximately 40% is carried by tankers—between Blount Island and Commodore Point there are 18 petroleum terminals representing most major oil companies.

Boarding the *Camden*, a small 1,600 hp, shallow draft tug assigned to release the *U.S.N.S. Potomac's* mooring lines, we photograph the tanker turning seaward.

Captain H. "Curley" Danforth on the *Ann Moran* picks up the pilot, returns to Blount Island to sail the *SS Ponce* and we continue upriver.

USNS POTOMAC, with Docking Master George L. Moore aboard, sails from the Naval Fuel Depot with tugs *Ann Moran* and *Marie Moran* assisting.



Crowley Maritime and Moran Form Ocean Salvors Company

A JOINT VENTURE by Crowley Maritime Corporation of San Francisco and Moran Towing Corporation of New York, the Ocean Salvors Company (OSC) was recently organized to provide marine salvage, oil pollution control, wreck removal and ocean engineering services on a worldwide basis.

Mr. Thomas E. Moran, President of Moran Towing and Mr. Leo L. Collar, Executive Vice President of Crowley Maritime jointly announced the appointment of Mr. Peter S. Barracca, President of Ocean Salvors Company on July 1, 1978.

Mr. Barracca formerly headed the Merritt Division of Murphy Pacific Marine Salvage Company.

Initially, Ocean Salvors Company (OSC) will direct the company's strike teams stationed in Miami, Florida and Hampton Roads, Virginia from temporary headquarters in Moran's World Trade Center offices in New York.

The strike teams, each of which is headed by an experienced salvage master and includes a salvage foreman, pump engineer, diver and oil pollution specialist, will be equipped with improved models of the Coast Guard type ADAPTS pumping units, conventional salvage pumps, air compressors, beach gear, diving equipment and oil pollution control gear.

To assure quick dispatch to the scene of a casualty, all necessary equipment will be palletized and loaded on trailers for movement by land, sea or air.

At the moment of casualty, Ocean Salvors Company will have priority call on the considerable assets of Moran Towing and Crowley Maritime. This will include tugs ranging in horsepower up to 6,000 h.p. operated by Moran in major ports from Texas to Maine, coastwise and in Puerto Rico. Crowley Maritime operates worldwide but maintains a large fleet of 9,000 h.p. tugs and oceangoing barges plying the Gulf and Caribbean from the U.S. southern states to Puerto Rico, Venezuela and the Dominican Republic.

Ocean Salvors Company (OSC)'s main offices are located in One World Trade Center, Suite 4971, New York, N. Y. 10048. Telephone: 212/432-2680; Telex: WU 141439 OCEAN SALV, NYK; Cable: SALVORSUSA. For after hours telephone service call Moran: 212/466-3636.

In the Chaseville Turn, where bulk vessels from the only high-speed phosphate terminal on the south Atlantic Coast put to sea, we pass Sea Land's huge containership *Sealand Venture*, outbound.

The Jacksonville Bulk Terminal is the point of export for superphosphoric acid (SPA) shipments to Soviet Russia.

Under a long term, multi-billion dollar agreement negotiated by Dr. Armand Hammer of Occidental Chemical—which calls for reciprocal shipments of ammonia, urea and potash—initial shipments are scheduled for 1979.

At present, construction is underway at the bulk terminal to store the product produced at Occidental's White Springs complex, 75 miles west of Jacksonville.

From off the Talleyrand Docks we watch the New Orleans-bound *Asia Bravery* assisted to stream by the 1,750 hp tug *Julia C. Moran* and the 3,200 hp tug *Mary M. Coppedge*.

Captain H. P. Bouchelle, President of the 6-man Florida Docking Masters Association, Inc., was the pilot in charge of the sailing.

Reluctantly, we terminate our "Day on the Tugs" at the Florida Towing Company's Bryant Street Yard. At the night dispatching office, tugs are receiving orders from the 1630 hours to 0700 hours tug dispatchers—in the Port of Jacksonville, the day is 24 hours long.

Ships in the News . . .

(Continued from Centerfold)

combo vessels, the *Tsu, Terrier, Tennessee, Thermopulae, Talisman* and *Tysla*, are in Barber Line's Middle East service. Each of the multi-purpose vessels in the two series exceeds 21,000 deadweight tons.

M/V Jingu Maru, a 14,424 grt car carrier built for the Nippon Yusen Kaisha (N.Y.K. Line) in 1978 shown arriving at The Narrows, New York in March, has a cargo capacity of 4,391 cars. This capacity was exceeded in July by the first voyage of the newest N.Y.K. Line car carrier, the *Jinnel Maru*. The latest 19,799 grt car carrier has 14 decks and can carry 6,500 units.

M/V Ming Spring, first of a series for the Yangming Marine Line (Taiwan flag), is a multi-purpose container vessel of 28,500 dwt. Shown at her Maher Terminal berth in the Elizabeth-Port Authority Marine Terminal, the *Ming Spring* is loading for Asian markets. *Ming Summer, Ming Autumn* and *Ming Winter* are expected to be in service by Fall.

M/V Isla Baltra, inaugurating a new service between New York, Baltimore and Port Everglades and Ecuador and Peru (with transit cargo to Bolivia), is a new vessel for Transnave (Transportes Navieros Ecuatorianos) for which United States Navigation, Inc. is General Agent. Unitized cargo, containers, heavy lifts, liquid and reefers are accommodated by this 21-knot vessel at Pier 9-A, Brooklyn.

S/S Delta Caribe, a LASH barge/container vessel of Delta Steamship Lines, Inc., initiated an express relay service between U. S. North Atlantic ports and Central America. The 30,298 dwt vessel is shown here at berth in the Northeast



M/V ISLA BALTRA - Transportes Navieros Ecuatorianos



S/S DELTA CARIBE - Delta Steamship Lines, Inc.

Terminals, Brooklyn. The New Orleans-based American-flag line serves South and Central America, the Caribbean and West Africa from United States ports.

M/V Hellenic Explorer, (TOW LINE's Page 3 photograph) is the first of three new roll-on/roll-off container vessels for the Hellenic Lines, Ltd. inaugurating a monthly service from Gulf and North Atlantic ports to the Middle East. The *Hellenic In-*

novator and *Hellenic Valor* will complete the trio going into service in September and December. The 725 foot long vessels have a capacity of 1,120 TEU's of containers (including reefers), hoistable car-carrying decks for up to 1,407 cars and slewing stern ramps with a capacity of 160 tons for loading ro/ro cargo. Inland service to Bahrain, Kuwait, Iran, Iraq, Saudi Arabia, the United Arab Emirates and Oman is offered in addition to its regular Middle East ports o' call. Hellenic's fleet now numbers 58 with the new ro/ro's.

Ships in the News . . .

M/V Europa (Hapag-Lloyd AG) luxury cruise called at the Port of New York on September 29th while on a 4-week cruise from Bremerhaven to Lisbon, Portugal. The gala cruise marked the 50th Anniversary of the original *Bremen* and *Europa*, christened in 1928. The *Bremen* was dismantled in her homeport in 1941; the original *Europa* eventually became France's *Liberte*. The present German-flag *Europa* is the former *Kingsholm* of the Swedish American Line.

M/V Hilda Wesch was chartered in the service of the Companhia Portuguesa de Transportes Maritimos (The Portuguese Line CTM) on her maiden voyage to New York March 16th. The combination container-breakbulk vessel was built in Japan for a German firm and was manned by a Spanish crew under the flag of Cyprus. Moran's new American-flag tug *Harriet Moran* docked the *Hilda Wesch* at Pier 6, Bush Terminal, Brooklyn.

M/V Hellenic Innovator is the 2nd of a trio of huge ro/ro container vessels built for the Hellenic Lines, Ltd. Prominent in this September 28th Maiden Arrival photograph is the 160 ton capacity slewing stern ramp for loading port or starboard at an angle of up to 40°.



MIDSHIPMAN William John Mergenthaler, IV (left) receives the Eugene F. Moran Award for proficiency in small boat handling from Thomas S. Cosgrave (right) of Curtis Bay Towing Company's New York office at the Awards Convocation of the United States Merchant Marine Academy at Kings Point on June 23, 1978.



ASHORE



AND AFLOAT

New Film Available

THE PORT PROMOTION DIVISION of the Port Authority of New York & New Jersey has produced a new 16mm motion picture film in sound & color titled "On Line for Service . . . THE MODERN PORT". Distilled to a cogent 28 minutes, this movie portrays well the intricate functioning of a modern, large port (The Port of N.Y./N.J.)—sea freighters and air freighters, included—and its World Trade Center. The PA's port promotion manager, Paul F. Van Wicklen, was the director-writer. Prints are available for screenings. Call (212) 466-8312.

A STEP UP TO NEW CHALLENGES in Moran's home port of New York offices and in subsidiary companies for several employees came in the wake of appointments announced simultaneously by Mr. Thomas E. Moran, President, Moran Towing Corporation, and Captain Frank J. Hughes, President, Curtis Bay Towing Company, on February 15, 1978.

Malcolm W. MacLeod, former Manager of Harbor Operations of the Moran Towing & Transportation Co., Inc., was appointed Vice President in the Curtis Bay Towing Company by Captain Hughes.

Captain Russell G. McVay, Manager of the Seaboard Shipping Company—a Moran oil barge transportation subsidiary in New York—was appointed Manager of Harbor Operations of the Moran Towing & Transportation Co., Inc. by Mr. Moran.

William Anthony Watt, a former Vice President in the Florida Towing Company, was named to assist Captain McVay in the management of the Seaboard Shipping Company.

SELECTED MANAGER of the Moran Towing Company of Puerto Rico (with offices in Ponce) is Paul



15-YEAR HANDSHAKE by the president of the Moran Towing Corporation, Mr. Thomas E. Moran, (Photo, right) goes to Lee R. Christensen, Moran's vice president of administration and finance for that many years' exemplary service to the company.

Horsboll. Paul succeeds Eric Heeley, who is now a Vice President in the Curtis Bay Towing Company and is stationed in Philadelphia. The new manager brings to his assignment the valuable practical experience of a tug crewman (ocean tugs) and the ingenuity of a tug dispatcher. As Moran's Assistant Manager of Harbor Operations in New York for the past five years, Paul served under Malcolm MacLeod and, lately, under Captain McVay.

CHOSEN as the new Assistant Manager of Harbor Operations in New York is Everett W. Merrill. Five years ago Everett was appointed Manager of Moran's Disposal Division (a division subsequently disposed of) whose dump scows were a boon to New York's building industry. Twelve years of responsibility as a Moran harbor tug dispatcher preceded that appoint-



Malcolm W. MacLeod



Captain Russell G. McVay



William Anthony Watt



Everett W. Merrill and Paul Horsboll

ment. Everett's career dates back to decking aboard Moran coastal tugs in 1947.



Steve Giorgio

A RETIREMENT and a talent has placed Steve Giorgio in a key spot in the Seaboard Shipping Company's busy operations in the Port of New York and adjoining areas. Steve succeeds Mr. Stuart Mortensen, who retired March 31st after achieving a rare skill in the art of oil barge dispatching and its attendant science. Steve's four years as a Moran harbor tug dispatcher and a talent for detail are excellent prerequisites.

A WELCOMED SMILE and a familiar name to many of our good customers in the Port of New York, William (Bill) Muller is presently making new friends among the Moran subsidiary companies as Assistant to Vice President Martin J. Carroll. Particularly well versed in the intricacies of transportation management, Bill is a graduate of the State University of New York's Maritime College at Fort Schuyler in The Bronx. Since another gentle-



William P. Muller

man, Mr. Wolfgang A. Dietzel, relieved him of home office sales duties on October 2nd. Bill has been 'on the go' in visiting Moran company ports from Puerto Rico to the Gulf—but his home base is still at One World Trade Center in the City of New York.

WOLFGANG A. DIETZEL is the newest member of Moran's Sales Department office in New York, joining Mr. Lloyd R. Graham, Vice President, Sales.

A man of action, Mr. Dietzel almost immediately doffed his business attire for out-of-doors dress for several days of "familiarizing myself" with the exacting work Moran tugmen do in the busy Port of New York and New Jersey.

"I've never met a finer or more talented group of men", 'Wolf' admits, speaking of several tugs' crews. Since being 'in the air', so to speak, for a number of years, waterborne commerce is particularly fas-



Wolfgang A. Dietzel

cinating to him.

Wolf was Director of Commercial Freight Marketing for Trans World Airlines' domestic and international systems, working out of their New York headquarters, just prior to joining the sales forces of the Moran Towing & Transportation Co., Inc.

Going back apace, Wolf emigrated from Munich, Germany in 1954 to Southern California. Subsequently, a carpenter journeyman's card assisted him (financially) through undergraduate and graduate work at the University of Southern California.

Armed with a Master's Degree in International Relations and Marketing in 1965, Wolf was hired by Trans World Airlines as an Administrative Assistant to the Regional Vice President of Marketing, Western Region—which included the Pacific and Orient areas—(Translation: *Analyst, Graphs & Charts*).

In 1966, Wolf transferred to TWA's office in Atlanta, Georgia as Senior Sales Representative "to learn the business by actually selling the product".

Over the next decade or so, Wolf collected a number of substantial titles (Manager, Pacific Marketing in New York; Manager, System Cargo Customer Services; etc.) in the air freight and passenger divisions of both TWA and Pan American World Airways in their New York headquarters' offices.

But, more important than titles, making a happy home for Wolf in Rowayton, Connecticut is a delightful girl he met at college—the former Charlotte Jo Marx—and three daughters: Camille, age 7; Kristiana, age 5 and Liane, born January 15, 1978.

Wolf pleasure sailed on the West Coast but it was recent ownership of a Portuguese dory which prompted him to enroll for the Rowayton Power Squadron's course in seamanship and piloting.

Swimming, boating and languages are Wolf's special interests—he speaks, reads and writes German and enjoys more than a passing knowledge of Latin and Homeric Greek.

We welcome Wolf to the industry of the tug.



AMID CONGRATULATIONS and felicitations from the Moran headquarters staff at One World Trade Center, Admiral Edmond J. Moran (Chairman of the Board) graciously cuts a birthday cake on October 13th—marking his 82nd.



P. G. CALLIMANOPULOS, President, Hellenic Lines, Ltd., receives unexpected congratulations aboard M/V Hellenic Explorer from Maritime Queens Martha Hampton and Deborah Lahay as a commemorative pewter plate is presented to Captain Marcos Petihovtis by Charles T. O'Neill, President, Maritime Association of the Port of New York.

1978 AOTOS AWARD (Admiral of the Ocean Sea) was presented to Congressman John M. Murphy, Chairman of the Merchant Marine & Fisheries Committee, by W.J. Amass, Jr., President of Lykes Lines (Second from Left) for distinguished service to the maritime industry at a recent dinner-dance in the New York Hilton. Co-Chairmen of the Arrangements Committee Captain Robert E. Hart (Left) and Captain Franklin K. Riley, Farrell Lines' Vice President of Industrial Relations (Right) attend the awarding of the silver statue of Christopher Columbus.



A CAKE CUED this photograph of Moran Billing Department's Fred Morgana (photo, right) receiving the handshake of Controller Richard Roe. The icing on the cake signals Fred's 35th Anniversary with Moran; the smile is for the sweet remembrance.



MORAN'S 28TH ANNUAL STAFF PICNIC-DINNER

