

TOW LINE



MARCH 1962

ON THE COVER—

THE placid scene of power and serenity presented in Jeff Blinn's excellent cover photograph of the first sailing of the new *France* from New York aptly conveys the progress made in the past 100 years since the first French Line ship entered the port and the first Moran tug went into service.

The *France*, stretching longer than any other liner in the world from her *Normandie*-like prow to her *United States*-like stern, offers comforts and new features unknown ashore or afloat not so many years ago. Evidence of the French Line's faith in the future of trans-Atlantic travel, the 66,000-ton superliner is actually the first of a splendid sextette of new lady liners now under construction for the world's premier passenger ship route. The second of these will be the new Home Line's "ship of the future," a 36,000-ton beauty with engines aft. Although her name has not been announced, it is understood that it will have the familiar "ic" ending, long famous on the Atlantic. The next new liner will be a 23,000 beauty for the Zim-Israel Navigation Company to be named *Shalom*.

The fourth and fifth new Atlantic queens are to be the *Michelangelo* and the *Raffaello*, superliners building for the Italian Line. These 43,000-ton sisterships will be the sixth and seventh largest liners in the world when completed in 1964. The sixth, as yet uncontracted for, is planned by the Norwegian America Line as a replacement for the *Stavangerfjord*. Did we hear someone say the *France* was the last of the Atlantic luxury liners?



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The France: Opening Chapters of a Ship Saga

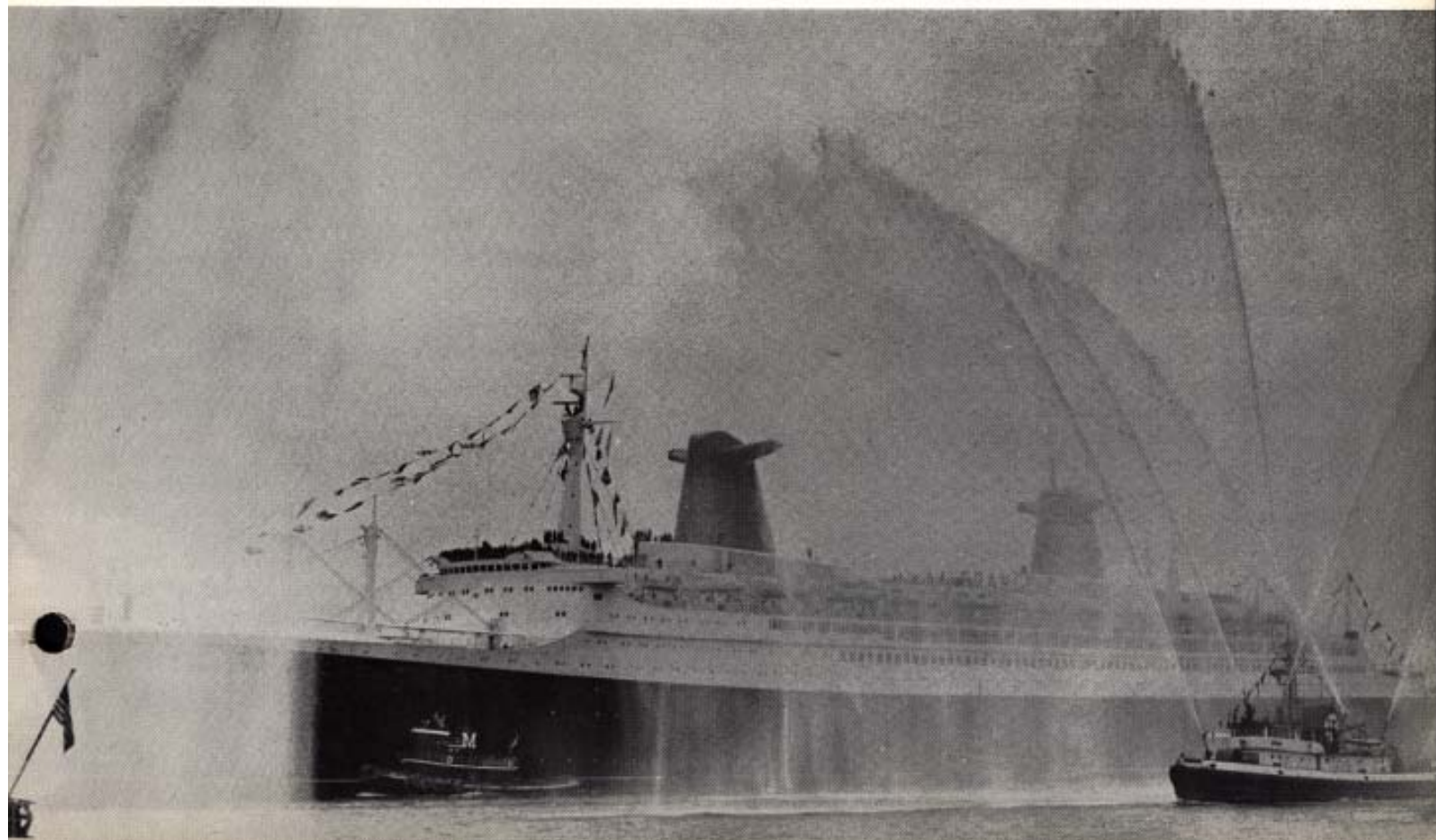
NOW that the whistles are stilled, the helicopters are back at their bases and all the Moran tugs are busily engaged in their everyday occupations, the gala arrival of the superliner *France* is history.

The docking assignment on that exciting February 8 went to the tugs with the "White M's," we are proud to remind our readers. Under the direction of Moran's Pilot-Captain Frederic W. Snyder, the docking proper was what is described in the trade as a "ferry-boat job." In other words (as it was explained to your editor) the *France*

was docked without once touching the pier until she was in her berth. What makes this feat particularly impressive and worthy of special mention, of course, is the fact that the *France* is the world's longest liner. Turning her 1,035-foot-long hull broadside to the current of the mighty Hudson and inching her into the slip so that her ports and gangways matched those on long Pier 88 without physical contact with the pier was a display of skill that brought expressions of surprise and admiration from old-time tugmen. Her docking was an accomplishment of note.

The story of the *France* is already taking on the color of a saga. From the moment the *Normandie* was lost to her nation, it was known that France would not rest until a new sea queen was built. It was not, however, until early 1953 that definite plans for a new French superliner were made public. On July 25, 1956, the Compagnie Generale Transatlantique signed the necessary contracts and the \$80,000,000 superliner came one step closer to reality. For over a year steel and

(Continued on next page)



France

(Continued from preceding page)

other raw materials rumbled on flat cars through Normandy to the famous Chantiers de l'Atlantique in St. Nazaire. Finally on October 7, 1957, the keel was laid. The same slipway that once cradled the magnificent *Normandie* was selected to be the building site of the new *France*.

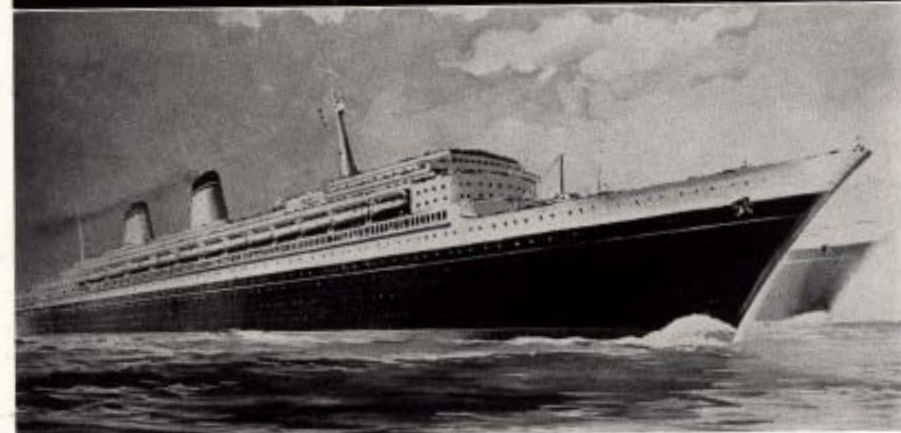
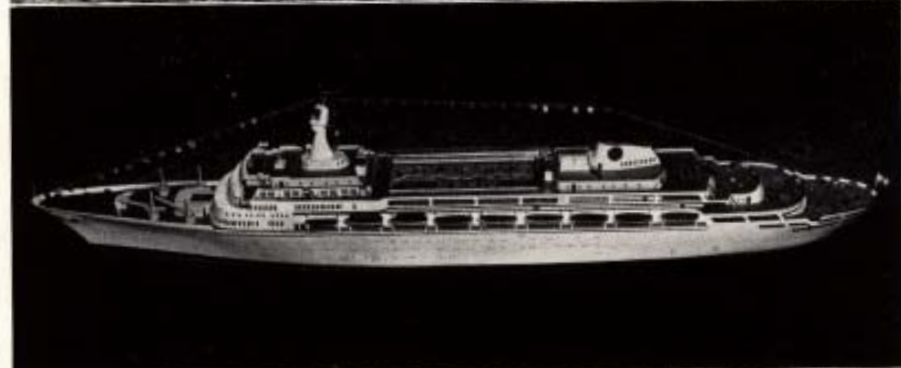
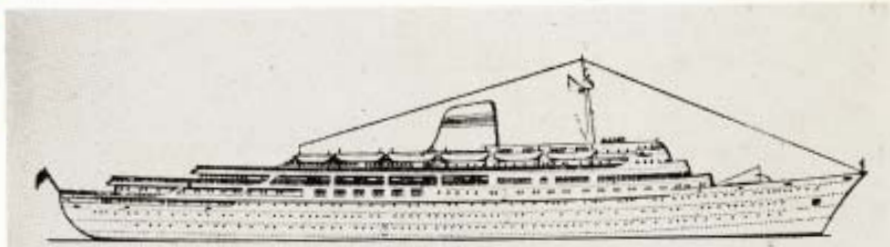
Launched on May 11, 1960, the great black hull was christened by Mrs. Charles de Gaulle. President de Gaulle, in his address following the launching linked the destiny of the new sea queen with that of France itself.

Taken to her fitting out berth, the new liner was the scene of intensified activity, with 2,000 workers, technicians, artists and decorators swarming through her cavernous hull and rising superstructure. By April of 1961 her two great funnels, erected alongside, was hoisted aboard. Her four propellers, each weighing 27 tons, were put on three months later and her two sets of fin stabilizers installed. In November she ran sea trials, and showed herself to be a flyer of the first order. Put through her paces, the *France* attained an average speed of 34.13 knots, with her engines operating at only nine-tenths of their potential 160,000 horsepower.

November 23, 1961, was a gala day at Le Havre, as the majestic new liner arrived for the first time to be greeted by a tumultuous throng of over 100,000. A second trial run followed in December and then a brief spin to Southampton and back followed by a short cruise to the Canary Islands. She was ready.

Commanded by Captain Georges Croisile, and with a capacity passenger list which included Admiral and Mrs. Edmond J. Moran, the 66,000-ton liner sailed from Le Havre on February 3. The maiden voyage was a success in every way, and the New York reception was an event that will long live in the memory of those who were fortunate enough to witness it. The day was so cold that many of the eager photographers aboard the *Alice M. Moran* feared there would be no

(Continued on next page)



FIVE NEW ATLANTIC LUXURY LINERS—Some 156,000 tons of passenger ships building or projected for trans-Atlantic service. Largest of the new fleet are the twin Italian Line superliners shown at the bottom (Fig. 1). To be named *Michelangelo* and *Raffaello*, these twin 43,000 ton ships will be in service in 1964. The next ship in point of size (Fig. 2) is as yet nameless. She will be owned by Home Lines and is due to enter service in 1963. Boasting 36,000 gross tons, she is currently known as "the ship of tomorrow." The Zim Israel Navigation Company's new flagship *Shalom*, of 23,000 tons, is shown next (Fig. 3). Also due in 1963, her keel was laid this month at St. Nazaire, France, last of the new sea queens, and another whose name has yet to be selected, is the projected 21,000-ton Norwegian America Line flagship. She is shown above (Fig. 4) in artists conception.

M. Moran Completes 22,000 Mile Voyage

Preceding the *France* into New York by 28 hours, another maiden arrival of note last month was that of the *M. Moran*.

Home from what may well have been the longest maiden voyage by tug in all maritime annals, the 3,500 horsepower vessel was the center of much interest, Wednesday, February 7, as she lay at the Moran Port Richmond, Staten Island, shipyard.

The maiden voyage she made was 22,000 miles long!

It began October 1 at Port Arthur, Texas, where the *M. Moran* took under tow a massive floating power plant with a name that must have been anything but encouraging to her master,

Captain Alexander DeVane Stewart. The name—*Resistance*.

Undaunted by the tow's name, the *M. Moran* headed down through the Panama Canal and out across the Pacific, with the \$4,000,000 power plant in tow.

"I never pulled anything so hard and cantankerous in all my life," Captain Stewart said of the 360-foot long, 60-foot wide former Army floating power unit.

"It was just plain hard to tow."

Four days out of Honolulu William Newman, an engineer aboard the tow was stricken with acute appendicitis. Fortunately the MSTs transport *Patrick*, a P-2 of World War II transport vintage, was within helping distance. Although there were heavy seas and the weather was squally, a lifeboat from the *Patrick* was dispatched and successfully brought Newman to the

large vessel where he was successfully operated upon.

"Thank you for coming," signaled Captain Stewart to Captain C. O. Hicks, of the *Patrick*.

"Please accept my congratulations for your excellent boat crew. It is always a pleasure to watch the performance of experts," Captain Stewart's message added.

Reaching Pusan on Christmas, the *M. Moran* made her delivery and began the voyage home the next day.

With Captain Stewart was John Paterson as Chief Engineer.

The *M. Moran* as she appeared February 7, hours after she arrived at Port Richmond, Staten Island, upon the completion of her maiden voyage. The ice on her decks showed how tough the last few days of the voyage had been.

France

(Continued from preceding page)

fireboat water salute. As the flotilla of escorting craft approached the Statue of Liberty and still no welcoming streams of water, their fears seemed to be confirmed. Then, finally, just as the new *France* came abreast of France's heroic gift to the United States, all seven hoses on each of the four participating New York City fireboats sprayed forth their arched patterns of water. So massive was the water display that many on several of the escorting craft were soaked. One reporter quipped:

"It's just like the *France* is going through one of those car wash places . . ."

Right through it all also zoomed six Army helicopters. The sky seemed filled with water, airplanes and rainbows.

At this point,, as the *France* reached the Battery, every one of the Moran tugs involved let go with her whistle. On hand were the *Cynthia*, *Diana*, *Nancy* and *Alice*, the *Barbara*, *Eugene F.*, and the *Carol*, not to mention the neat little *Harriet Moran* and several others that managed to join the parade. It was a great day for the *France*.



Unique Claim To Fame For Rebuilt Ship— Sailed As 3, 2 and Now 1-Stacked Liner

THE ARRIVAL APRIL 2 of the rebuilt *Queen of Bermuda* will doubtless give rise to lengthy comment from steamship enthusiasts on the matter of smokestacks. The days of the multiple-stacked liner appear to be numbered.

On this subject, the *Queen of Bermuda*, without question one of the world's most successful ships, will have a claim to fame without parallel in maritime lore: she has sailed as a three, a two and a one-stacked liner.

Best known as a three-funneled ship, the *Queen of Bermuda* served throughout World War II with only two stacks. As rebuilt, she now has a single, massive stack. Her return to the New York-Bermuda run will be a festive occasion, as there are few great liners which have endeared themselves to a wider circle of passengers.

Back to the subject of stacks, it might be news to some that the liner with more funnels than any other was built before the Civil War. She was the five-stacked *Great Eastern*, reduced to a four-stacker later in her somewhat hectic career. There have been only 14 other ocean liners with four funnels.

Germany began the parade with their crack *Kaiser Wilhelm der Grosse*, of 1897, followed by the *Deutschland*, *Kronprinz Wilhelm*, *Kaiser Wilhelm II* and *Kronprinzessin Cecilie*.

England had eight: *Lusitania*, *Mauretania*, *Olympia*, *Titanic*, *Britannic*, *Aquitania*, *Arundel Castle* and *Windsor Castle*. France had the illustrious *France* of 1912. All are gone.

Although there were a large number of three-stacked liners, only one remains today—the magnificent *Queen Mary*. Including the well-known American P-2 transports, there are still some 50 twin-stacked liners, including seven of the world's ten largest passenger ships.

The ten largest liners, with the number of stacks each has are:

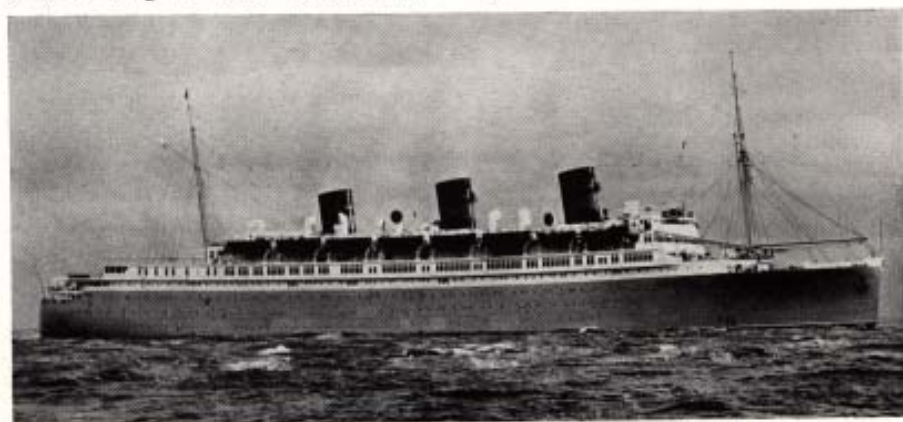
<i>Queen Elizabeth</i>	83,673 gross tons	. . . 2 stacks
<i>Queen Mary</i>	81,237 "	. . . 3 "
<i>France</i>	66,000 "	. . . 2 "
<i>United States</i>	51,987 "	. . . 2 "
<i>Canberra</i>	45,000 "	. . . 1 "
<i>Oriana</i>	42,000 "	. . . 2 "
<i>Rotterdam</i>	38,645 "	. . . 2 "
<i>Windsor Castle</i>	37,640 "	. . . 1 "
<i>N. Amsterdam</i>	36,640 "	. . . 2 "
<i>Mauretania</i>	35,655 "	. . . 2 "

scribe them. The *Rotterdam's* stacks are twin kingposts, also aft.

We could go on for hours about ships which had four stacks and were cut down to two, about dummy stacks and the like, but will save that for another time.

Although the *Canberra* actually has two tall stack-like structures aft, P & O uses the singular term "stack" to de-

"But my flow'ring youth is foe to frost/My ship unwont in storms to be tossed." Who said it? (Box, P. 19, Item 1).



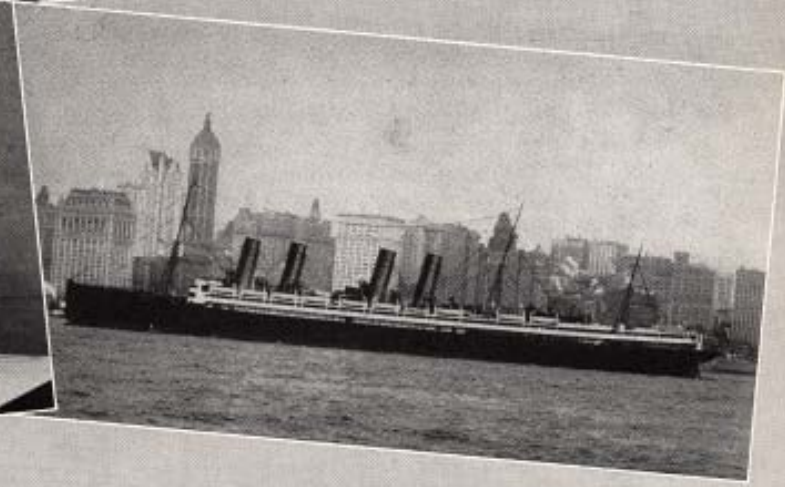
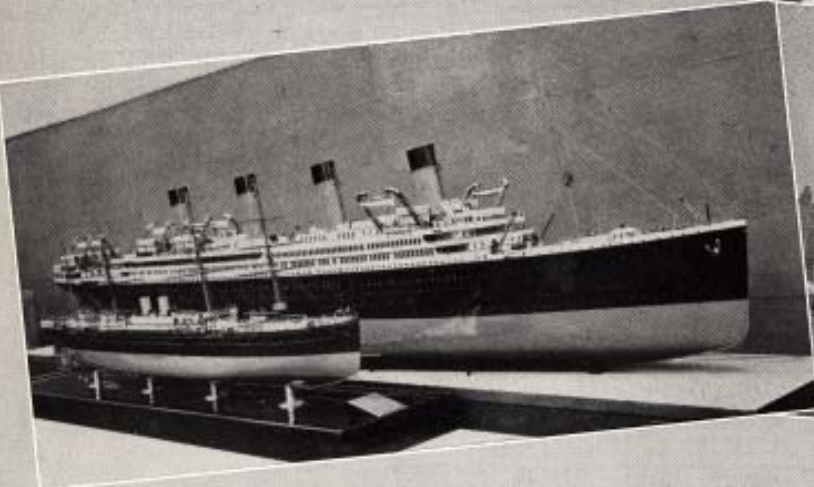
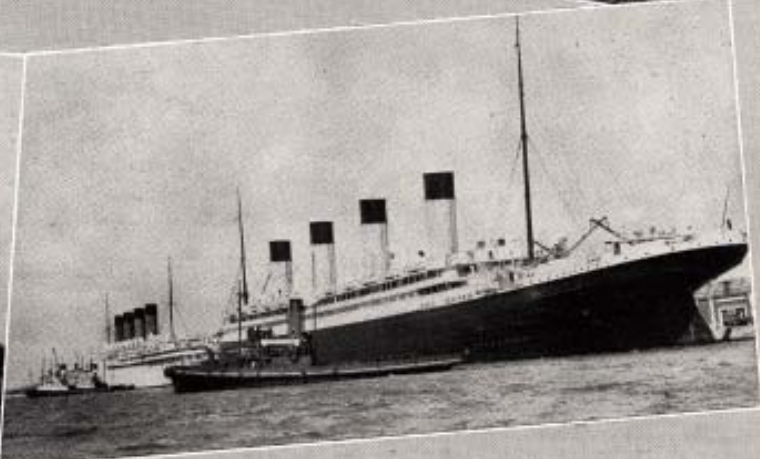
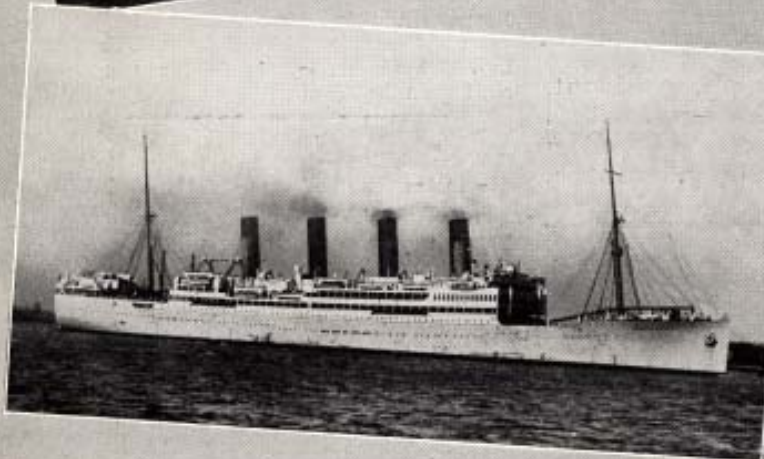
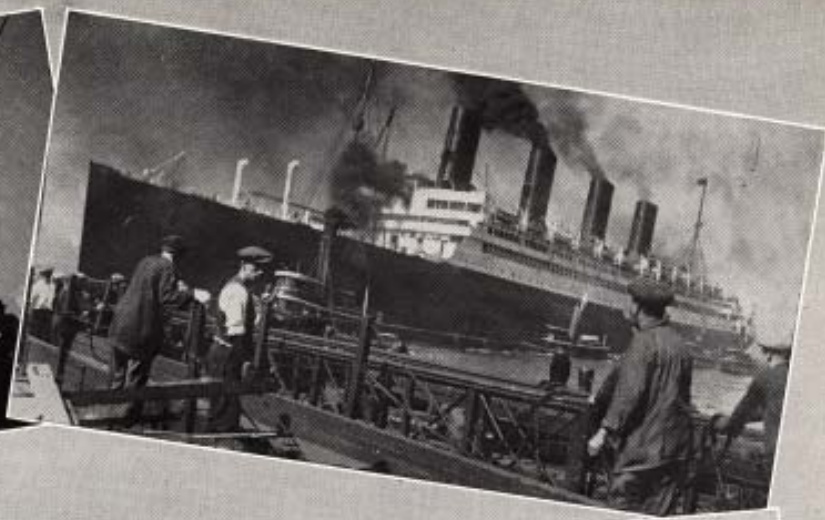
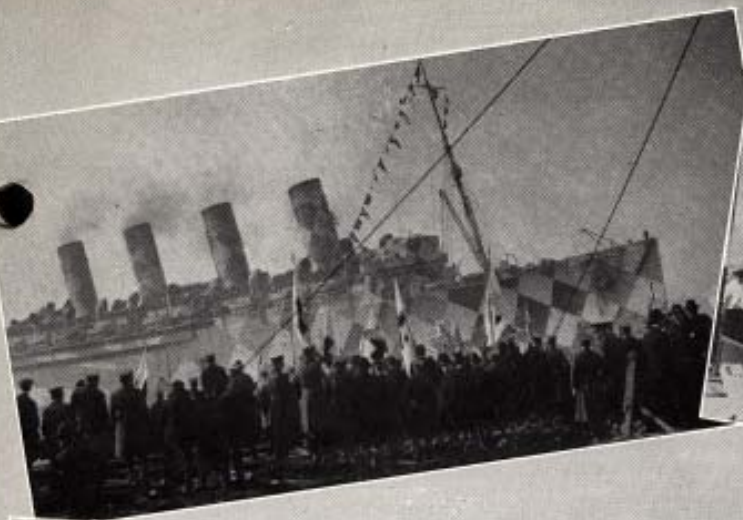
The *Queen of Bermuda*, as she appeared with three smokestacks



Picture courtesy Steamship Historical Society of America, photo bank
The *Queen of Bermuda*, with Moran tugs assisting, shown during her war period, when her third stack was removed . . .



The *Queen's* new profile, with only one stack . . .



**What are the names of these
Famous Four-Stackers of a
By-gone Day?**

(See Page 19)

Just In Case, or— Perhaps By Chance

Just in case you happen to be in Rotterdam and just by chance you spot a nautical social worker, and on the chance you see that he is carrying post cards of ships being docked in New York by Moran tugs—just in case you might wonder who he is . . .

Here's the story, and it goes back several years.

The man is Mr. L. Pleysier, and he has been helping seamen get acclimated to Rotterdam since 1946. On his beat he found great interest in ship pictures. He wrote to Jeff Blinn . . . shall we stop here?

Needless to say Jeff has cooperated by sending him maiden arrival photographs and other pictures, all, of course, featuring tugs with our famous big white "M" on their stacks.

Friend Pleysier, who is known as the "Seafarers' Sidewalk Ambassador," gives "most of the profits" he makes from selling his reproductions of these pictures to a fund for hospitalized sailors in Rotterdam.

" . . . A jewel-block they'll make of me tomorrow, Pendent pearl from the yard-arm end—like the ear drop I gave to Bristol Molly-O, 'tis me, not the sentence, they'll suspend. Ay Ay, all is up; and I must up too Early in the morning, aloft from alow." Who said it? (Box, P. 19, Item 8).

A Barge or Not a Barge

A recent query from Doubleday led to the following enlightening distinction: A scow is a special type of barge, but most barges are not scows. A barge can be any size or shape. It can carry its cargo under deck, with hatch covers, or on deck, or in both places. A Scow is any square-ended vessel having no facilities for carrying cargo below deck.

(Thanks Eugene F. Moran, Jr.)

William T. Moore, President, Moore-McCormack Lines, has been elected President of the American Merchant Marine Library Association.

SLEEK NEW MOTORSHIP—This is the *Mikishima Maru*, of Iino Lines, arriving on her maiden voyage from Japan December 15 at New York. Following her colorful harbor welcome off the Battery, the 12,087 deadweight ton cargo liner was assisted to the Continental Pier, foot of 17th St., Brooklyn, by Moran's Pilot-Capt. William Hayes of the *Barbara Moran*, with his customary calm efficiency. The 18-knot freighter has a bale capacity of over 606,000 feet. Formed in 1899, Iino Lines, represented here by United States Navigation Co., Inc., has a globe-wide fleet of tankers, liners, tramps, ore carriers, lumber carriers and coastal vessels. The aggregate tonnage of this company has passed the three-quarters-of-a-million ton mark, 90% built in the last ten years.

N.Y. Port Mecca To World's New Ships

There were 151 new ships which made their maiden arrivals into New York in 1961, a tribute to the popularity of the world's greatest port, mecca for the world's finest ships.

Only one new passenger ship was among these 1961 arrivals. She was the sleek, white *Empress of Canada*, Canadian Pacific flagship.

The magazine of the Belgian Nautical Research Association reports that after 49 years of "discussion," Mrs. Roberte Bolling, now 68, has been allowed £ 100 for luggage she lost on the *Titanic*.

Poland has issued what is said to be the world's longest postage stamp. It is 4½ inches long and shows a 19,000 dwt. tanker, the *Profesor Huber*, launched at Gdansk, states the well-known monthly British magazine *Sea Breezes*.

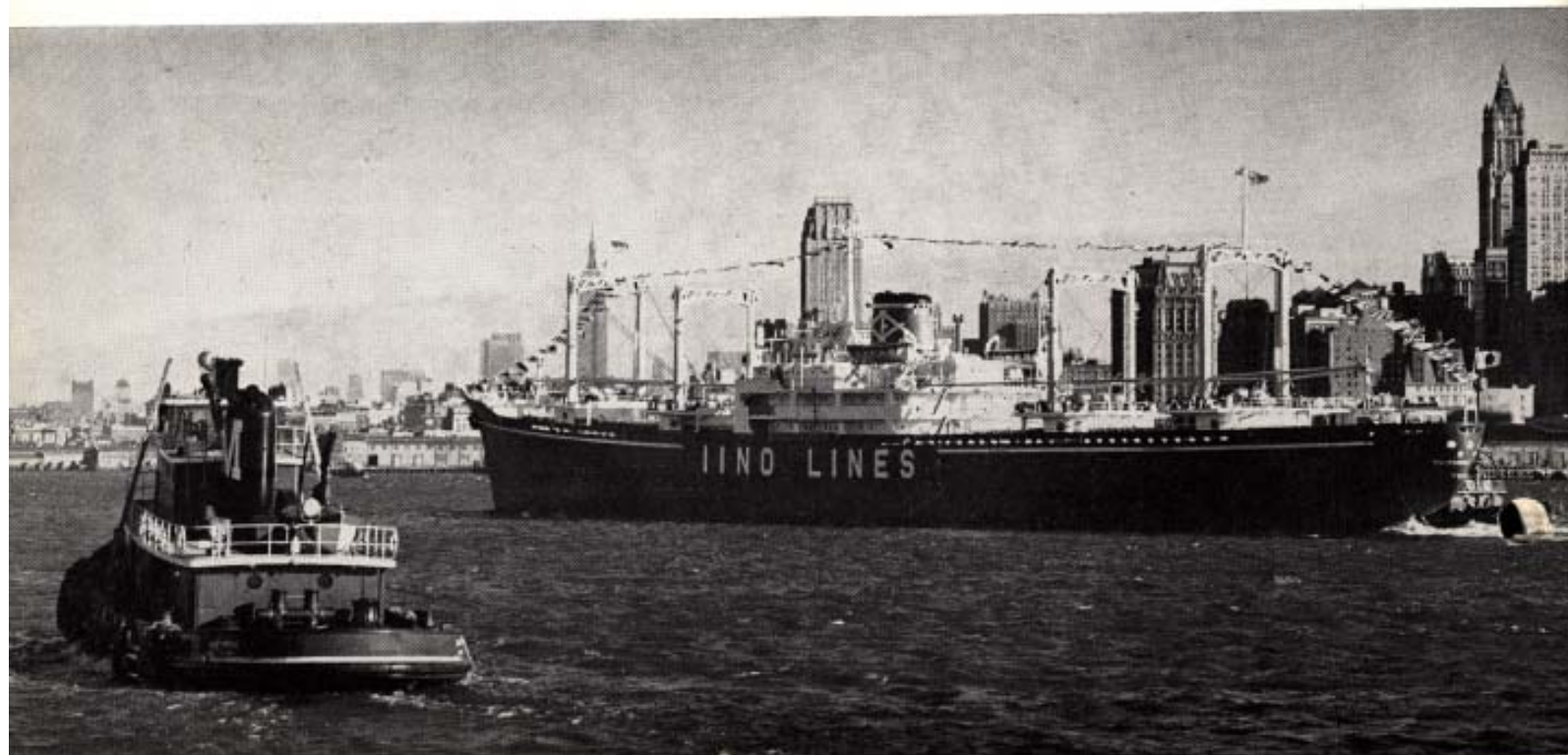
Swell Bunch of Men

Dear Sir:

I am a lock operator at Dashields Lock, Ohio River. . . Your tow boat *Betty Moran* locked through and left a copy of *TOW LINE* for the lock crew to read.

I have been with the Corps of Engineers for 20 years and enjoy anything that has to do with the Big M. Fleet. The crews on the *Betty Moran* and the *David E. Moran* that work on the upper Ohio are always a swell bunch of men to work with. Also I enjoy hearing most of your tugs as they call different boats on the radio, it helps to make the time go on the night watch.

WILLIAM YOUNG
(Coraopolis, Pa.)





MIST SHROUDED QUEEN—Another masterpiece by Nat Fein, famed New York *Herald Tribune* Pulitzer Prize winning photographer, the Cunard superliner *Queen Mary*, her three stacks and great length partially obscured by a heavy, low-hanging mist caused by rain and snow on the Hudson. Carried by the *Trib.* on their "split page" last winter, the picture was repeatedly called to our attention because of the surprisingly-distinct "White M" at the lower right.

Nat has disclaimed any responsibility for this unexpected Moran bonus, giving nature all the credit. Since winning three firsts and an honorable mention in the 1948 Press Photographers Contest, a record by itself, and the Pulitzer Prize the following year, he has become one of the nation's most honored photographers. His best known shot is that of Babe Ruth taken in Yankee Stadium shortly before

the great slugger's death. While other photographers massed in front of the weak and bent hero, Nat stood behind "the Babe," snapping what many regard as the most famous baseball picture of all time. The photo is in baseball's Hall of Fame and was voted the "best photo in the sports field over the past 50 years."

Although he has won awards for portrait, feature and pictorial work, his favorite subjects are animals. He has to his credit the book entitled *Nat Fein's Animals*. He has also had exhibits in the Museum of Natural History and the Museum of Modern Art, both of New York, as well as in Detroit's Cranbrook Museum. A distinct "feather" in the *Tribune's* cap, Nat has remained modest and hard-working despite his many awards and prizes.

Thanks to the good shepherding of the Trans Atlantic Passenger Conference, tourists coming to New York can buy fine colored postcards showing seven major trans-Atlantic liners. Taken last July by Flying Camera, the view includes American Export's *Independence*; the *America* and the *United States*, of United States Lines; the *Olympia*, of the Greek Line; the *Queen Elizabeth*, of Cunard Lines; the *Mauretania*, of the same company, and their *Sylvania*. Alfred S. Johansen, Director of the Conference Public Relations Department, tells us that 100,000 of these cards have been printed so far. The shot was also made into a handsome Christmas card.

"We are a week at sea now, and have been making our courtesy to the sunrise half an hour earlier every morning." Who said it? (Box, P. 19, Item 7).

When the Three Blasts of the Whistle Is Sounded

Gentlemen:

Shortly before Christmas the postman left at my house a copy of the Christmas issue of your *TOW LINE*. . . . Must confess that it was the nicest present received barring none. After reading it from cover to cover and over and over again, I began to feel a bit lonesome knowing that I no longer can be the helping public servant for your tug crews that ply the New York Barge Canal.

For over a quarter of a century have watched the changing of your tug design and equipment, but over this period of time the personality of the crews did not change, they were a group of seagoing men that are hard to find in any great quantity and as a matter of fact it is in only an organization such as Moran that this could happen.

When the three blasts of the whistle is sounded it is just another Moran tug coming to spend a brief enjoyable visit while locking thru. No matter what time of day or what kind of weather it is the same pleasant greeting. . . .

Please send word to Mr. R. M. Munroe my best regard for a happy and enjoyable retirement. I was put to pasture also a few years ago so cheer up. Life is worth while.

JAMES T. MCCARTHY
(584 Humboldt Street, Rochester, N. Y.)

ARCTIC OCEAN

ASIA

NORTH
AMERICA

NORTH
PACIFIC OCEAN

PUSAN

WAKE
ISLAND

HONOLULU

DULUTH
CHICAGO
JACKSONVILLE
NEW ORLEANS
PORT ARTHUR
HOUSTON
MANZANILLO

AUSTRALIA

SOUTH

PACIFIC

OCEAN

Tugs of the Moran Towing and Transportation Company established a new record for total long distance towing in 1961 with an aggregate of 389,843 miles. Shown here are the routes of the major ocean tows of 1961 and 1960.



THE WHITE "M" CI



CIRCLES THE GLOBE

Atomic Age Ushered In

Dear Editor:

Since our trip on the N.S. *Savannah*, I think an article in the **TOW LINE** would be appropriate, as I'm a long-time, part-time employee of Moran. . . . On January 31st at 0800 hours the N.S. *Savannah* sailed from the New York Shipbuilding Corp., in Camden, N. J. for Yorktown, Va.; assisted in undocking and escorted down by Curtis Bay Towing Company.

In command was Captain Gaston De Groote of States Marine Lines, aided by the New York Shipyard Trial trip personnel. The sailing of the N.S. *Savannah* ushered in the Atomic Age in ocean travel, as her predecessor the S.S. *Savannah* in 1819 ushered in the Steam Age.

While at sea the first guided missile destroyer U.S.S. *Dewey* passed a salute to the first nuclear powered merchant vessel. The message from the *Dewey* should go into the archives of the American Merchant Marine, along with other famous messages, passed at sea.

After a pleasant sea passage we arrived at the Chesapeake Capes, where the Commandant of the Fifth Coast Guard District and his staff boarded the vessel. Upon arriving at Yorktown, Captain James A. Williamson, of the Curtis Bay tug *Cavalier*, boarded the *Savannah* and did an excellent job of docking this magnificent ship.

CAPT. DAVID D. HIGBEE
(*Trial trip master*)

(Editor's note: We were aboard the *Cavalier*.)

Bringing 'em Up Right

Gentlemen:

I am pleased of the opportunity to avail myself of your generous offer and would appreciate your forwarding the following prints: . . . These will afford my growing family much pleasure and continued interest in nautical matters.

W. M. FARRELL
Master, S.S. *American Hunter*
(*Northvale, N. J.*)

"At 50, your vessel is staunch, and you are on deck with the rest, in all weathers. At 60, the vessel still floats, and you are in the cabin. At 70, you, with a few fellow passengers, are on a raft. At 80, you are on a spar, to which possibly, one, or two, or three friends of about your age are still clinging. After that, you must expect soon to find yourself alone, if you are still floating, with only a life-preserver to keep your old white-bearded chin above the water." Who said it? (Box, P. 19, Item 2).

Secretary of Commerce Luther H. Hodges announced not so long ago that the Coast and Geodetic Survey Ship *Pioneer* will conduct a study of three million square miles of ocean between the Hawaiian Islands and the Aleutian Islands.

The possibility of a ship capable of making 100 knots is being studied by the Federal Maritime Board. The *Hovership* principle is being given serious consideration. It is thought that a 100-ton surface-effect ship with 22,000 horsepower could carry 46 tons at this fabulous speed.

NEW U. S. CARGO LINER — The *Export Bay*, proud new American Export Lines contribution to the American Merchant Marine, shown on her maiden entry into New York port. With engines aft, this 493-foot general cargo carrier boasts a 15% greater cargo capacity than conventional ships of the same hull size. She arrived in January under the command of Captain Roy A. Ulrich. Moran's Pilot-Capt. Clyde Valley directed the tugs *Eugene F. Moran* and *Peter Moran* in her docking. The \$11 million craft was designed by J. J. Henry Co., Inc., and built at San Diego, California.

YEARS 50 AGO

(Source: New York Maritime Register)

JANUARY 3, 1912 — *John Lee* (tug) foundered in Gowanus Bay, N. Y., December 28. Her water tank burst, flooding her engine room, and she was taken in tow by tug *Eugene F. Moran*, but before she could be placed in safety the heavy gale blowing caused her to fill and sink. The crew were taken off by the *Moran*. The German str. *Adamstrum*, from New York, on December 13th, lat 38N. long 47W picked up two boats from str. *Chesapeake*, in which were the captain, six white men and 15 Chinese. The first mate died from burns and was buried at sea on the 16th. The boats had been adrift seven days. The str. having exploded on the 7th; no trace of the remainder of the crew.

JANUARY 9 — A wireless message from Hatteras station states that schr. *John Bossert*, from New York for Georgetown, S. C., ran into Diamond Shoal Lightship at 5:30 P.M. yesterday and carried away the latter's funnel, boats and rigging. No one on board injured but reports "Unable to burn lights."

JANUARY 10 — Tug *Patience* reports barge *Sterling*, which she had in tow from Philadelphia for Boston, with coal, sank yesterday five miles SW of Block Island; crew saved.

JANUARY 11 — Tug *Wellington*, which arrived today (at Jacksonville), reports lost barge *Virginia* off Cape Fear; crew saved.

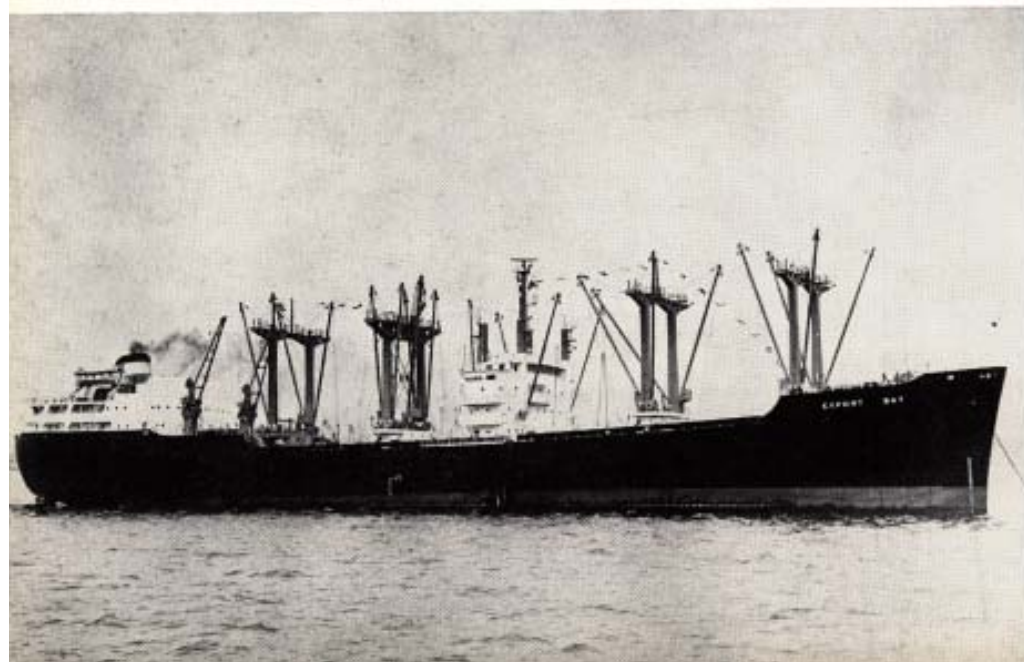
JANUARY 31 — (Honolulu, January 24) In a collision today between the Hamburg-American str. *Cleveland* and the U.S. armored cruiser *Colorado*, the latter suffered considerable damage. The collision was due to the fact that the pilot, Milton P. Sanders, who was in charge of the *Cleveland*, had dropped dead on the bridge.

FEBRUARY 13 — (Vineyard Haven) Str. Hamburg-American Line, which left New York February 1st, for Central America and the West Indies, sank 75 miles ENE of Cape Henry, after a collision with the str. *Pomaron* (Br.), according to wireless dispatches received at New York. The *Pomaron* with passengers and crew of the *Alleghany* on board and convoyed by the cutter *Onondaga*, was making slowly for port; her bows were badly damaged.

FEBRUARY 13 — (Vineyard Haven) Str. *Charles F. Mayer*, from Port Reading for Boston, which was reported in the ice Saturday and Sunday, arrived at Nobska from Nantucket Shoals, leaving her two barges off Great Point and Cross Rip. Life-savers cannot reach them on account of heavy ice. Str. *Anderton* took off the two crews.

MARCH 27 — The Moran Towing & Transportation Co. has purchased tug *Pavnee* from W. S. Limond & Co., and has changed her name to *Helen B. Moran*. They also changed the name of the tug *Arthur W. Palmer* to *Catherine Moran*.

CAPT. EARL C. PALMER





RETIRING EDITOR HONORED—Robert M. Munroe (holding picture of M. Moran at left) posing with fellow marine editors at luncheon given before his December 31 retirement as TOW LINE editor. Shown from left to right with the Squire are: George Horne, N. Y. Times; Harland Scott (head only), Marine Engineering/Log; Frank Braynard, Bob's successor as editor; Walter Hamshar, N. Y. Herald Tribune; Walter Oates (half a head only), Marine Engineering /Log; Allen Keller, World-Telegram & Sun; Warner Lombard, Marine Engineering/Log; Bob, the Squire; Wilbur W. Young (head), Marine News; Frank Vernon, Daily Freight Record; George Panitz, N. Y. Journal of Commerce; Bob Burns, N. Y. Herald Tribune; Charlie Davis, N. Y. Journal of Commerce; Eugene F. Moran, Jr., host; Charles P. O'Malley, Maritime Reporter; Werner Bamburger, N. Y. Times; Frank Roberts, Ship News Reporters Association; John E. O'Malley, Maritime Reporter; John P. Callahan, N. Y. Times; Bill McDonald, of Wendell P. Colton Co.

Since Bob's retirement many letters have come in congratulating him on his new status and hailing his editorship of the TOW LINE.

Selections from several of these follow:

"We will all miss your wit and skill. . . ." Robert A. Potts, N. Y. C.

"I hate to see an active fellow leave a field in which he has shown great ability and done an outstanding job. . . ." Capt. W. P. Wishar, Coral Gables, Fla.

"I would like to take the opportunity of saying how much I have appreciated the excellent quality of TOW LINE. . . ." Prof. J. H. Kemble, Claremont, Calif.

"Felicitations for the very neat valedictory on page 8. . . ." Bowen Torrey, Brooklyn.

"You have done a great deal for many persons the world over in your gracious work as editor. . . ." Lt. Fred. D. Leete, Indianapolis, Ind.

"Congratulations . . . you have certainly introduced Moran to the world through TOW LINE. . . ." Capt. Armstrong, Lakewood, N. J.

"Your editorship has been both interesting and 'shipshape.'" Dr. P. J. Guthorn, Asbury Park, N. J.

Q. E., M. Moran 1-2 In Print Requests

Through January there were received at Moran headquarters written requests for 1,998 marine prints as offered in the Christmas issue of TOW LINE.

These came from 31 states, Washington, D.C., the Canal Zone and from ten foreign lands. The Harold Sterner print of Cunard Line's *Queen Elizabeth*, offered for the first time last December, led the list with 487 being requested. The Charles Evers painting of the *M. Moran* ran second, with 311 requests. Oddly enough 30 letters from Great Britain asked for the *M. Moran*, while only 25 asked for the *Queen Elizabeth*.

The other requests ranked in order

of their issue, with 258 persons wishing the Holland America Line's *Rotterdam*; 242 requesting the *President Polk*, of American President Lines; 240 seeking the *Independence*, of American Export Lines; 230 wanting the Grace Line's *Santa Paula* and the same number writing for the *Brasil*, of Moore-McCormack Lines.

The foreign areas heard from, in order of the quantity of letters in, were England, Holland, Canada, Sweden, Scotland, Ireland, Germany, Venezuela and Curacao.

(Editor's note: We wish to apologize for the delay in sending prints to those who included requests for the *Queen Elizabeth* print. The delay was due to a problem that arose in matching that remarkable orange-red in the Cunard Line's smokestack coloring. A limited stock of all but the *Santa Paula* prints by Sterner and some of the Evers *M. Moran* painting are still on hand.)

Every Success

Dear Mr. Braynard:

Being an ardent reader of the TOW LINE may I wish you every success as you become its editor.

Since I have swallowed the anchor I have not had the pleasure of associating with Moran tugboatmen but I truthfully say that they did a grand job of assisting the heavily-laden tankers at Portland, Maine.

PAUL C. FRALIC
Imperial Oil Ltd.
(Toronto, Ont.)

The Military Sea Transportation Service is converting their *Kingsport Victory* from a cargo vessel into the world's first satellite communications ship.

"The derivation of the word 'ship', like the beginning of the object it names, is lost in time." Who said it? (Box, P. 19, Item 6).

John Bull Featured By Norse Newspaper

John Bull, Vice President, was singled out recently by the *Norwegian News* as the subject of a front page feature story. The story honored Mr. Bull for his twenty-two years of service with Moran, and spoke with pride of his Norwegian ancestry.

Reviewing his background as an admiralty lawyer, the Norwegian newspaper noted that Mr. Bull had earned his original assignment with Moran on the basis of a legal case in which he was involved. The case was against Moran, and Mr. Bull won it.

The article noted that Mr. Bull is proud of his Norwegian heritage. He comes from a long line of seafaring and shipping ancestors. His father earned his master's license in square riggers at the age of 19.

A goodly-portion of the newspaper article was devoted to another American of Norwegian extraction — Mr. Bull's wife, Randi Bull. A talented



artist, Mrs. Bull has had exhibitions in Oslo, Stavanger, Stockholm, and New York. A specialist in wood carving, she also does work in oils and pencil sketching.

HOW LONG is it since you have heard the Eric Canal called the "horse ocean?"

THREE MASTED TOPSAIL SCHOONER — The *Cutty Sark*, built in 1939 in Denmark for merchant marine officer training, began commercial cruise operations out of Miami this winter under the houseflag of "Clippership Cruises," James A. Simmons, Manager. Her 26 passengers not only may help with the sails, stand a trick at the wheel or tinker with the ship's auxiliary Diesel, but may also set their own itinerary within the limits of the 10-day cruise. The stout 138-foot vessel, designed for service in the Greenland and Arctic areas, has as her master Captain William Leng, noted sailing-ship mariner. TOW LINE readers are urged to send in details of other such vessels.



RECOMMENDED READING

ATLANTIC CROSSINGS BEFORE COLUMBUS. By Frederick J. Pohl. W. W. Norton & Co., New York, 1961. Library of Congress card number 61-11346. Price \$4.50.

FEW SUBJECTS could have greater interest to men of the sea than the legends and evidences of pre-Columbian voyages across the Atlantic. Few men have spent more loving energy than Fred Pohl in the often-fruitless but never disheartening effort to document this virtually uncharted area of history.

Did you realize that there is reason to believe that the Phoenicians may have reached North America? Have you heard of the 14th Century expedition to this Continent by the Scotch sea-king Henry Sinclair? These and many other chapters from the darker side of the past are explored with enthusiasm and skill by the author. It was Fred Pohl who uncovered the track of the Vikings in America in his earlier study, *The Lost Discovery*. He is no armchair historian, either, but has gone himself to each site involved, trudged through swamps and briars, dug into the soil and sweated out countless disappointments.

This book reads like a detective story. Well illustrated by countless line-drawn maps, runic inscriptions and sketches of memorabilia, the volume will doubtless be a cornerstone for new chapters to be added to the history books of a generation from now.

Mr. Pohl is a member of the Ship Lore and Model Club, whose roster has included such notables as Capt. Bob Bartlett, Capt. Victor Slocum and Gordon Grant, and whose members have held meetings in the board room at Moran Headquarters.

As the *New York Herald Tribune* put it: "He writes with conviction about the great pioneers who crossed the ocean in their small undecked vessels to find lands beyond . . . skillful historical detective work."

Mate Now Police Chief

Dear Sir:

I do enjoy reading your magazine *Tow Line*. Back in 1947 and 1948 the writer served aboard the ocean tugs *M. V. Moose Peak* and *M. V. Trinidad Head* as Chief Mate. . . . Would like especially to be remembered to Admiral Moran, Captains Barrow and Leonard Goodwin.

MARION J. SCHWARTZ,
Director Department of Police
(Charleston County, S.C.)

(Editor's note: The tugs Captain Schwartz served aboard were members of a famous fleet of government-owned vessels. Known as the V-4 class, these husky 2,350-horsepower, 195-foot tugboats were all named after lighthouses. All 49 of them were operated by Moran and the story of their war-time service should make good reading. With the help of Captain Earl C. Palmer, whose babies they were, we hope to present such an account in these pages in the not-too-distant future.)

Philatelic Souvenir To Aid Piccard's New 'Mesoscaph' In Oceanographic Probe

THE NEW WORLD is the world below the sea. Oceanography and its related sciences are opening vast new depths of research. Such areas of exploration, as *Life* magazine put it recently, are "the ultimate adventures on earth." Learning more about the oceans is vital both to national security and to our peacetime economy, many have asserted. President Kennedy said: "Our very survival may hinge upon it."

Jacques Piccard, six-foot-seven Swiss oceanographer, who dove more than seven miles to the bottom of the Pacific in 1960, has a new project to further this significant frontier of man's knowledge.

He proposes to build a successor to the bathyscaph, designed by his illustrious father, Auguste Piccard. It will be called a mesoscaph, it is expected to have greater mobility under the sea.

Jacques Piccard received the Distinguished Public Service Award from President Eisenhower for his work with Lieut. Don Walsh and the U. S. Navy, which bought the bathyscaph *Trieste* and sponsored her 1960 Pacific dive.

Helping Piccard raise funds for his new venture is William J. Numeroff, of Brooklyn, a New York *World-Telegram and Sun* artist.

Mr. Numeroff, who, incidentally, is a Harold Sterner print fan, has suggested that cacheted envelopes be taken with the mesoscaph on her first



Jacques Piccard

dive. For the privilege of owning such an historic philatelic souvenir a donation of \$2 for the construction of the mesoscaph is being accepted.

Those wishing such a cachet should mail \$2 and a return self-addressed airmail envelope to the Piccard Mesoscaph Fund, care of the Kings County Trust Company, 342 Fulton Street, Brooklyn 1, N.Y.

The fund is directed by Numeroff and by Mr. G. Schmidt, Swiss Cultural Attache at New York.

"The mesoscaph will be built as soon as possible," Piccard wrote Numeroff last year. It will cost \$500,000, and if "for any reason we could not find all the necessary money, it will always be possible to send the \$2 back."

In outlining the operation, Piccard also noted that "in case of technical accident" during the dive "nobody would be responsible for the \$2, however, you know that such an accident is practically impossible!"

Nice Lot of Folks


Gentlemen:

My December copy of *TOW LINE* has arrived and thanks again for the opportunity to say "Thanks for such an enjoyable and fascinating magazine."

I have taken many shots of your tugs at work here in our own Portland Harbor and when I get one that I feel is really worth your time and bother I'll send it on to you. I do have business relations with your fine organization here. They're a nice lot of folks. . . .

FRANK H. McMILLAN
(Portland, Maine)

"As a notorious storm breeder with more than its share of maritime dangers, Hatteras was—and still is preeminent." Who said it? (Box, P. 19, Item 5).

GREAT WHITE FLAGSHIP—The new Canadian Pacific luxury cruise liner *Empress of Canada*, is shown here being assisted out of Pier 95, North River, on December 21, on her first cruise out of New York. The 27,300 gross ton flagship had arrived two days earlier in a dense fog which made picture taking a virtual impossibility. Her 650-foot bulk was barely visible as she slipped through the gray winter waters, escorted by a fleet of Moran tugs, fireboats, Coast Guard cutters and a venturesome helicopter. Despite the fog the new *Empress* received a goodly share of whistle salutes. Needless to say the fog made no difference to Moran's veteran Pilot-Capt. Frederic W. (Bill) Snyder, who directed the maiden arrival docking. The new *Empress* carries 1,048 passengers in two classes. 



International Code Signal: 'I Will Not Abandon You' Made N. J. Hospital Motto

JOHN CARROTHERS, for many years an engineer on freight ships of United States Lines, and now chief engineer at Overlook Hospital, Summit, N. J., has spread his nautical enthusiasm so that all can see. He has hoisted his institution's motto in marine code flags on two thirty-five foot flagpoles, one at the entrance to the hospital, the other on the roof of a wing. Overlook Hospital itself is situated on the highest point in Union County.

The motto is "We stand by to assist." Two signal flags, the white and blue "A" and the yellow "I" with its black ball center, fly twenty-four hours a day, illuminated by spotlights at night.

Chief Carrothers, who also writes for the U.S. Naval Institute *Proceedings*, has with him Walter Zalewski, former United Fruit Company chief engineer, and Winfred Allen, out of MSTs. Together they run a tight ship. They have installed port and starboard lights on the boiler room door. They stand regular eight-hour watches.

An oil painting helped popularize the motto now used by Overlook. It showed the famous old *President Roosevelt*, United States Lines, standing by the battered freighter *Antinoe*, in a January, 1926, mid-Atlantic gale. The painting, by Norman Wilkinson, is entitled: "I Will Not Abandon You." The *President Roosevelt* is shown flying the A over I.



"Roll on, thou deep and darke blue ocean—roll!" Who said it? (Box, P. 19, Item 3).

SIDE BITTS

We like to think that Moran has its own people-to-people program going, and may be doing some good on the international scene.

Not considering the effect abroad of this publication, consider the corps of possible goodwill ambassadors for America in the persons of the foreign shipmasters and crews we cater to at New York.

In 1961, for instance, twenty-four nations were represented in the 151 new vessels using the port for the first time.

Couple these newcomers with the perennials, and you come up with a sizable parcel of potential friends.

Could be that a fair share of the image created abroad for us begins right on the bridge of our clients' vessels—in the limelight of a watchful shipmaster and a critical crew.

The Moran docking pilot is one of the first persons to greet these inbound shipmasters and one of the last to bid him "bon voyage."

That this image our men have been creating is good is supported by the flow of foreign mail reaching this office and by direct word from overseas.

Naturally the shipmaster's first concern is not the docking pilot's savoir-faire but his skill and ability. Nevertheless, that "feel at home" welcome tendered by our pilots has become an important added filip to a good job.

A few words of inquiry, an exchange of curiosities—and another goodwill ambassador is born.

JEFF BLINN

PRIZE-WINNING MODEL—Railroadman Edward G. Hartshorn might well have been humming "I've been workin' on the tugboat," during his hours spent on this beautiful model of our *Barbara Moran*. "Actually, it cost me under \$10," said the Canadian National Railways clerk, "it's all scrap wood and metal except the hand rail and propeller."

Scrap wood or not it captured first prize in a model ship contest held in Saint John, N.B., recently. Not all the scores of model-builders, and we fulfill world-wide requests for plans, are as fortunate as Ed. He has actually trod the decks of the "M" tugs while in New York. From there was born a fondness for the lines of a workboat. "I am

afraid my favorite, however, is the *Edmond*," he writes. He should see the new *M. Moran*.



Morans '5' Now 6th —Was 5th 8 Times

The gallant Moran five stood at sixth place in the Steamship Bowling League as this issue went to press.

During the first six months of the bowling-year, we dropped as low as twelfth out of fourteen. Briefly, early in the season, Moran was first. Our team seems to have an affinity for fifth spot, having risen that high eight times.

Our one legitimate claim to bowling fame so far this year is our zealously-guarded second position in the high team game (gross) spot, with 931 points. Funch Edye is tops in this department with 939 points.

Among the regulars on the Moran quintet, the top scorer is Mike Bodlovic, with an average of 169.34 per game. Others wearing the "White M" are Ed Balicky, Fred Morgana, Joe Dowd, Ray Brauchle, Art Gormley, Lou Blinn and Ed Johnson.

National Bulk Carriers, Trinidad Corp. and Funch Edye bowlers led the league as of February 15.

The French Maritime Commission's floating laboratory for oceanographic research is described in colorful detail by *The Compass*, published by the Marine Sales Department, Socony Mobil Oil Co., Inc.

The often renamed *President Roosevelt*, luxurious addition to American President Lines' trans-Pacific service, will enter the Oriental run April 16. She began as the *Gen. W. P. Richardson*. Assigned to American Export Lines she was renamed the *LaGuardia*, at the suggestion of Walter Hamshar, Marine Editor, New York *Herald Tribune*. Before going to APL she saw brief service as the *Leilani*, sailing between the West Coast and Hawaii.

"There are few human activities which are not affected in one way or another, by the work of ships." Who said it? (Box, P. 19, Item 4).

From London News Desk

Dear Sirs:

I should like to congratulate you on the very fine production of your magazine. It is of a consistently high standard, and is read with much interest by all on the Foreign Desk here.

JOHN GRAHAM
Foreign News Editor
Daily Herald, London

Thanks for the Compliment

Dear Sirs:

I wish to take this opportunity to compliment "Moran" and "Moran's" experienced tugboat men in the efficient service and expert handling of my vessel. It is always a pleasure to have your tugs in assistance and your Pilot Captain on the Bridge. I never cease to marvel at the way your men handle my vessel in such close waters.

CAPT. R. W. HIGGINSON
Tanker *Thetis*
Rye Marine Corp., N.Y.C.

More Good Eating

Dear Sirs:

I have just finished reading your Christmas TOW LINE and am so very anxious to receive a copy of the color prints also the *Queen Elizabeth*. My son is a Kings Point Honor Graduate—sailing, and I would love to have them for him when he comes home. I don't know where my husband finds your Magazine downtown—but when he brings it home, I devour it!

MRS. ALEX McDONALD
(Syosset, N. Y.)

SWEDISH BEAUTY ARRIVES—The new motorliner *Arizona*, of the Swedish Transatlantic Line, which arrived January 10 on her maiden voyage to New York. With machinery and deckhouses aft, this 471-foot long beauty has four of her five holds forward of the engine room. Looking smaller than she really is, the *Arizona* has a general cargo capacity of 445,000 cubic feet. Her deadweight capacity is 8,200 tons as an open shelterdecker and 9,055 tons as a closed shelterdecker. She is shown here being assisted by our *Moirá Moran*, the docking pilot on the job being Captain Robert Nielson.

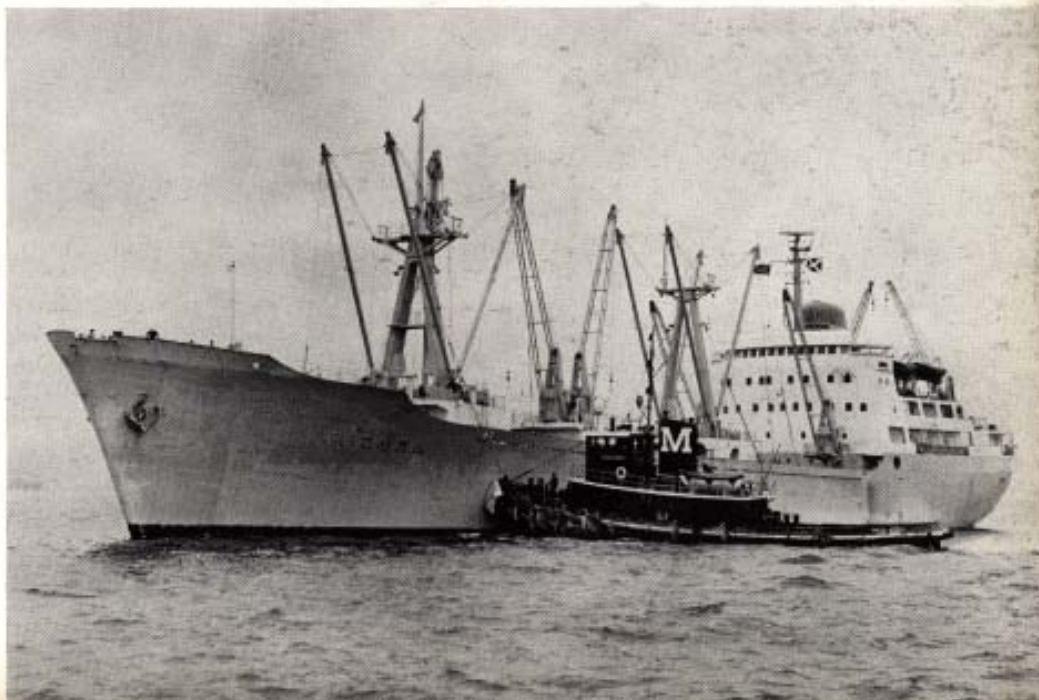


We have a new Director in the person of Howard C. Moore, who is a vice president and has been in charge of our construction and repair division for many years.

Born in Brooklyn, Mr. Moore came with the Moran organization with the John E. Moore Company, a firm founded by his grandfather and now a subsidiary of Moran Towing. Concurrently he is a vice president of the Central Wharf Towboat Company, Portland, Me., another affiliate.

Mr. Moore was graduated from the Polytechnic Preparatory School, Brooklyn, and received his B.S. degree in mechanical engineering and an M.E. degree from Lafayette College, Easton, Pa. A resident of Manhasset, L. I., he is a member of the Manhasset Bay Yacht Club.

There have been five full-length books published about the Portuguese passenger liner *Santa Maria* and her seizure by rebel leaders.



ASHORE



AND AFLOAT

THE SUDDEN PASSING of E. Grey Persons, General Sales Manager of Curtis Bay Towing Company, last November 22, brought sadness to many "Ashore and Afloat." Known and respected throughout the marine world, Mr. Persons had been with the Maryland Shipbuilding & Drydock Company for fifteen years before joining Curtis Bay in 1955. Born in Norfolk in 1912, he graduated in 1935 from Cornell University. During World War II, Mr. Persons served his country in the merchant marine.

John J. Metzner, who retired as vice president and general manager at the year's outset, talked with us about his 36 years with Moran and about the tremendous growth of the company in that period.

"We used to need 10 boats on the old *Mauretania*, but now need only two on a ship that size."

Mr. Metzner came to Moran from the marine department of Texaco, then known as the Texas Company, with whom he had worked a dozen years.

Of all the tugs passing before his

memory, the *Edmond* was his favorite.

"None had a better record than the *Edmond*. During the war she was chartered to the government and towed landing barges from the West Coast to the Aleutians with supplies for our troops. Capt. Hugo C. Kroll did about the best work of any man that we had.

"Later the *Edmond* picked up a torpedoed tanker in the Caribbean and towed her to Key West. It was decided to send the ship to a Northern shipyard. One day out of Key West she was torpedoed a second time, this time sinking, and the *Edmond* rescued her crew of 97.

"I also think we have about the best group of tugboat men in the country, and most of them are trained by ourselves. I used to have a real scout in Tony Huseby. He used to spot good men for me, and he hardly ever made a mistake. We had to train 'em our way when we got 'em; sometimes it was a job."

There were several others who retired in the past three months, including William J. Fyfe, one of Moran's best-known engineers.

"I'm going to miss the outfit—they're good!" he said over a cup of coffee in the Marine Luncheonette. Chief Fyfe, like many other Moran veterans, has gone to Florida. He has a place on the West Coast at Clearwater, also the home of William Kronish, of the *Barbara*, who retired recently.

Asked to recall his most interesting experience, Bill cited the salvage job with Atlantic Refining Company's notable tanker, the *E. H. Blum*.

"We brought her in twice," he said. "She was torpedoed twice, and both times we brought her back."

Chief Fyfe was personally commended by Admiral Emory S. Land, War Shipping Administrator, for standing by during the burning of the ammunition ship *El Estero*, April 24, 1943, at Caven Point Pier, New Jersey.

Captain Walter Jordan, who came with Moran as a deck hand during World War I, and rose to be a senior dispatcher, also retired January 1. On the Long Island Rail Road's 4:55 out of Jamaica, he was given a very special retirement party by George Scholer, trainman and a group of his fellow commuters. One-fourth of the car was roped off for the affair and a merry time was had by all, with refreshments and good cheer all the way to Port Jeff.

The *Margot Moran*, temporarily assigned to Portland, journeyed up the Kennebec River to the Bath Iron Works on December 9 to assist in the launching of the guided missile frigate *Harry E. Yarnell*. Captain Harry B. Wallace's crew who helped dock the 7,000-ton vessel is composed of Edwin P. McDuffie Jr., first mate; Hennings Andren, chief engineer; Leo Theriault, oiler; Richard York, deck hand; and Harold Sylvester, the cook and only bachelor of the crew (who, we suspect, has yet to find a gal who can cook well enough to suit him). Since the launching the *Margot* has been replaced by the *Helen Moran*, which is also operated by Captain Wallace and his same crew.

Virginia Goodno's "Happy Anniversary" Day with Central Wharf Tow Boat came around January 16. That

John Metzner receiving testimonial clock from John Bull at dinner given him upon his retirement.



date marked the fifth year that she has been a member of the Portland, Maine, office staff. As Stock Control Clerk, "Ginny" looks forward to many more years with the company.

Admiral E. J. Moran, president of Moran Towing & Transportation, has announced the appointment of John J. Gallagher as Manager of Operations to succeed John J. Metzner, who retired recently.

Mr. Gallagher, who lives in Rockville Center, Long Island, has been associated with Moran in many capacities for approximately ten years. He attended New York University and Pace College and has specialized in the fields of industrial and financial management.



John J. Gallagher

His hobbies of bridge and golf and a family of four children adequately takes care of his leisure hours.

An old iron diving bell used twenty years before the Civil War to raise treasure from the British ship *Hussar*, sunk at Hell Gate, is preserved at Harrison, N. J.

Who Said It?

(1) Edmund Spenser: *The Shepherd's Calendar*. (2) Oliver Wendell Holmes: *Over the Teacups*. (3) Lord Byron: *Childe Harold's Pilgrimage*. (4) Charles E. Gibson: *The Story of the Ship*. (5) Alan Villiers: *Wild Ocean*. (6) William McDowell: *The Shape of Ships*. (7) Albert Bigelow Paine: *The Lure of the Mediterranean*. (8) Herman Melville: *Billy Budd, Foretopman*.



Marie S. Uttendorfer, better known as Miss Shanahan, was honored March 1 with a testimonial luncheon at the DAC in recognition of her twenty-five years of association with the Seaboard Shipping Corp., of which she is assistant treasurer and assistant secretary. Also the office manager upstairs, she still has another hat—that of being secretary to J. Frank Belford, Jr., executive vice president of Seaboard.

A past president of the Ladies' Auxiliary of the West Hempstead (L.I.) Fire Department, she is also secretary of the West Hempstead High School PTA, and publicity chairman of the United Cerebral Palsy Association of Nassau County. Known as a highly successful matchmaker (Seaboard has never had an old-maid yet), her hobbies at home are gardening, interior decorating, bowling and swimming. A graduate of Passaic High School and Hunter College, Miss Shanahan has a daughter at the University of Vermont. Her husband is an electronics engineer with Maxson Electronics Corp. She is shown at her luncheon flanked by Mr. Belford (at her right) and Robert J. Robinson, vice president of Seaboard, our affiliate (at her left).

A recently acquired asset to Moran's HQ distaff side is Miss Virginia Mary Sepe. An assistant to John Tedaldi, our energetic purchasing agent, she says she is fascinated with her chores.

This dark-eyed and petite Brooklynite came to Moran in January, 1961, after a year's stint with Western Union as a stenographer. She majored in business at the Bay Ridge High School. Dancing is her hobby. Virginia lives with her parents at 356 Bergen Street, in the boro of churches.



Virginia M. Sepe

Four-Stackers

The four-stackers shown on page 7 are, from left to right, going from top to bottom, the old *Mauretania* and the *Aquitania*, Cunard Line; the *Arun-del Castle*, Union Castle Line, and the *Olympic*, White Star liner, with the old *Mauretania* at her bow; the ill-fated *Britannic*, bigger sister of the *Olympic* and *Titanic*; compared to a model of White Star's first *Britannic*, of 1874, and the North German Lloyd's illustrious *Kronprinzessin Cecilie*; the Cunard *Lusitania*; the (center bottom) *Kaiser Wilhelm II*, renamed *Monticello*, and the boat deck of the *Lusitania*.

