

Tow Line

NUMBER TWO — 1985



A CHALLENGING TOW

ON THE COVER

A CHALLENGING TOW

Our pilots, captains and crews are always ready to serve the customer's routine jobs of ship docking and tows, but we especially like the challenge of the exceptional job. The moving of a 700 foot-long floating drydock across New York Harbor from Pier E, Jersey City, N.J., to Erie Basin Brooklyn, N.Y., for Roderman Industries, Inc., as part of its relocation to the former Todd Shipyard, in Erie Basin, was one such job.



It took five Moran tugs, lead by the *DORTHY MORAN*, and assisted by the *MIRIAM MORAN*, *HARRIET MORAN*, *MOIRA MORAN* and *EUGENE MORAN*, to move the large floating drydock. Bucking the changing tide, the tugs snaked the drydock through the tight cut into Erie Basin.



IN THIS ISSUE—

The Liberty Weekend, 1986	4
<i>M.T. ORANGE BLOSSOM</i>	6
South Street's Pier 17	7
QE2 Captain Retires	7
Ireland's Tall Ship	8
Ferryboat <i>GOVERNOR</i>	9
<i>NORMANDIE'S</i> Whistle	9
Cruising Out of Manhattan	10
Ships in the News	12
Capt. Cousteau Comes to the Port	14
Red Hook's Third Crane	15
Ashore & Afloat	16
New York's Barge Canal	17
Recommended Reading	18
Moran's Annual Picnic	19
<i>TV. JUAN SEBASTIAN</i> <i>DE ELCANO</i>	Back Cover

Moran's Overseas Agents

ENGLAND: James A. McLaren & Co. Ltd., Baltic Exchange Chambers, 28 St. Mary Axe, London EC3A 8DE/DENMARK: Danish Maritime Service, 1 Skoleback, DK 3050, Humlebaek; FEDERAL REPUBLIC OF GERMANY: Menzell & Co. SCHIFFS-MAKLER, Hamburg 1137007-1, Alter Wall 67-69; FINLAND: O.Y. Lars Krogius A.B., P.O. Box 13301, Helsingfor 13; HOLLAND: F.A. Voight & Co., NV, 4 Javastraat, 3000 BD, Rotterdam; HONG KONG: Wallem Shipping (Hong Kong) Ltd., 183 Queen's Road East, Hopewell Centre-46-48 Floors, P.O. Box 40; IRELAND: Leinster Shipping Company, Ltd., 23 Fitzwilliam Square, Dublin 2; ITALY: Paolo Scerni, 10 Piazza Portello, Genoa; NORWAY: Henning Astrup, Fridtjof Nansens plass 4, Oslo; Birger Gjestland, Kong Oscars Gate 62, Bergen; SCOTLAND: Henry Abram, Ltd., 17 Sandyford Place, Glasgow, C 3; SPAIN: Joaquin Davila & Cia., S. A., Hermostilla 30-2, Madrid 1.

Tow Line

Vol. XXXIX

NUMBER TWO—1985

Published by

© MORAN TOWING & TRANSPORTATION CO., INC.

One World Trade Center, Suite 5335, New York, N.Y. 10048

Cable Address: MORANTOW

Francis James Duffy, Editor



T.V. KINGS POINTER is a frequent visitor to the port, sailing as a U.S. Coast Guard certified school ship. The forty-two year old tug has had a varied, and long career, starting out as a naval auxiliary vessel in the Pacific Theater of war after launching in 1943. She became a commissioned U.S. Navy vessel and was named *USS UNDAUNTED* for making heroic, long haul tows. In 1963 the tug was decommissioned and turned over to the U.S. Bureau of Commercial Fisheries as a research vessel. The tug joined the U.S. Merchant Marine Academy's fleet at Kings Point, N.Y. for the training of cadets in 1972. Veteran tugboat men will recognize *T.V. KINGS POINTER* as a wartime built ATA, the same type of tug operated by Moran during World War II.

LIBERTY WEEKEND 1986

Plans have been announced for the four day celebration this coming July Fourth in conjunction with the Statue of Liberty Centennial. It will be the greatest party the port and the shoreside communities will have had to date, greater the planners say than the bicentennial of 1976.

Lighting the New Torch

Opening the four days of ceremonies will be the unveiling of the State of Liberty after her rebuilding and the installation of the new torch. The President of the United States will push the button to relight the Statue from the aircraft carrier *USS JOHN F. KENNEDY*, anchored 1,500 feet in front of Liberty Island in the upper New York bay.

International Naval Review

The *USS JOHN F. KENNEDY* will be just one of the naval ships in the port for the event which will include the Fifth International Naval Review. The U.S. Secretary of the Navy has sent out invitations to 117 countries to send their ships to the Review. The parade of navy ships, which will also include the battleship *USS IOWA*, will pass in review in the harbor waters.

The *JUAN SEBASTIAN DE ELCANO* (photo back cover) is one of the class A sail-trainers that will sail in the Op-Sail '86 fleet in the port. Invitations have been sent out to 141 nations, which include most of the sail-trainers in the world today, to come to the celebration in the Port of New York & New Jersey. Most of the tall ships that took part in Op-Sail 1976 will return, while other launched since that time will also take part. The U.S. Coast Guard barque *EAGLE* will lead the fleet of sailing ships in the Parade of Sail past the Statue of Liberty, continuing up the Hudson



USS JOHN F. KENNEDY will provide a platform for the President to relight the Statue of Liberty's new torch.

Photo Credit: Howard Serig, Jr.

River, reversing course at the George Washington Bridge, to return to berths and anchorages in the port area. A total of 300 sailing vessels are expected to attend and will be open to the general public for viewing over the holiday weekend.

New Citizens

During the celebration the country will welcome some 25,000 naturalized new citizens. On Ellis Island 5,000 people will be sworn in as citizens of the United States by the Chief Justice of the Supreme Court. Throughout the nation, linked by satellite, 20,000 other new Americans will join their fellow citizens in New York in taking the oath to their adopted home.

Fireworks

Ashore, during July 3rd to the 6th, there will be concerts held in Liberty State Park in New Jersey and Central Park in New York City. The highlight of the event will be a fireworks extravaganza starting at 9:30 p.m. on July 4th, said to be the largest ever staged. Some forty fireworks barges will be placed in the waters from the Brooklyn Bridge, around the tip of Manhattan, up past the World Trade Center. The centennial fleet of vessels, including an estimated 40,000 pleasure craft and spectator boats, will join the fireworks with salutes by guns, horns and whistles. Special fireworks music will be broadcast so people can hear the scores coordinated with the display.

Land Events

The remaining two days of the weekend, Saturday July 5th and Sunday July 6th, will center around visiting the ships and special land events. The Statue of Liberty will be reopened to the public for the first time since February, 1984. Sunday morning, local churches will welcome the ship's crews ashore for religious services. The New York Philharmonic will hold an International Concert in Central Park on the evening of July 5th. The closing ceremonies will take place at the Meadowlands Giants Stadium and the Brendan Byrne Indoor Arena.



THE U.S.C.G.C. EAGLE, the barque that will lead the parade of sail.

THE ORANGE BLOSSOM ARRIVES FOR BREAKFAST

Early arriving workers in Manhattan this past July had the opportunity to see the maiden arrival of a very unusual tanker off the Battery at 0600, the *M.T. ORANGE BLOSSOM*. She sported an all white livery, with orange accent, including a sliced orange with dripping juice as her funnel logo and as you can guess, a cargo of concentrated orange juice. Captain B. Wissmer reported a uneventful voyage with no problem for the new ship, which was handled by Transmar Agencies. *ORANGE BLOSSOM* had delivered a cargo of 2.4 million gallons of the concentrate from Santos, Brazil to Interamerican Juice Company's newly built facility at Port Newark, New Jersey, on land leased from the Port Authority of New York & New Jersey for twenty-five years.

Ship Built for the Trade

The *ORANGE BLOSSOM* will deliver a cargo of concentrate eight times a year to Port Newark. The ship was built in Vrevik, Norway, by Trosuil-Verksted for this specialized trade. The concentrated juice is carried in twelve refrigerated 1,000 ton tanks from Brazil and pumped directly from the ship into Interamerican's tanks at Berth 24, Port Newark. Shipping the concentrate in bulk eliminates the need to use the former system of fifty-five gallon drums with all the extra weight and labor.

Bulbous Stern

Besides having a special design for carrying the concentrate, *ORANGE BLOSSOM* has many other unique features for a tanker. The hull has a new type of self-polishing paint to help the ship slip through the water. In addition to a bulbous bow she is the first ship reported to have a bulbous stern, which designers claim will provide improved water flow at the propeller, thus increasing speed. While the 10,000 deadweight ton tanker cruises at 17½ knots, her twenty-four man crew can enjoy a swimming pool and fully equipped gym.

A Mix of Concentrates

The Interamerican Juice Company's 41,000 square foot, state-of-the-art, \$4 million dollar plant will handle both Brazilian and Florida juice concentrates. The plant's twenty, 1,000 ton capacity juice tanks will store a mixture in proportion to the specification of the customers, that includes Minute Maid and Johanna Farms, in addition to exports. This type of mixing makes it possible to compensate for any shortages in supply, such as a frost of the Florida crop. The United States now imports fifty percent of the Brazilian output of orange juice concentrate.

Foreign Trade Zone

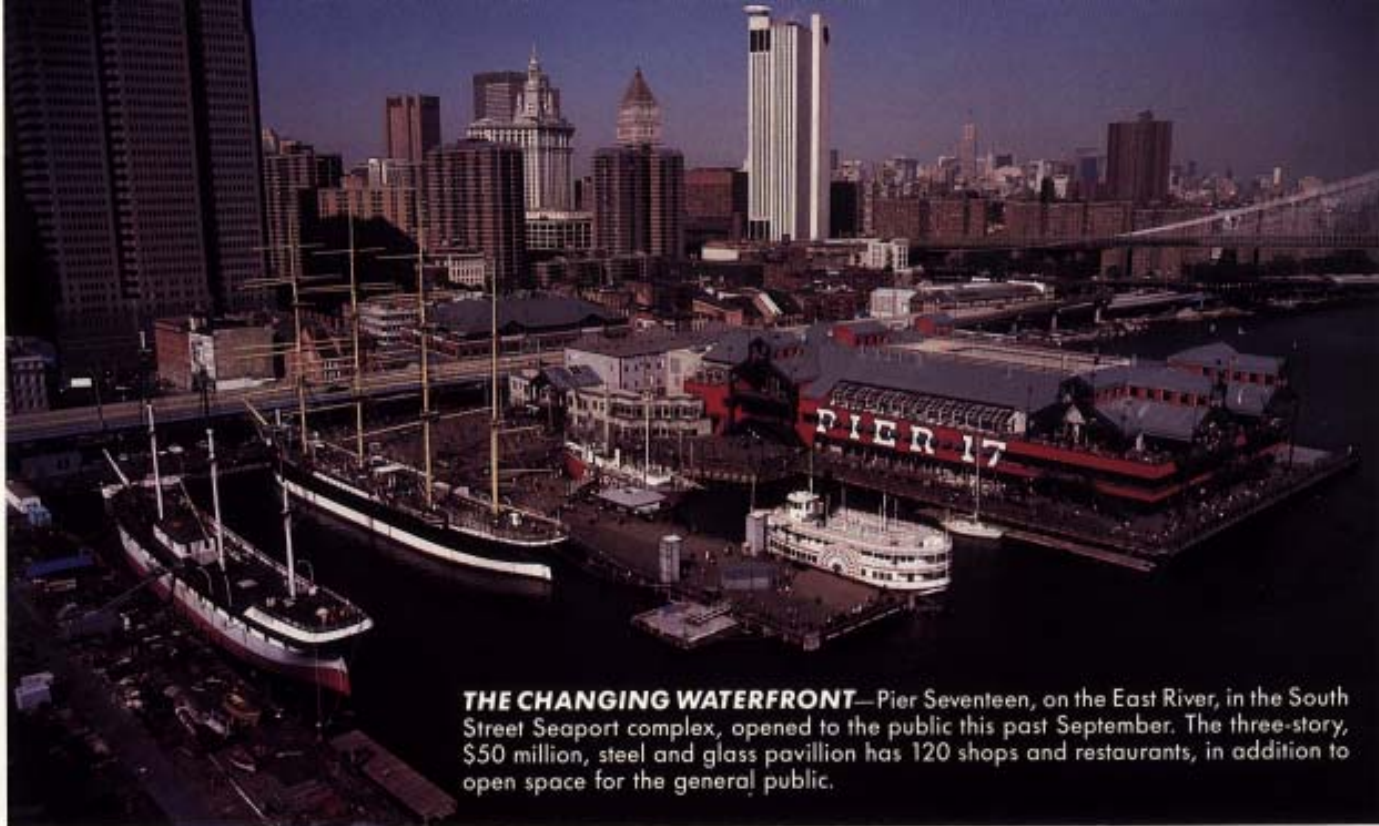
Interamerican Juice Company was attracted to Port Newark in New Jersey's 135,000-square foot waterfront area because it is located in the foreign trade zone. Locating in the zone will mean the company will pay no duty on their product until the juice is distributed and any juice exported to other markets, such as Canada, will be duty free.



M.T. ORANGE BLOSSOM approaches Manhattan



Interamerican Juice Company's new plant at Port Newark, N.J.



THE CHANGING WATERFRONT—Pier Seventeen, on the East River, in the South Street Seaport complex, opened to the public this past September. The three-story, \$50 million, steel and glass pavillion has 120 shops and restaurants, in addition to open space for the general public.

QE2 CAPTAIN RETIRES

The pilots, tugs crews and shorside staff of Moran have had a long standing relationship caring for the Cunard passenger ships here in the port. When Captain Robert Harry Arnott took the *QUEEN ELIZABETH 2* out from New York on July 26th for the last time, people at Moran had bittersweet feelings on his retirement. Captain Arnott, age 62, had been skipper of the *QE2* for eighteen years and was well known and liked in the local maritime community.

On the last voyage out of New York, Karl Eckhardt, of Moran's sales department, went aboard the *QE2* with a token gift from the company for Captain Arnott. When the *QE2* sailed there was the traditional New York fireboat water display and a special message from the employees of Moran. A banner was made for the occasion by Moran's dispatcher Dirk van Oostendorf, and attached to the starboard boat deck railing of the *MARGARET MORAN*, which sailed down the harbor with the ship.

Captain Arnott first joined the *QE2* in 1969, just after her christening and became her captain in 1976. He had sailed the great liner as skipper around the world seven times, made 100 Caribbean cruises, and more trans-

Atlantic crossing then he could count. When asked what he would miss most in retirement Captain Arnott said, "the New York skyline." His plans for retirement, include sailing on the next world cruise of the *QE2* in 1986, but this time as a passenger. He will retire to Fleetwood, Lancashire, England.

Captain Bob, as he is affectionately known, first went to sea at the age of

17, sailing as a midshipman during World War II. He joined Cunard in 1947, and sailed aboard *CARMANIS*, *FRANCONIA* and *CUNARD AMBASSADOR*. He tells the story of his exciting career at sea in a book co-authored with Ronald L. Smith, "Captain of the Queen," Quarant Books Ltd., London, 1984, published in soft cover.



Insert—Captain Robert Arnott, Special banner on the *MARGARET MORAN* wishes the Captain good luck on his retirement

Photo by William Tellefsen

Ireland's Tall Ship

The port doesn't often play host to a ship flying the tri-colors of the Republic of Ireland and when that ship is also a sail-training brigantine on a maiden voyage it is indeed a special event. The *ASGARD II*, came to the port this past June on her round of visits to ports on the east coast from Norfolk to Boston as Ireland's ambassador of good will.

The St. Brendan's Cup

The Irish sail trainer's visit coincided with the St. Brendan Cup Regatta, held in Annapolis, Maryland. The St. Brendan's Cup promotes the understanding of Irish cultural heritage through national and international sports competition, charitable affairs and educational activities. The Cup is named after the legendary Irish monk. Saint Brendan, who many claim sailed in the sixth century from Ireland to America in a leather bound curragh, (small Irish boat) before the voyages of Columbus and the Vikings. The Honorable Thomas "Tip" O'Neil and the Irish Ambassador Tadhg O'Sullivan were co-patrons of the St. Brendan Cup Committee.

Irish Built

The *S.T.V. ASGARD II* was built in the Tyrrell boatyard in Arklow, County Wicklow, Republic of Ireland in 1981, for the Irish sail training committee known as *COISTE AN ASGARD*. The brigantine is owned by the Irish Minister for Defense and part of the professional crew of five are from the Irish Navy. Ireland's small tall ship is 104-foot length overall, 92.67 gross tons and carries 4,022 square feet of sail on two 91 foot high masts. Besides all the modern navigational aids, the ship has a six cylinder Kelvin diesel engine for auxiliary power. The captain of *ASGARD II* on her visit to the United States was George Healy, who was also skipper of Ireland's representative to Op-Sail 1976, the *CREIDNE*.

Crewing Under Sail

Similar to other nation's sail-trainers, *ASGARD II* has as her main mission the introduction of Irish youth to the experience of crewing under sail. She carries twenty trainees,

male and female, most between the ages of seventeen and twenty-five. This was the *ASGARD'S* first trans-Atlantic voyage and the crew of trainees was changed three times.

Trans-Atlantic Crossing

The ship left Cork, Ireland in March and hit a storm in the Bay of Biscay that sunk the Swiss sail-trainer *PIRATA* and a German freighter with the loss of sixteen lives. Riding out a Force 12 wind, *ASGARD II* made it safely into Vigo, Spain, where she underwent repairs for a week. The trans-Atlantic trip was also plagued with steering and radio problems, forcing the sponsors of the ship's visit to revise the port schedule here.

Returning for Op-Sail '86

ASGARD II will return to sail in New York Harbor as part of the Op-Sail '86 fleet in July of 1986. Moran was proud to welcome *ASGARD II* on her maiden voyage to the port by providing the *MARGOT MORGAN* as her escort.



The *ASGARD II* comes into the inner harbor last June



The *MARGOT MORAN* escorts *ASGARD II*, while a 32-foot U.S. COAST GUARD patrol boat from Group New York provides a green water welcome.

Tow Line Aerial Photos, Helicopter Pilot Lt. Joseph A. Mottie, NYPD

SHE HAS A NOBLE VOICE

On June 3, 1935, the late Moran docking pilot, Captain Anton "Tony" Husby, sailed out to the narrows in New York Harbor on the steam tug *ALICE M. MORAN* to greet the French Liner *SS NORMANDIE*, on her maiden arrival. The *NORMANDIE* had just crossed the Atlantic in four days, three hours and three minutes, breaking the trans-Atlantic record at the time. When Captain Husby heard the great passenger liner's 130-decibel steam-whistle give a deep bass growl he remarked, "She has a noble voice." Tony Husby would hear this sound many times after that while he docked and undocked the superliner for Compagnie Generale Transatlantique (CGT), using up to fourteen tugs.

Captain Husby docked the *NORMANDIE* on her 139th trans-Atlantic in 1939 and would never hear her noble voice again for she burned at Pier 88, North River, in 1942, while under conversion as the troop transport *USS LAFAYETTE, AP 53*. After the ship was refloated and sold as scrap, the Bethlehem Steel mill, in Bethlehem, Pennsylvania, bought the 620-pound steam-whistle to use it to

announce the mill's shift changes and as part of the local fire alarm system. The whistle had a malfunction in 1952, sticking open and sounding off for two hours across the Lehigh Valley, after which it remained silent for the next thirty-three years when it was discovered by the New York City based Ocean Liner Museum.

Bethlehem Steel donated the whistle to the Museum and it was brought to New York. On June 3rd, of this year, fifty years after the *NORMANDIE* made her maiden voyage to the port, the whistle once again echoed over lower Manhattan. There was first a problem trying to blow the whistle for there are no steam driven harbor craft left in New York harbor, but Consolidated Edison Company came to the rescue by tapping steam from one of its underground mains in the South Street Seaport Museum area. Conrad Milster, chief engineer of Pratt Institute, Brooklyn, N.Y. put the whistle back in working order for the blast. It will be kept as part of the Ocean Liner Museum's collection, to be displayed when it finds a permanent home.



The *NORMANDIE'S* steam whistle blasts out a 130-decibels, using steam from Con-Edison's underground main at the South Street Seaport Complex.



FERRYBOAT GOVERNOR—The *GOVERNOR* joined the U.S. Coast Guard's ferry fleet in New York this past August. A rebuilt vessel, she started life as the *CROWN CITY* in the 1950's, operating for the U.S. Navy on the west coast. She was renamed *KULSHAN*, when bought by the State of Washington, for operating out of Seattle. *GOVERNOR* was bought by the Coast Guard in 1982, rebuilt as their Curtis Bay yard, and is the only vessel in their fleet classed by American Bureau of Shipping.



In a scene reminiscent of the days of Luxury Liner Row, seven cruise ships fill the berths at the Port Authority's Passenger Ship Terminal, on the Hudson River, during the afternoon of Saturday, September 7, 1985. Going from left to right the ships are: **MV ROYAL VIKING SEA**, berth 6, **MV OCEANIC**, berth 5, **MV ATLANTIC**, berth 4, **SS QUEEN ELIZABETH 2**, berth 3, **MV NORDIC PRINCE**, berth 2. The inner space at berth 1 holds the **SS BERMUDA STAR**, while the **SS BRITANIS** overhangs into the river.

Photo credit: Tow Line Aerial Photo, Blimp Pilot Pierre Pronomareff





SHIPS in the NEWS



M.V. ALMIRANTE JOSE PADILLA—Flota Mercante Grancolombinan, Bogota, Columbia — Maiden Arrival, May 1985



M.V. MARATHA PROVIDENCE—Chowgule Steamship Ltd., Bombay, India, Maiden Arrival, June 1985



12 *SANDY HOOK*—Sandy Hook Pilots, Staten Island, N.Y., In Service, July 1985



C.V. SAN MARTIN I—Ivaran Lines, New York, N.Y., Maiden Arrival, September 1985



S.S. ATLANTIC SPIRIT—Puerto Rico Maritime Shipping Authority, San Juan, P.R., Maiden Arrival under new name, August 1985



P.C.C. NEW YORK HIGHWAY—Taiyo Kaiun K.K., ["K" Line] Kobe, Japan, Maiden Arrival, September 1985

CAPT. COUSTEAU VISITS THE PORT



Captain Jacques Cousteau

The *GRACE MORAN* and the *DOROTHY MORAN* were among a fleet of harbor craft that sailed out to meet the famous Captain Jacques Cousteau and his vessels *CALYPSO* and *ALCYONE* when they came to visit the South Street Seaport on June 17th. The harbor reception included a parade of welcoming vessels, fireworks and the release of thousands of balloons, a welcoming speech by New York's Mayor Edward I. Koch, and a reception aboard the sailing vessel *PEKING*.

Medal of Freedom Award

Captain Cousteau and his research vessel *CALYPSO* are well known to television audiences world-wide. The Cousteau Society, a non-profit organization that supports scientific work in the marine environment, has 222,000 members. In recognition of Captain Cousteau's work in the world's oceans, President Ronald Reagan awarded him the Medal of Freedom Award. The captain is co-inventor of the aqua lung and underwater camera and his work in experimentation with gases used in diving have opened the underwater sea world. At age 75, Captain Jacques Cousteau is still going strong with new interests, which was why he came to visit New York.

Turbosail System

Although the former World War II wooden mine sweeper *CALYPSO* is well known from the TV series of Cousteau's work, *ALCYONE* is a very unusual new vessel, and had just sailed from La Rochelle, France, on her maiden voyage. She is an experimental windship, named after the daughter of the Greek god of wind and fitted with two Turbosail stack units, unlike any conventional mast and sails. The Cousteau-Perchinery Turbosail system was invented by Professor Lucien Malavard, Bertrand Charrier and Jacques-Yves Cousteau.

Fifty Percent Fuel Saving

The *ALCYONE* operates on an aerodynamic principle, with the two Turbosail cylinders using the power of the winds in a vertical, rather than horizontal position. The Turbosail cylinders are controlled by an onboard computer, which monitors the wind directions. The power and speed of the vessel is a mix of the Turbosail and diesel engines to maintain a set speed. Captain Cousteau claims *ALYCONCE'S* Turbosail units will save fifty percent in fuel in a good wind, while with winds of over twenty-five knots, the diesel will be secured and the vessel operated at a cruising speed of nine knots.



R. V. CALYPSO



ALCYONE

Red Hook, Where Magic Happens



RED HOOK'S THIRD CRANE

When the break bulk cargo ships faded from the Brooklyn waterfront, many thought that it was the end of the Red Hook docks as an important part of the port's economy. A new terminal, however, has grown on the shores of Buttermilk Channel, the result of a development project between the State of New York, the Port Authority of New York & New Jersey, the City of New York and operated by Universal Maritime Service Corp., a company that has been running stevedoring operations and terminals in the port for over fifty years.

Terminal's Third Crane

On October 1st, Red Hook celebrated the dedication of a third new container crane, part of the terminal's \$14.5 million expansion. The \$3.1 million Paccoco containership crane has a lift capacity of 40 tons and will increase the terminal's capacity by fifty percent. In 1984 Red Hook and the South Brooklyn Marine Terminal handled 1.1 million tons of cargo.



Rev. Lee Smith, reads a blessing at the dedication of the new Red Hook Crane.

The Patricia L

At the dedication ceremony the new crane was christened by Ms. Patricia L. Liguori, breaking a bottle of New York State champagne on the structure, which was named "Patricia L," in her honor. Ms. Liguori is the sister of James Costello, the president of Universal Maritime Services. Father Lee Smith, Brooklyn port chaplain, who operates the Stella Maris seaman's center at Red Hook, blessed the ceremony.

Dedication Ceremony

Among the speakers at the dedication ceremony were Mayor Edward I. Koch, City Council President Carol Bellamy, Brooklyn Borough President Howard Golden, Port Authority Executive Director Stephen Berger and other representatives from government, labor and industry. The master of ceremonies was the newly appointed director of the Port Authority's Port Department, James J. Kirk.

Terminal Opened in 1981

Red Hook Container Terminal opened in 1981 and since that time the Port Authority and the City of New York have invested some \$49 million in the terminal. The recent expansion will increase the area from 42 to 79 acres. Although the terminal has come a long way to serve the needs of the port, Mr. James Costello, Universal Maritime's president looks for further expansion and investment to meet the needs of the future. A group of children from P.S. 29, the local elementary school, sang at the ceremony and displayed their school motto, "Red Hook, Where Magic Happens."



Mr. James Costello (R), President of Universal Maritime Service, with his sister, Patricia L. Liguori, prepare to christen the crane.

Ashore



and Afloat

MORAN SUPPORTS THE STATUE OF LIBERTY

Two members of the Moran organization gave poignant testimony on the American experience in support of the restoration of the Statue of Liberty on nationwide television recently. Mr. Thomas E. Moran, president and chairman of the board of the company will appear on the series "Gateway to Liberty." Captain "Whitey" Mattsson was featured on a "Liberty Minute." Both these series will be used to help raise funds for the Statue of Liberty/Ellis Island Foundation.

"Gateway to Liberty," filmed for ABC-TV, taped only fifty-one people across the nation in the arts, science, theater, government, Nobel Prize winner, an astronaut, and leaders of industry for the thirty second spots. Like Mr. Moran, all those chosen, came from immigrant stock and were prominent in their fields. The taped interview will be shown nationwide on the ABC stations. Mr. Thomas E. Moran is the fourth generation of the family to head the company and is a descendent of Michael Moran, who came to America in 1850 and founded the company ten years later. The interview was taped at the company's headquarters in New York City and



Captain Whitey Mattsson on camera aboard the *DOROTHY MORAN* in New York Harbor.

also includes shots of Moran tugboats in New York Harbor.

Captain Whitey Mattsson came from his native Sweden with the dream of buying his own farm in his adopted country. He took a "temporary" job at Moran's shipyard because at the time it paid more than working on a farm. His interview for the series "Liberty Minute," tells of going on to work his way up on the tugboats, studying and passing the necessary U.S. Coast Guard tests to become a highly skilled tugboat captain and docking pilot. He shared with others in the series reminiscences and reflections on what it means to have made America their new home. Captain Mattsson also realized his dream too, for he owns a horse farm in upstate New York.

TWENTY ONE RECEIVE SERVICE AWARDS

FORTY YEARS

Jack Hurley

THIRTY FIVE YEARS

Ruffus Ballance

THIRTY YEARS

James Fagerstrom

Leif Koppen

Odd Vinnelrod

TWENTY FIVE

Joao Gonsalves

TWENTY YEARS

Thomas Andreasen

James Graney

FIFTEEN YEARS

Charles Sheridan, Jr.

TEN YEARS

Dennis Calain

Stephen D'Esposito

Gerald Molina

Francisco Montiero

Paul J. Quinn

FIVE YEARS

Vincent V. Cashin

Timothy Hogan

Frank Johnson

Richard Matthews

John Miller

William Tracy

James Yager

Tow Line received its first award for excellence in design, a Certificate of Special Merit, at the 43rd Annual Graphic Arts Exhibition, held in New York City this past May. The award and plaque were given by a committee of graphic art judges from the printing industry. The magazine is printed by the Adams Group, Inc., a firm that has been printers in New York City since 1837.

THE 160th ANNIVERSARY OF THE ERIE CANAL

In the not too distant past, Moran tugs were a familiar sight across the waterways of the 524 miles of the New York State Barge Canal System. The throb of the diesel engines from the small tugs with the squat pilot houses and stacks with the famous white "M" caused little notice as they pushed barges from the Hudson River to ports on Lakes Ontario, Erie, Seneca and Champlain.

Today the traffic patterns have changed and the sight of a tug and barge are so rare that people along the canals will flock to the waterfront to watch them lock in and pass. Commerical traffic has just about faded from the canal system in New York State, with the exception of occasional tank barges of jet fuel, asphalt and molasses. There are few of the shallow draft "canalers," with the low profiles left in the port's tugboat fleets.

CANALS FIND A NEW ROLE

The New York State's canals have taken on a new role for the future: providing passage for some 100,000 pleasure boats a year, 2,500 commercial and public recreational facilities, a new tour boat industry, flood control functions and fresh water supplies, and even a new system of hydroelectric power generation. Part of the funds from the 1983 "Rebuilding New York" bonds are going into a \$50 million five year rebuilding of the canals.

CLINTON'S DITCH

In 1808 New York State Governor DeWitt Clinton persuaded the State Legislature to form a committee to study a canal across the state as "America's Gateway to the West." After many delays, including the War of 1812 and the veto of federal assistance, the work on the canal started in July of 1817. It would take engineers and construction crews eight years to dig the canal, which many detractors called "Clinton's Ditch." They had to pass through 363 miles from Albany to Buffalo, inventing many of the needed engineering skills to cross rivers, valleys and mountains, raising the elevation of the waterway 571 feet from the Hudson River to Lake Erie.

There were so many innovations in this project that historians consider the Erie Canal as America's first school of engineering.



MARGOT MORAN pushes a barge on the New York State Barge Canal.

IMMIGRANT LABOR

There was little machinery used in the construction of the waterway, mostly shovels, picks, wheelbarrels, horses and mules. Like the Panama Canal of later years, workers died of malaria from the mosquito-infested Montezuma Swamp. The need for labor on the canal coincided with the great wave of immigration of those fleeing famine and religious persecution in Europe. The workers on the canal were paid 50 cents a day, three times higher than wages paid in their homeland for unskilled labor. It was the immigrant Irish, Italians and German labor that built the first canal.

EIGHT WONDER OF THE WORLD

The first Erie canal was opened in October 26, 1825 and called the "Eighth Wonder of the World." It was a modest waterway, 40 feet wide at ground level, 28 feet wide at the bottom, four feet deep with eighty-three stone locks. Canal boats were moved along the waterway pulled by horses, mules and even oxen, from a ten foot tow-path built along the banks with dirt dug from the canal. If the voyage seems slow by today's standards

it was revolutionary at the time, cutting the trip between Buffalo and Albany from six weeks to ten days. Boats were lifted on stone aqueducts that carried the canal over deep ravines and white-water rivers. The Genesee Aqueduct, an 808 feet long stone bridge, stands today, 140 years after it was built.

THE EMPIRE STATE

The canal made the Port of New York America's number one seaport and all the cities along the route grew in importance and population. The traffic at the Schenectady locks was one boat every seventeen minutes, night and day, just eight years after the canal opened. The cost to move freight between Buffalo and New York City dropped from \$125. to \$4 a ton. The toll was eliminated from the canal in 1882 having paid off the \$7 million building costs. New York State became the "Empire State" as a result of the Erie Canal.

THE BARGE CANAL

The three stages of canal construction in New York State were the original Erie Canal of the period between 1817 and 1825, the improvements done between 1836 and 1862 and the \$101 million construction of the present Barge Canal from 1905 to 1918. The towpaths faded into history as canal boats became self-propelled or pushed by tugs. The Barge Canal is run by the N.Y. Department of Transportation and includes the new Erie Canal, Oswego, Seneca and Champlain Canals.

THE CANAL AND MORAN

The Erie Canal played a part in the history of the Moran Company for the founder, Michael Moran, started his working career there. The Moran family settled on the Erie Canal in 1850 because the father, Thomas, a skilled stone mason, found work rebuilding the locks. Michael Moran started work as a "hoggee," leading mules along the towpath pulling canal boats. One of the other hoggee on the canal was the 20th President of the United States James A. Garfield.

RECOMMENDED READING



Review by Donald E. McCarthy

Normandie: Her Life and Times

By Harvey Ardman, Franklin Watts, New York, N.Y., 1985

435 pages, 24 pages of black-and-white photographs, \$22.95.

Author Harvey Ardman, in his first book, has provided a thoroughly enjoyable account of a ship that many believe to be the most beautiful ever built. The *NORMANDIE* was born in the midst of the Great Depression and sailed on the Le Havre—Southampton-New York run for four years. When hostilities erupted in Europe, the *NORMANDIE* was “temporarily” laid up in New York in August 1939. She was seized by the United States government for conversion into a troop transport and renamed the *USS LAFAYETTE*.

Ardman describes in colorful detail the events that up to and followed the fire aboard the ship at her Hudson River pier. The ship was salvaged and later sold to Lifsett Inc. for scrapping

at Port Newark, N.J. in 1946. *NORMANDIE* cost American taxpayers \$24 million. This figure includes maintenance of the ship for over two years, conversion, salvage and compensation to France for destroying their “floating palace.”

This book is obviously a labor of love and it is evident in his writing and fine research in official records, both in the United States and France. There are personal interviews with former passengers and crew members, letter of correspondence, newspaper accounts, and the results of endless hours of details from scholarly research.

Harvey Ardman's book is the first to deal specifically with the history of the *NORMANDIE*. At times he provides the reader with historical references to the political, social and economic climate of the times in contrast to life aboard the *NORMANDIE*. It is rewarding to have a relatively complete account of the great ship's short but eventful life.

OTHER BOOKS RECEIVED

Fifty Famous Liners, Volume Two by Frank O'Braynard and William H. Miller, Jr. Patrick Stephens Ltd., England \$24.95. A sequel to the first volume, published in 1982, this new book contains sketches by Braynard, previously unpublished photos, data tables and authoritative text on fifty famous liners.

The Story of the Titanic, as told by its survivors edited by Jack Winocour, 28 illustrations, 352 pages. Dover Publications, Mineola, N.Y. soft cover \$5.95. This book is a collection of excerpts from other full length books written about the famous liner's disaster from the viewpoint of some of the survivors.

Sole Survivor by Ruthanne Lum McCunn, 12 b&w photos, two maps, 240 pages. Design Enterprises of San Francisco, CA, cloth \$14.95, paper \$6.95. The story of one of the greatest survivals at sea of a steward from the torpedoed ship *BENJOMOND*, who lived to tell about spending 133 days on a life raft after his ship was sunk by a U-boat during World War II.

The Liberty Ships, Second Edition, by L.A. Sawyer and W.H. Mitchell, Lloyd's of London Press Ltd. Essex, England, soft cover \$18.00. An updated version of the detailed history of over 2,700 Liberty Ships built for the great sea war of World War II. The book con-

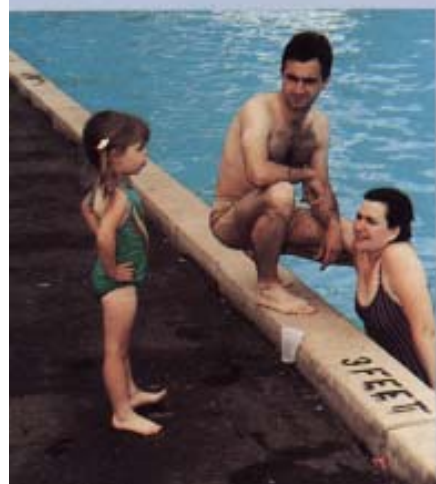
tains a new index of names of ships, since many of these vessels had a long career and went on to sail under more than one name.

P.A. Names New Director

The Port of New York & New Jersey Authority named James J. Kirk, the new director of the Port Department. Mr. Kirk will be responsible for the Port Authority's marine facilities in the port area. The P.A. operates terminals at Port Newark, Port Elizabeth, Brooklyn, Howland Hook, Staten Island and the Passenger Ship Terminal in Manhattan. The Port Department operates to increase the domestic and international commerce of the port by promotion and development.



Moran's Annual Headquarters Picnic





JUAN SEBASTIAN DE ELCANO

The four-masted, top sail schooner **JUAN SEBASTIAN DE ELCANO**, came to the port in June of this year. The Spanish sail-training ship is one of the first ships to receive the Op-Sail '86 official flag. The tall ship will return to the Port of New York & New Jersey for the "Salute to Liberty" festivities in 1986. Story on the centennial year on page four.