

TOW LINE



JUNE 1963

## ON THE COVER—

**P**LACIDLY, A NEW MORAN TUG ripples the quiet Raritan Bay off Seguine Point, Staten Island, in this unusual crack-of-dawn photograph. Here is our graceful *Kerry Moran* on her very first assignment—on her way to assist the largest tanker ever to come in to a berth in Staten Island Kills by the south way.

*Kerry* began her service with the Moran fleet at 0600 hours on March 24 as one of her new nylon lines was made fast to the supertanker *National Defender*.

Gently but firmly, *Kerry Moran* applied the might of her 3,500-horsepower engines to guide the 810-foot tanker around Wards Point, under the Outerbridge Crossing and into her California Oil Company berth at Perth Amboy, New Jersey.

Pilot-Captain Syvert Syvertsen of the Amboy-based tug *Michael Moran* was in charge of the 36,904-ton oil carrier's docking.

Thus we introduce Number Three of our twin-screw, twin-rudder, Moran designed and built, 3,500-horsepower tugs to our friends.



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*Moran's European Agents.* ENGLAND: James A. McLaren & Co. (London), Ltd., 87 Bishopsgate, London, E. C. 2; SCOTLAND: Henry Abram, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Henning Astrup A/S, Fridtjof Nansenplass 4, Oslo; Birger Gjestland A/S Kong Oscars Gate 62, Bergen; DENMARK: Jorgen A. Rasmussen, 33 Amaliegade, Copenhagen K.; SWEDEN: A. B. Sandström, Stranne & Co., Postbox 93, Gothenburg 1; FINLAND: A. B. Lars Kragius & Co., O. Y. S. Magasinsgatan 4, Helsinki; BELGIUM: Wm. H. Muller & Co., S. A. 21, Rue de la Bourse, Antwerp; GERMANY: Ernst Glässel, P.O. Box 305, Bremen; SPAIN: Rafael Navajas, Alameda de Recalde 30, Bilbao; ITALY: Paola Scerni, Piazza Portello 10 (P.O. Box 1857), Genoa; GREECE: National Hellenic American Line, Venizelou Street No. 10, Athens.





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## Holland-America Unveils Vast New Pier 40

**T**HE LARGEST MARINE TERMINAL in the United States has commenced operations. It is the Holland-America Line's vast new Pier 40, Hudson River. The company's flagship, the 38,645-ton *Rotterdam* made her first call at the new pier on April 13. The official opening ceremonies were held March 14.

Unique in many ways, Pier 40 covers 663,000 square feet of over-the-water area, larger than that of Rockefeller Center by half an acre. Built of concrete, brick and marble, the structure is four blocks wide and three decks high. It is described as the world's first completely "drive-in" ship terminal. Passengers can drive in and motor up an interior ramp to the second deck where there is a spacious embarkation and customs area.

As many as four ships can be accommodated at a time on the three water docking areas. There is space for 725 cars to park on the top deck. An open-air "observation deck" from which guests may wave "Bon voyage" or "Welcome home," is provided. The passenger areas on the second deck are heated and air-conditioned. The main deck lobby and the waiting room feature ceramic murals, stained glass windows and works of art.

The Holland-Amer-

ica Line's administrative facilities have been moved from 29 Broadway to spacious new offices available in Pier 40. The transfer of sailings from the company's Hoboken piers was accomplished on a gradual basis beginning last February with the freighter *Soestdyk*. The first passenger ship departure was that of the *Statendam* on a Mediterranean cruise. She sailed from Pier 40 March 13.

Holland-America Line, which celebrates this year its 90th anniversary, began negotiations in 1957 with the Department of Marine & Aviation, of the City of New York, for the new terminal's construction. The vast structure is leased to the line by the City

of New York for 20 years.

The pier's near-square design achieved the company's desired all-in-one results, with freight operations conducted on all three riverfront sides of the main deck, and passenger operations on the west and north sides of the second deck.

Construction began in 1958 with the driving of 3,460 steel piles in an area which had housed five old finger piers.

Freight vehicles can enter the vast main deck area by a ground-level driveway leading to the inner truck court and its three-sided loading platform. As many as 350 trucks can be accommodated at one time in this 160,000-square-foot court.

A special area on the passenger deck is reserved for the security-protected parking of automobiles stored by cruise and trans-Atlantic passengers.

At the official opening ceremonies the Hon. James A. Reed, Assistant Secretary of the Treasury, hailed the Holland-America Line for its initiative in making such facilities available to the public. Among the speakers were Mr. H. Reuchlin, managing director of the Holland-America Line, the Hon. Paul R. Screvane, President of the New York City Council and His Excellency, Dr. J. H. van Roijen, The

(Continued on next page)



**ARTIST'S CONCEPTION**—A bird's eye view of how busy Pier 40 might look if used to capacity. Shown on the north side is the *Nieuw Amsterdam*, with the *Rotterdam*, flagship of the Holland-America Line, being docked on the outer side by two Moran tugs. Two company freighters are on the south side of the pier.



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## New Pier

(Continued from page 3)

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Netherlands Ambassador to the United States.

On its opening-day program, the line compared the great length of the new structure to the longest home run ever hit in baseball.

"As one of our baseball buffs reminded us," the program note stated, "the longest home run Babe Ruth ever hit would have been 218 feet too short to travel from the West Street front to the North River end of Pier 40. If the ball had been hit along the apron on the pier's south side it would have been 339 feet too short.

"It might even have been caught."

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**FIRST PASSENGER SHIP**—The *Westerdam*, first Holland-America line passenger ship to dock at their magnificent new Pier 40, shown as she lay at the outer end of the four-block-side structure. Four ocean-going vessels can be handled at the same time at the three water-facing sides of the square facility, (top photo). Frederick R. Wierdsma, Resident Director and General Manager, Holland-America Line for North America, presiding (middle left) at the pier opening ceremonies. He is wearing the Order of Oranje Nassau presented to him on the occasion. Getting right down to business (middle right) is Gerrit Hagenzieker, Terminal Superintendent, on a motor bike, one of the necessities at the vast 663,000 square-foot pier. Mr. Wierdsma (left in lower view) cuts a colorful cake boasting a rendering of the Holland-America flagship *Rotterdam*, with Mr. H. Reuchlin, Managing Director of the Company.

### Task Mistress

Courtesy: *New York Times*

Whenever the moon says go  
the ocean starts undoing—  
gnawing away piling piers and  
jetties  
crumbling children's castles  
and filling their moats and tunnels  
rubbing out all art work and  
calligraphy  
washing smooth the prints of lovers'  
bodies.

Long long before we came  
she had him piling up the continents  
and after we have gone  
he'll nibble smooth the rocks  
and lick new islands free  
just for her sovereign pleasure.

JOHN WHEATCROFT





## Radical Hull Forms Promise Surface Ship Speeds to Rival High-Speed Nuclear Subs

**N**EW hull forms to permit surface ships to compete speedwise with nuclear-driven undersea craft are receiving intense study for naval uses.

Despite the high interest in hydrofoil and air-cushion craft, experimentation continues with the more traditional hull form. The introduction of nuclear-powered, high-speed submarines has lent emphasis to tank tests of new hull designs.

Three promising modifications of the surface ship hull are described by Edward V. Lewis, Stevens Institute of Technology, Hoboken, N. J., in the April issue of the magazine *International Science and Technology*.

The least radical of these is the extra slender destroyer-style hull. Mr. Lewis quotes research on this technique for reducing wave-making resistance, by Professor Cedric Ridgely Nevitt, of Webb Institute. Greater length, it has been recognized for many years, means increased speed. For any given displacement, the faster vessels have the lowest size-to-length ratio.

A somewhat more severe departure from established form would build upon the bulbous bow principle, now widely used on passenger liners and naval craft. A much larger than ordinary bulbous bow built far forward of the perpendicular at the bow is coupled with a second large underwater bulb at the ship's stern.

The theory behind the bulb idea is that such a bulb will create its own wave pattern and, at least partially, cancel the ordinary wave formation created by the ship's prow. Considerable Japanese study has gone into this form, and a large freighter has been equipped with a forward-extending bulbous bow. The Navy's Bureau of

Ships has also designed an escort research ship with bow and stern bulbous projections.

The third is a far more radical departure from existing ship form. It seeks the same two-fold ends—that is, the elimination of wave friction, bane of the surface ship, and the reduction of disturbance from storm wave action. It is a hull designed to be almost completely submerged, but from which will jut hydrofoil-like struts.

Although a completely submerged vessel is ideal from the standpoint of insensitivity to waves, because of its high-speed potential and overall stealth, there are basic advantages that are retained by any surface ship. Among these are the ability to launch aircraft, use radar, communicate easily with other ships, aircraft or shore points.

The winged-submarine will be able to outspeed the nuclear submarine for brief periods. It will be able to use light-weight air consuming steam or gas-turbine plants, denied the submarine.

There is no practical application of these new, high-speed hull forms to commercial merchant shipping, Professor Lewis stated.

"The manufacturer is already paying too much for high-speed transport on the sea, whereas the real competitive bottleneck he faces is getting his goods on and off present-day ships efficiently. But this is another story completely."

### Sunk on V-E Day

Dear Frank:

Enclosed are three snapshots which you may find interesting. They were taken in May 1944 and are of the S.S. *Horace Binney*, which was sunk by a



S.S. *Horace Binney*

mine in the North Sea on V-E Day (May 7, 1945). As far as I know, she was the only vessel to be lost on that memorable day and I was her master.

C. D. DAVIES  
Assistant Mgr. Marine Dept.  
Continental Oil Co.

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"The radio told us we were in the eye of Donna, the still and frightening calm in the middle of the revolving storm. I don't know how long the calm lasted. It seemed a long time of waiting. And then the other side struck us, the wind from the opposite direction. . . . The wind registered over ninety-five miles now." *Who said it? (Page 18, Item 1)*

### "Keeps Me In Touch"

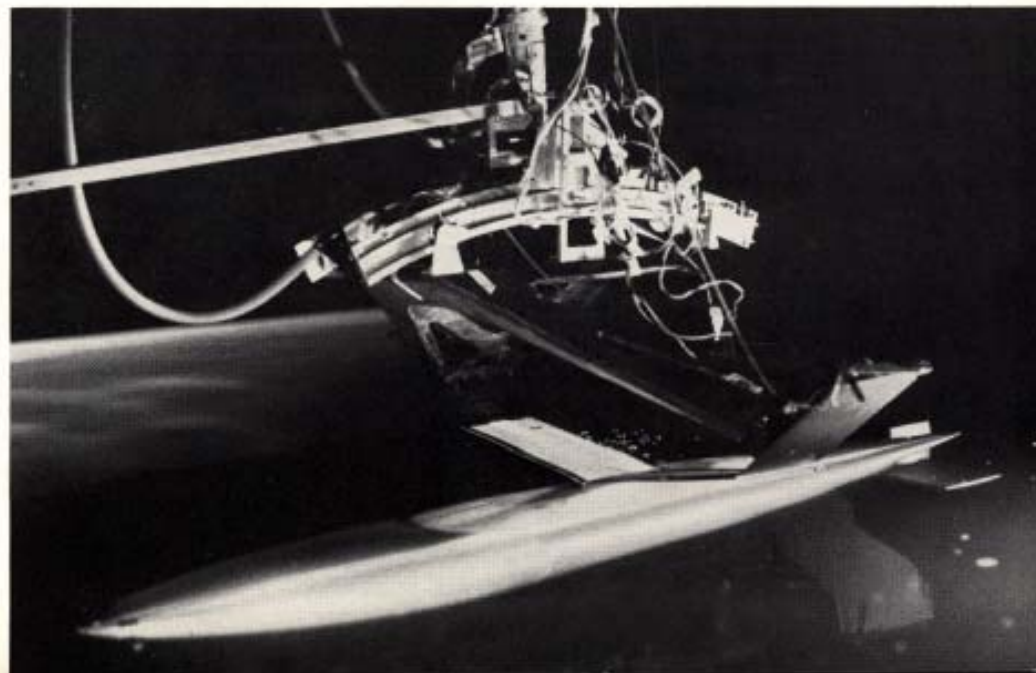
Hi Frank:

This is a picture of my Home Port in Alaska. Many thanks for TOW LINE. It keeps me in touch with N. Y. Hope to be back next summer. Regards to all hands.

CAPT. JOSEPH MAZZOTTA, USCG  
(Ketchikan, Alaska)

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**SHIP OF THE FUTURE**—A testing device holds a radical new hull form, designed to combine the advantages of a submarine and surface ship. Surface hydrofoils aid stability, allow exhaust, permit engine air and facilitate communications. The experiments are being conducted in the Davidson Laboratory, Stevens Institute of Technology, Hoboken. Courtesy: *International Science and Technology*.





## Moore-McCormack Passes Half Century Mark —Looks to Future With Hope, Confidence

Two men of daring and imagination.

This is the proud ancestry of one of the world's great steamship companies—Moore-McCormack Lines. The two men, of course are Emmet J. McCormack and the late Albert V. Moore. Their own story, and the remarkable modern saga of the organization they built, are told in a delightful fiftieth anniversary booklet just published.

"Moore McCormack Lines faces the next half century with a high degree of confidence," Mr. William T. Moore, President and Chairman of the Board, stated in announcing the booklet.

"The last 50 years have provided us with the techniques, experience and modern fleet to meet the changes that are occurring throughout the world today," he noted.

The company operates today a fleet of 44 modern passenger and cargo vessels from ports on the Atlantic and Pacific coasts and the Great Lakes to South America, Europe and Africa. It began operations in July 1913, when its chartered freighter *Montara* arrived at Rio de Janeiro on the first visit by a United States ship to that South American port in 26 years.

With a sweep that startles the imagination, this modest beginning was translated by the application of boundless energy and team work into a service whose green and red house flag is known in the four corners of the world.

At the end of World War I, lines were established to the Levant and India, to Ireland and Egypt, and to the Balkans and North Africa, not to mention South America. The company played a major role in Herbert Hoover's food-relief program through the handling of food shipments to Baltic countries and Russia. It established the first American-flag service to Russian ports, gaining experience thereby which was to be a national asset during the harsh World War II days of the Murmansk run.

Moore-McCormack defines its greatest single asset as: "the many people of long experience, great ability and enduring loyalty who share in its future."

Among the innovations that this developing-front of talented shipping ex-

**HIGH SPEED CARGO LINERS**—Known today as the 'Constellation' class, Moore-McCormack's newest freighters will feature extra heavy-lift booms, with the highest capacity rig ever built in this country. Designed for a speed of 21 knots, they will be of ultra-modern hull design and steam plant efficiency.



William T. Moore

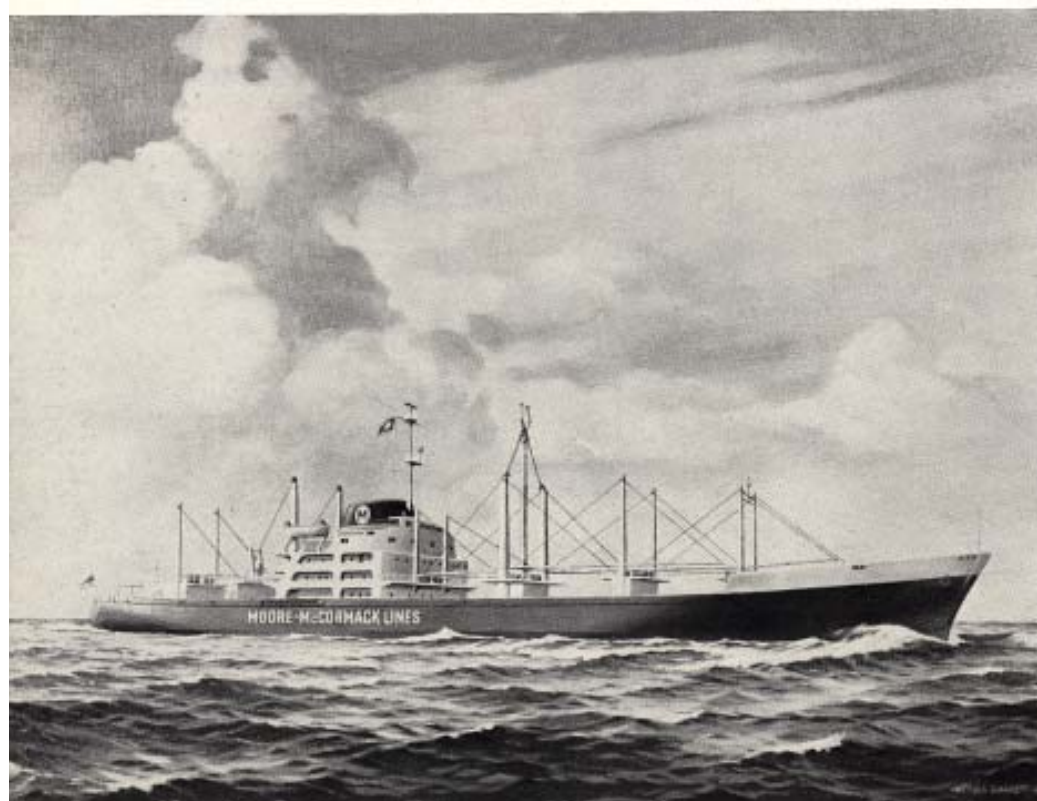
ecutives created was the concept of trade stimulation. A new approach to creating world trade was originated by the company with the establishment of its own Trade Development Bureau. Markets for American products were found in foreign lands and for foreign goods in the United States.

The experience gained in these endeavors paid dividends during World War II. Moore-McCormack was assigned responsibility for the operation of 707 different vessels making 2,199 voyages and moving over 20,400,000 tons of war cargo to every theater of the conflict.

As Moore-McCormack enters its second half century, it is engaged in a \$400,000,000 fleet replacement program. Its two ultra-modern cruise liners, *Argentina* and *Brasil*, are engaged in world-wide cruising as well as luxury passenger service to South America. Eight new cargo ships have already been put in service.

Serving four continents, its fleet operates over four basic routes. Its American Republics Line links Canada and our own East Coast with the East Coast of South America. Its Pacific Republics Line serves from West Coast ports through the Canal down South America's East Coast and back via the South American West Coast. Its American Scantic Line operates to all Scandinavia, with calls recently added at Rotterdam and Antwerp. Its Robin Line carries cargo to and from South and East Africa and the Indian Ocean Islands.

Moore-McCormack expects to play a major part in the future of the American Merchant Marine.





## Liners on Menu in Bank Restaurants

Senior officers of the First National City Bank and their guests who are privileged to eat at the bank's restaurants on the 51st and 52nd floors of the City Bank Farmers Trust Building, 22 William Street, have an extraordinary menu.

It is unusual, not only because of the fine selection of dishes (including a special low-calorie lunch—with the calorie count given daily), but for another reason. The restaurants overlook New York's magnificent harbor and offer a splendid vantage point from which to watch the arriving and departing ocean liners. The menu, capitalizing on this attraction, gives on its back a full listing of all outgoing and incoming passenger liners.

This feature was begun several years ago in response to frequent inquiries from out-of-towners. Now no one has

to ask what ship is that. The menu tells all, listing the great ships by name, giving their lines, destination or point of origin and sailing or arrival time.

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### Welcome Home, Hope.

Dear Admiral Moran:

... I did want very much to thank you for your courtesy, understanding and help at the time of the arrival of the *S. S. Hope* in New York.

I know that I can speak for the staff of the ship who, after all, are the ones who have made the objectives of our mission clear for the world to see and who join with me in this expression of gratitude. It meant a great deal to them to be welcomed home so beautifully.

WILLIAM B. WALSH, M.D.

President

(*People-To-People Health Foundation*)

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"The pinace you see, my friends, says that she was once the fastest of ships, and that there was never any timber afloat whose speed she was not able to pass, whether she would fly with oar-blades or with canvas." *Who said it?* (Page 18, Item 2)

### Wins Decoration

Commodore Thomas N. Simmons (see *TL* for September, 1962) has been decorated by the government of Brazil with the National Order of the Southern Cross, Moore-McCormack Lines announced.

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**OPERATION SAIL**—This great square rigger, and others from some dozen nations will be in New York harbor in July 1964, for a rendezvous known as Operation Sail. President Kennedy has agreed to be patron for this international good will event, and Rear Admiral John J. Bergen USNR (Ret.), has accepted the chairmanship of the project's advisory committee. Commodore John S. Baylis, USCG (Ret.), is chairman of the working committee which has been laying the ground work over the past three years. Shown below is a beautiful Hans Marx photograph of the *Gorch Fock*, German sail training ship. A trans-Atlantic race from Lisbon to Bermuda will precede the New York rendezvous. The host ship will be the square-rigger *Eagle*, from the United States Coast Guard Academy, New London, Conn.





## RECOMMENDED READING

*AMERICAN VIKING, The Saga of Hans Isbrandtsen.* By James Dugan. Published by Harper & Row, 49 East 33rd St., New York 16, 1963. Price: \$5.95.

**A** FASCINATING STORY, this history of one of the best-known shipping leaders of our own times. Hans Isbrandtsen, although he passed from the scene less than a decade ago, is already a legend. The stories of his exploits in the field of shipping, of his newspaper advertisements, his farm, his humor and his eccentricities, all these have been told and retold. Author Dugan, famed for his notable book about the *Great Eastern*, has produced a touching, even thrilling biography.

The Isbrandtsen house magazine, *The Albatross*, was so popular and had such a large circulation, that on one occasion an Isbrandtsen-competitor tried to buy advertising space in it, Dugan recounts.

How Isbrandtsen was forced by competitors into highly profitable side lines such as coffee, rubber, sugar and jute is described in this modern-day saga. His passion for farming, his love of old Danish customs, his interest in literature, painting and music are all detailed in Dugan's new work. A concluding quotation will show the charm of the book's style and the warmth of the Isbrandtsen portrait:

"A sigh went up in Steamship Row. "In the inner offices it was mixed with relief, but nobody could take real satisfaction from the passing of the *Sea Wolf*. Isbrandtsen had been a legend in the little world on Manhattan's toe. In rival houses they talked of his spunk, the fun it was when *The Albatross* came out, and when he unveiled a new window or whacked people in the newspapers. They talked of the epic of the *Flying Enterprise* that had made them all proud of their industry, of Kurt Carlsen, and, indeed, secretly proud of the big squarehead across Broadway. Isbrandtsen was an Adam Smith enterpriser castaway in the century of controls and cartels. He lived and died lustily defending himself. His life was now part of the annals of the American merchant marine."

*SHIPCARVERS OF NORTH AMERICA.* By M. V. Brewington. Published by Barre Publishing Company, Barre, Massachusetts, 1962. Price: \$12.00.

**T**HIS book treats with loving care and astute scholarship a little known but colorful and important chapter in our maritime history. Jammed with excellent photographs, old design drawings and modern pen sketches, and with a beautiful front-piece of color, the 173-page volume is a substantial contribution to our nation's art literature. It is, to a degree, a catalogue of sculptors, good and bad, whose work decorated American merchant and naval vessels

from the earliest days of colonial shipping. The changing trends in figurehead design—first the almost-universal lion, then the horse or other animal and finally the person or figure after which the ship was named—are explained and illustrated. Many beautiful stern designs are shown, some suggesting the Parthenon's famed "Elgin" marbles in their grace and arrangement.

Outstanding work by such true sculptors as William Rush are pictured and described. Born in Philadelphia in 1756, this son of a local shipwright brought art to a field largely occupied by artisans before his day. A figurehead by him created such a commotion along the London docks that "carvers would come in boats and lay near the ship and sketch the designs from it," a contemporary source stated. "They even came to take casts of plaster of Paris from the head," the same report added.

The humorous story of the Andrew Jackson figurehead on the *Constitution* is told. The head was substituted for an earlier head of Hercules in 1834 when there were strong pro and con feelings about Jackson. So furious were the anti-Jackson forces at this affront that on a dark night one of their band rowed out to *Old Ironsides* and sawed off the upper two-thirds of the Jackson head. A photograph of this portion of the head is at Peabody Museum, Salem, Massachusetts, although the whereabouts of the carving itself is not known. The decapitation was immediately the subject of further controversy, being the basis for a number of cartoons of the day. A new head was promptly placed on the famous ship's bow. Still another Jackson figurehead was installed in 1846 which lasted until 1876 when an ordinary carved billet head was substituted.

A fine index, good bibliography and attractive layout add to the charm of this splendid addition to nautical Americana.

### Prophet

Courtesy: *New York Times*

In harbor mouth, the bellbuoy's iron tongue  
Rings over sea-swells, rides the wave's rough back,  
Calling aloud in harsh metallic clang  
Its dire alarms of ruin and of wrack.  
Swung to the tug of tide about a point  
Of narrow, rocksharp land, the great bell heaves  
And tumbles, cries the times are out of joint,  
  
Opposes all the solid land receives,  
Counter to all the solid land believes,  
The bellbuoy iterates in monotone,  
"The way is dangerous, the land deceives,"  
Dreary opinion we have always known,  
Have heard but never listened to,  
before  
We sail in fog and darkness near the shore.

VICTOR HOWES

*MASTER OF THIS VESSEL.* By Gwyn Griffin. Published by Avon Book Division, The Hearst Corporation, 572 Madison Avenue, New York 22, 1961. Price: \$7.5 (paperback edition).

**W**E seldom have reviewed books of fiction in these columns, and yet this 381-page paperback is so real, so authentic, so nautical and so exciting that we felt bound to pass on our recommendation to *TOW LINE* readers. The story is a good one. The characters, neither all good or bad, are real-life people. The ship lives, her most intimate secrets are revealed, and her great battle with the elements will keep you on the edge of your seat. For a good yarn, one that you will remember, get Gwyn Griffin's *Master of this Vessel*.

*AMERICA SAILS THE SEAS.* By J. O'Hare Cosgrave II. Published by Houghton Mifflin Company, The Riverside Press, Cambridge, Massachusetts, 1962. Price: \$5.00.

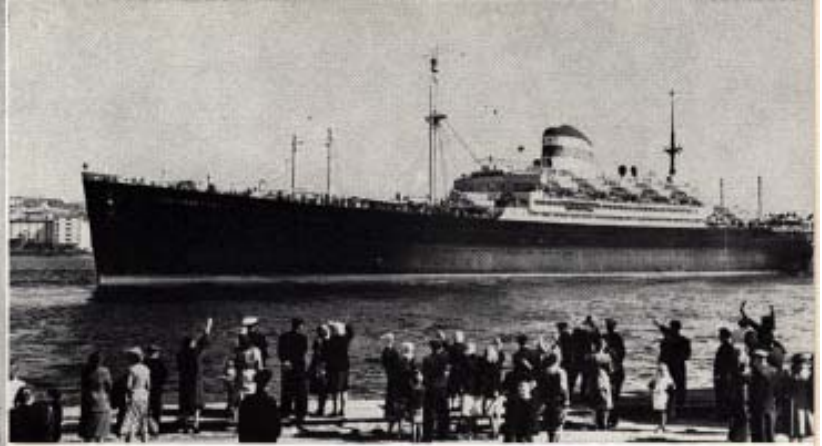
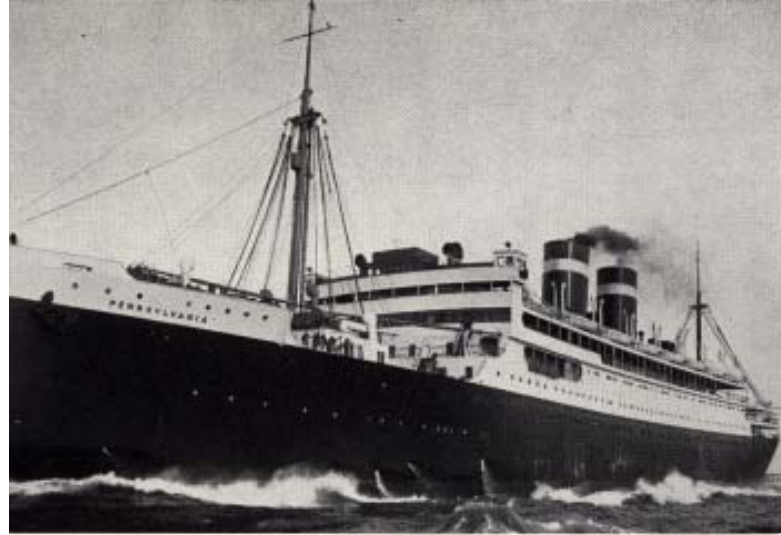
**E**XCEPT for one glaring omission, this new publication is a splendid picture book for children. Colorful, if somewhat static, art work by the author and clean cut captions make the volume a handy supplement to a social studies text. It should be on every grade school library shelf. From birchbark canoe to atomic ships, the book traces the development of ships which have made America. Over 200 vessels are illustrated, all in color and nearly half in full color. An interesting illustrated index adds to the worth of the new work. The book jacket describes the author as a first class cook afloat or ashore. We suggest that he left out the salt in this dish. There is no mention whatever of America's pioneer ocean steamship, the *Savannah*, of 1819, Egad!

*STEAMERS OF BRITISH RAILWAYS.* By W. Paul Clegg and John S. Styring. Published by T. Stephenson & Sons Ltd., Prescott, Lancashire, England, 1962. Price: 32 s. 6d.

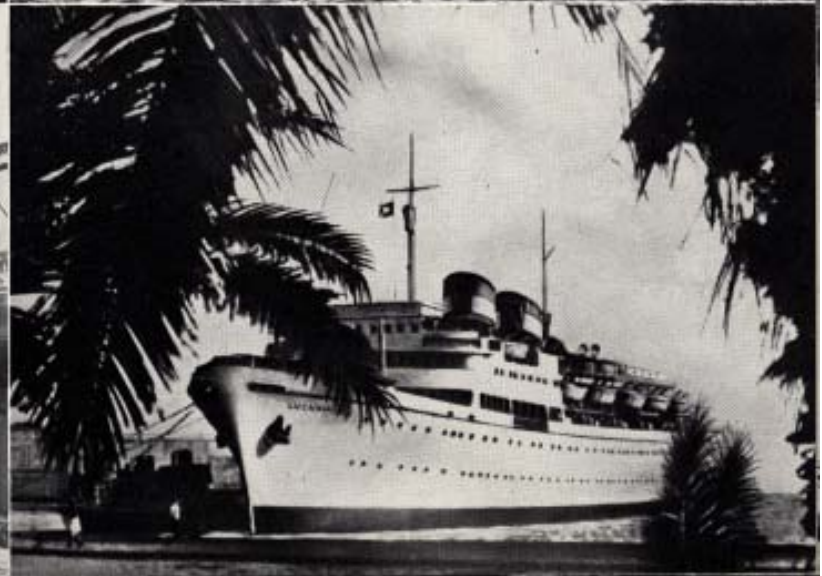
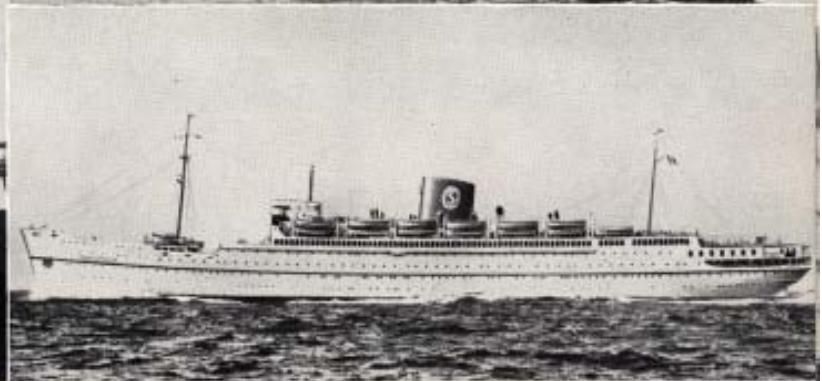
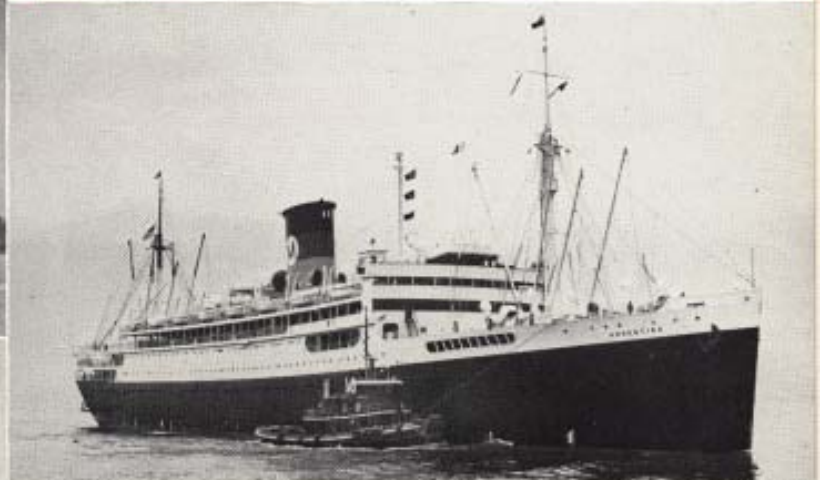
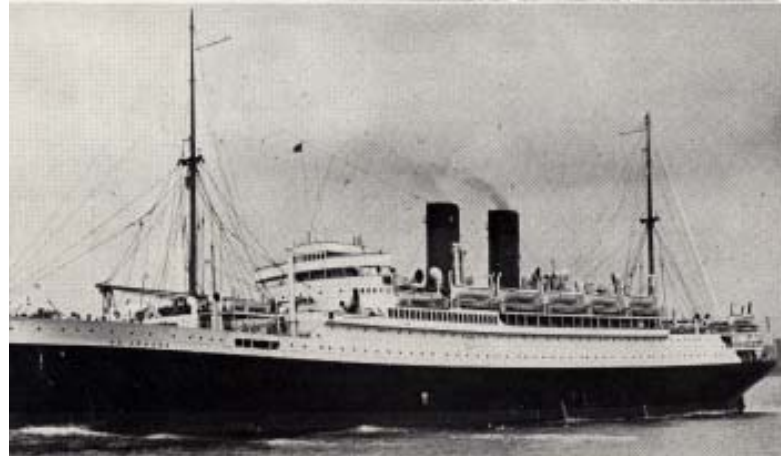
**I**N 1948, a complex system of railroad and shipping services was brought together under one authority through British nationalization. The authors hail the work done since that date by the British Transport Commission as having "improved shipping services beyond all comparison with their pre-war counterparts." Opening with a very brief historical survey, the small volume explains how the present steamer routes are divided into four chief regional areas. A review of several associated companies and a brief section on miscellaneous services is followed by a fleet list of ships of these companies built since 1888. A page is devoted to each ship, with an illustration and full dimensions.

"This book is produced at a time when the cross-channel passenger and car-carrying ship is faced with competition from aircraft on a scale never before experienced," the authors write in their preface. "Further competition is to be expected from the hovercraft and, on the English Channel routes, from a bridge or tunnel," they added. An excellent index completes the work.





SHIPS, LIKE PEOPLE, wear many different costumes during their careers. Many liners have gone through several different silhouettes, often ending their lives with only a slight resemblance to their original selves. TOW LINE presents four ships, shown as they first appeared on the left, and in their most recent guise on the right. Can you match them. See the box on page 12.







1

## SHIPS IN

- (1) The *State of Maine*, which last March made her maiden arrival in New York under this name, was long a familiar sight here as the *Ancon*. She is now the proud schoolship of the Maine Maritime Academy, headed by (see insert) Rear Admiral George King.

Courtesy: Marine Photos & Pub. Co.

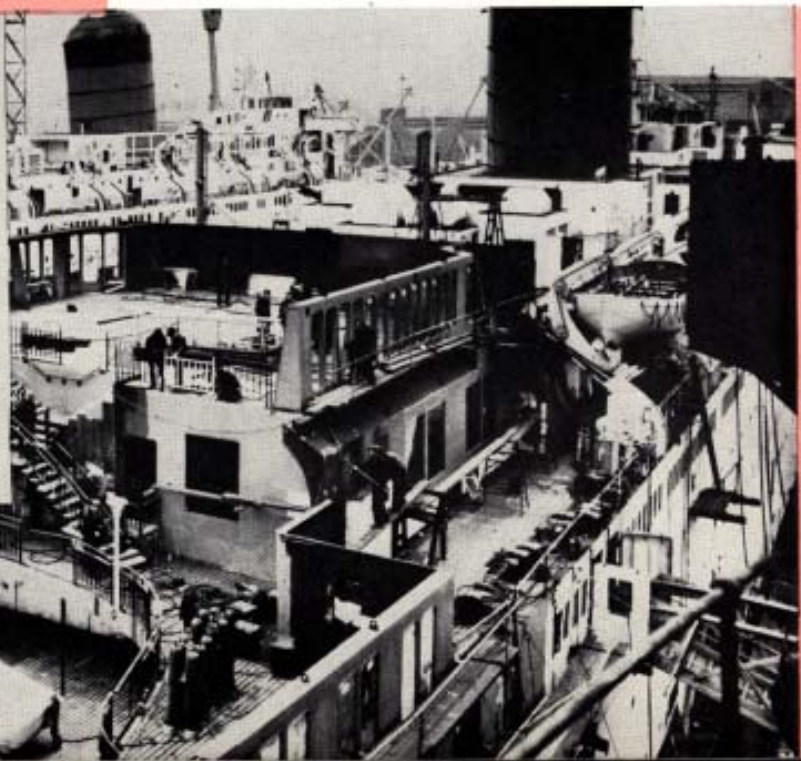
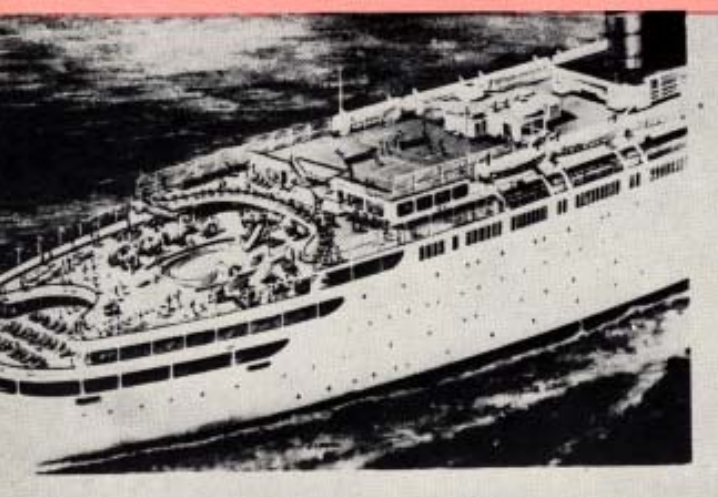
- (2) Civil Defense ducks make practice landings at Oyster Bay, with the new *Kerry Moran* and MGM's modern-day replica of the *Bounty* at Jakobson's shipyard. The *Kerry Moran*, undergoing finishing touches at the time, is longer than the original H.M.S. *Bounty*.

Courtesy: Glen Cove Record-Advance

- (3) The Cunard liners *Carmania* and *Franconia*, while they were side by side in drydock at Clydebank, Scotland, undergoing renovation. The insert shows how their new Lido decks now appear. Now in Cunard's Canada-Rotterdam service, they will make a series of West Indies cruises out of New York and Port Everglades this winter.

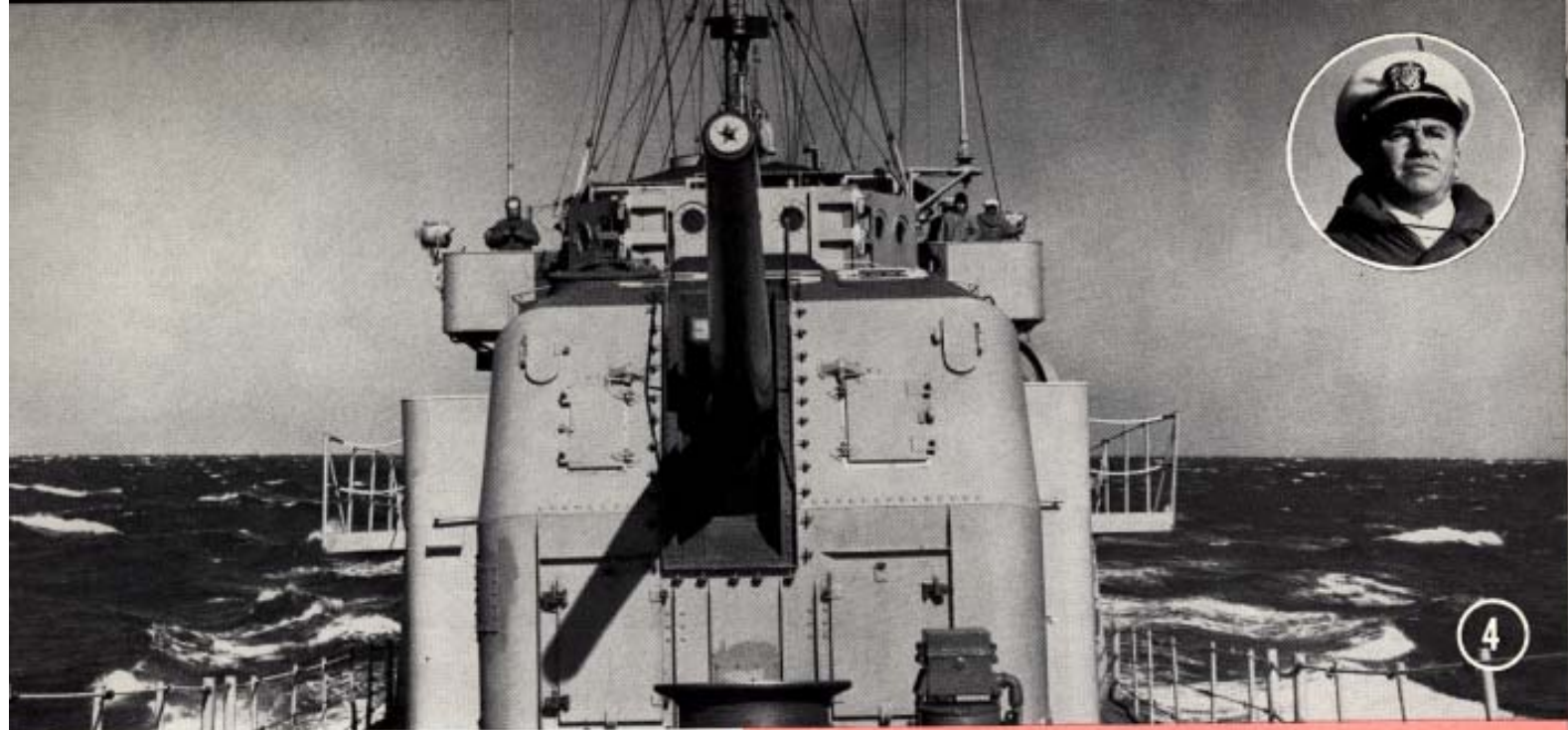


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## THE NEWS

- 4) The *USS Thaddeus Parker* (DE-369), destroyer escort, is homeported at Port Newark for Naval Reserve training. The sleek craft was caught in this T.L. photo on a mission under the command of Cdr. R. E. Larson, USNR (see insert), near Ambrose Lightship.
- 5) The *Hope*, hospital ship of the People-to-People Health Foundation, making her first entry into New York this spring. A converted hospital ship veteran of both World War II and Korea, she has 230 beds. Her agents were Grace Line.
- 6) The USAFS *General H. H. Arnold*, first of two former transports converted into missile tracking ships by Bethlehem Steel Company's 56th Street (Brooklyn) yard, was shifted by Moran tugs to Hoboken April 1. She is described as 'the world's largest and most sophisticated missile tracking vessel.' The Sperry Gyroscope Company was the prime contractor; Gibbs & Cox was design agent.



5



6



## Three Old Pacific Tugs Being Restored

Our esteemed sister publication, *Marine Digest*, of Seattle, carried a most interesting story recently entitled "Old Steam Tugs Refuse To Die." The story gives the facts about three old British Columbian steam tugs which have recently been given a new lease on life. The tugs are the *RFM*, her sister the *Master*, both old Marpole Tug Company vessels, and the *Prosperative*, formerly of the M. R. Cliff Tugboat Company.

Two yachtsmen have bought the *RFM*. Built by shipbuilder Arthur Moscrop at False Creek, the 76-foot craft was named after Richard F. Marpole, of the Marpole firm. The *Master*



is being restored and preserved by the World Ship Society. Her owners have been challenged to a race by the owners of the *RFM*.

**ROYAL WELCOME**—King Hassan, monarch of Morocco, arriving in New York on the American Export Lines' *Constitution* last March 27. The escorts are part of the royal welcome extended the 33-year old king. Also in attendance was our brand new *Kerry Moran*, shown at the monarch's elbow. With King Hassan is Admiral John M. Will (USN, Ret.), president of American Export Lines.

**TRANS-PACIFIC NAVIGATOR**—Captain William Willis and raft, *Age Unlimited*, were safely delivered alongside Grace Line's *Santa Margarita* by tug, *Martha Moran*, on May 2nd. The wiry captain, who admits to 70 years, intends to cross the wide Pacific from Callao, Peru, to Australia alone, with no power except wind and ocean currents, a distance of 10,000 to 12,000 miles. Grace Line provided transportation for the captain's 32-foot by 20-foot, steel- and-wood raft to his port of embarkation.



### Changing Silhouettes

The famous liners shown on page 9 may be identified as follows. Starting with the way they first appeared we have (1) the *Pennsylvania*, built for Panama Pacific Line in 1928; (2) the *De Grasse*, built in 1924 for French Line; (3) the *Prince Robert*, pre-war favorite of West Coast travellers built in 1930 for Canadian National, and (4) the *Hansa*, built for Hamburg-American Line in 1923 and originally called *Albert Ballin*. As first built the *Albert Ballin* had an old-fashioned straight stem and was considerably shorter.

To the right on page 9 are the same ships as they appeared with new names and changed outlines. From top to bottom we have (1) the *Hansa*, as the Soviet *Sovetsky Soyuz*, photo courtesy Sovfoto; (2) the *Pennsylvania*, shown as Moore-McCormack's first *Argentina*; (3) the *DeGrasse*, rebuilt by Fratelli Grimaldi and renamed *Venezuela*, and (4) another Grimaldi reconstruction, the *Lucania*, formerly the *Prince Robert*.



## World War I Tug Attack Remembered

**T**HE great battles of Verdun, the Somme and Ypres were far away. It was a summer day on a warm Cape Cod beach. Bathers were sporting in the surf. Not far offshore the Lehigh Valley Railroad tug *Perth Amboy* pushed through the blue waters, passing close to the shoreline.

It was July 21, 1918, and the United States had been at war with Germany since April 6, 1917, but the conflict still seemed a remote one to most of the vacationers on the sands. Suddenly all this changed.

A German submarine surfaced and began firing at the tug. The first shot went over the tug, splashing almost in the area where heads of swimmers bobbed. The second fell short. The third exploded in the tug's pilot house.

The tug's master, Captain James H. Tapley, was in his room as the shooting started. He rushed into the pilot house, took in the situation, stopped his engine and ordered the lifeboat lowered. Lifeboats were carried swung out all during the war, and, as soon as a tug left harbor, it was either the mate's or second mate's job to see that this was done. It had been done and the boat was in the water in moments.

Meanwhile Chief Engineer Frank Beckwith ran in over the top of the *Perth Amboy's* boiler to shut the main steam valve. While he was so doing, a piece of shrapnel from the submarine cut off the whistle pipe just above his head, however he escaped being burned.

The enemy submarine, later identified as the *U-156*, under the command of Kapitanleutnant Von Oldenburg, was so close that the tug crew could clearly see the German seamen training their guns. They didn't stay to watch.

Capt. Tapley loaded his crew in his lifeboat and made for the shore. The crews of the four barges that the *Perth Amboy* had been towing also rowed to shore, in their own boats.

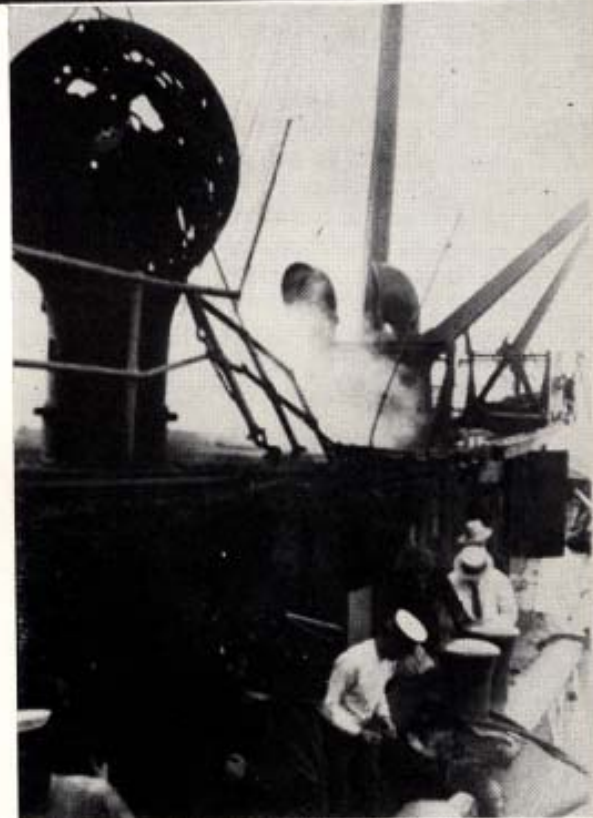
The tug was now on fire. As she lost way, her towing cable, which was two-inch wire, snagged something on the bottom which caused the head barge to swing alongside the tug on the offshore side. In so doing, it saved the

*(Continued on page 15)*



### RESCUE OPERATIONS—

Three shots showing how the tug *Perth Amboy*, later the *Nancy Moran*, was salvaged after being attacked in World War I by a German sub. At the top she is shown after the attack with her pilot house completely burned away. The middle view shows her, still smoking, as the rescue tug *Lehigh* comes alongside. Bottom view shows the two sister tugs lashed together before the tow to safety began.





## 12-Meter Models Are His Specialty

He plans to become an Episcopal priest, but now, as a freshman at Harvard, his hobby is making models of 12-meter sailing boats, and he is very good at it.

He is John F. Millar, the son of a prominent British yachtsman. To date he has made seven lovely models, taking an average of one month each. They include the *Weatherly* (see picture), successful defender of the America's Cup in the 1962 Australian challenge, and the *Gretel*, unsuccessful challenger. He has also built models of the *Easterner*, *Columbia*, *Nefertiti*, *Vim* and *Scepter*. He plans to build models of the *Nyala*, *Nereus* and *Tomahawk*.

Mr. Millar is not only a model maker. He is a sailor, and has crewed aboard the *Easterner*. He makes his home at Newport, Rhode Island, known as the yachting center of the American east coast. His father has a barkentine, named the *Centurian*, which has an overall length of some 75 feet.

Although Mr. Millar's models are designed to float, he has as yet sailed none of them. Their rigging is of steel, and he has designed sails for the *Weatherly* model. To be made out of



Emil "Bus" Mosbacher, skipper of the *Weatherly*, holding John Millar's model of this famous 12-meter.

very light silk, he is hopeful that they will be good enough to permit real sailing tests of his models.

A student of the America's Cup race, he has a five-inch-thick scrapbook of clippings on the subject. One of his ambitions is to bring back to Newport for museum-display one of the old British "J" class challengers. The *Shamrock V*, last of Sir Thomas Lipton's famous yachts, is still in existence in the Mediterranean as a ketch. Three other old British "J" boats are high and dry on the mud flats near Southampton, he said. Gypsies are living on them, he added.

"Many captains of the Moran fleet, as well as its docking pilots, have time and again demonstrated heroism in rendering emergency assistance." *Who said it?* (Page 18, Item 3)

### Photo Contest

Hear ye, hear ye, hear ye. Members of the Moran crew ashore and afloat, Fellows and Ladies. Get your entries in NOW to Tow Line's photo editor. Win \$50 for first prize or one of the \$25 prizes. (See March '61 Tow LINE for details.) No professionals allowed!

Here is one of our entries from a man-on-the-spot. Robert Palmer of 332 Wilson Ave.,



Eltingville, S. I., who first came to Moran in 1937, caught this worthy shot of a ship mid-body section rescued by our Eugene F. Moran a hair's breadth away from Pier 61, North River. Tugs *Carol* and *Peter Moran* returned the wind-blown vagrant to its proper place back across the river. Bob is wiper on tug *James T. Moran*.

We like action shots but your entry may be anything from a tug nuzzling a liner to a cat nuzzling a tug. Let's have them!

"So it was Holmes, with the rest of the company, sailed for the United States on November 23, 1879, on the White Star liner *Empress Queen*, and landed, ten days later, in New York." *Who said it?* (Page 18, Item 4)

**FOR YOUR SUMMER COMFORT** — Looking like an ice sculptor's frosty creation truant from a winter carnival, our *Harriet Moran* slid into Portland, Maine, last February 3. The caption under this fine shot run in that city's *Evening Express* (by Staff Photographer Johnson) stated she made the trip from New York in just twenty minutes more than the normal fairweather time of 26 hours despite sub-zero temperatures and heavy seas.





# YEARS 50 AGO

(Source: New York Maritime Register)

**APRIL 2, 1913**—The U. S. Revenue Cutters *Seneca* and *Miami* will patrol trans-Atlantic shipping routes this spring to protect shipping against icebergs. The Mutual Co., of New York has contracted with the Robert Palmer Shipyard to build a tugboat of 110 feet in length to be exclusively for steamship work in New York Harbor . . . Boston, March 28, Steamer *William Chisholm*, from Newport News for Portland, arrived off Newport yesterday and reported by a tug that she parted from barge *Lancaster*, from Newport News for Boston, south of Shinnecock yesterday; in attempting to recover the barge the steamer's aft-house was stove in and her engine room damaged . . . March 30, U. S. Derelict destroyer *Seneca* picked up barge *Lancaster* 20 miles South of Block Island and turned her over to tug *Covington* which had been sent out for her.

**APRIL 23, 1913**—New York—In a fire early yesterday morning at Shooters Island, ferryboat *Fordham*, carfloat ferry *Express* and the excursion barge *Summer* were burned to the waters edge; three-master schr. *Henry R. Tilton* was badly damaged and steamer *Trojan* of the Peoples Line was slightly burned.

**APRIL 30, 1913**—The Bethlehem Steel Corp. has purchased the Fore River Shipbuilding Co. of Quincy, Mass. . . . New York, April 26—The Naval Training Ship *Granite State*, formerly the old frigate *New Hampshire*, was badly damaged by fire last evening and more than a dozen Militiamen narrowly escaped injury. The *Granite State* is moored at the foot of 98th Street, North River.

**MAY 21, 1913**—Tampa, May 7—Local and outside capital has bought the tug *Edgar F. Coney* from the South Atlantic Towing Co., of Brunswick, Ga. Tug has been put on ways and next week will go in service . . . The new Hudson River steamboat *Berkshire*, of the Peoples Line, between New York and Albany, had a trial trip as far as Tarrytown on May 20th. Part of the time she steamed at 21 miles an hour.

**JUNE 4, 1913**—*Eddie* (Br. ss), for St. Nazaire on leaving Erie Basin, Brooklyn, June 3rd, collided with and sank a barge of the Hartford & New York Trans. Co., in tow of tug *Sachem*. After clearing the wreckage the steamer anchored with both bows damaged.

**JUNE 18, 1913**—Provincetown, Mass., June 15, Schr. *Paul Palmer*, bound light from Bangor, Me., for a coal port was burned to the waters edge seven miles north of Race Point, Cape Cod, late today. Captain Allen and crew were taken off by the crew of the fishing schooner *Vigilant*. Boston, June 16, Schr. *Paul Palmer* has sunk six miles N x E from Race Point. Three masts, attached to broken rigging, floated above the wreck. Cutter *Androskoggin* will destroy the hulk.

EARL C. PALMER

## World War I

(Continued from page 13)

tug's hull from being hit by the sub's shells.

Navy hydroplanes appeared from Chatham, on Cape Cod, and bombed the *U-156*. None of the bombs exploded, but the submarine submerged at long last and went away, her little victim smoking but still afloat, thanks to her rock-filled barge buffer.

The next day the *Perth Amboy's* sister tug, the *Lehigh*, arrived to take her in tow. Captain Earl C. Palmer, editor of TOW LINE's column "50 Years Ago" and former marine superintendent of Moran, was chief mate and pilot on the *Lehigh*. He boarded the *Perth Amboy* with a couple of men, cut the towing cable with an axe and stayed aboard while she was towed in to Vineyard Haven, Martha's Vineyard.

"All the coal in her cross bunker was still afire," he wrote when asked about the salvage job, "and it took us until 3 A.M. the next morning to put this out."

Towed to New York three days later, the gallant little tug was rebuilt and was again in service in a few months. She went on to become the

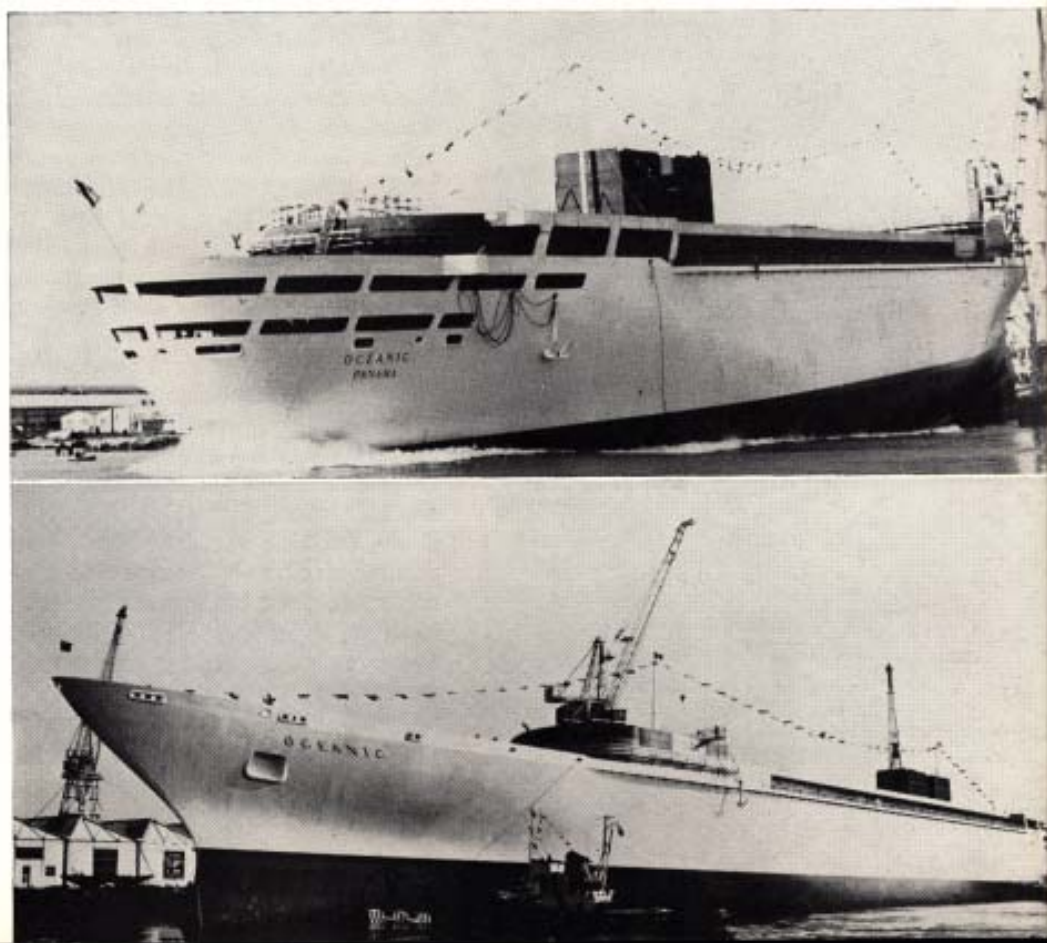
*Nancy Moran* and served heroically in World War II.

There were no casualties on the *Perth Amboy* during her one-sided engagement with the *U-156*, aside from the helmsman who was hit in the elbow with a piece of shrapnel and the cook who was hurt while leaving the tug in the lifeboat.

(Editor's note: As this story was being prepared, we learned from Captain Palmer that Captain Arthur S. Peterson, a former Moran tug captain, who was a crewman aboard the *Lehigh* during the rescue, was a week-end guest at the Palmer home in New Jersey.)

"Let us think of them that sleep / Full many a fathom deep / By thy wild and stormy steep / Elsinore!" Who said it? (Page 18, Item 5)

**NEW SEA QUEEN**—The Oceanic, Home Line's flagship, shown (top photo) as she slid into the blue waters of the Mediterranean. Due to enter service next spring, the 34,000-ton luxury liner was moved to her fitting out berth (bottom photo) where she is now being completed. Called the "Ship of Tomorrow," because of her ultra-modern features, she was sponsored at the January 15 launching by Mrs. Mar. Simu, sister of the late Eugen Eugenides, founder of Home Lines. Being built by the Cantieri Riuniti dell'Adriatico shipyard, the sleek \$30,000,000 liner will have her engines and giant single smokestack aft.





## Watch-Dogs of the Riverfront

**N**EW YORK, the greatest port in the world, is aquatically rinsed by some 575 miles of navigable waterfront. Speckled along this briny perimeter are more than 1800 piers, wharves and bulkheads. Anywhere from thirty to thirty-five vessels daily float up to Gotham's piers, laden with a wealth of commodities that make the famous Incan gold penny-ante in comparison.

The waterfront area is a study in contrast.

At night it is lonely. Gigantic vessels that travel the seven seas rub shoulders with crusted freighters, sleeping tugs, foul smelling tankers. They spread eerie shadows over the piers and sway back and forth to the ebb and flow of the tides.

In the daytime the waterfront comes alive. On shore, aboard ship, long-shoremen, stevedores, shippers—a world of dock-hands—move about like bees in a hive. Trucks and trains move to and from the piers. Workers earn their keep by loading and unloading ships, shifting an endless flow of cargo from ship to shore, from shore to ship. Crowds of passengers on the ocean

liners end their journeys and become reunited with families and friends—outgoing passengers say their good-byes to hundreds more. Baggage, luggage, mail, goods of every conceivable description, crowd the piers, waiting to be picked up, waiting to be loaded.

Needless to say, such stockpiles of varied wealth are tempting to the light-fingered, the amateur and professional thief alike. Too, large concentrations of workers and the corresponding unions and labor organizations to which they belong, can at times cause frictions that might affect the peace of the waterfront. The Police Department maintains a small but vital unit of detectives whose interests center around the piers of New York. The unit is the Riverfront Squad.

The original squad was formed back in the 'thirties. Its work was confined to the Manhattan area mainly. Some fifteen years later other units were organized in Brooklyn and on Staten Island, two other large waterfront areas. However, the squad's work increased to such an extent that all units were merged, centralizing command of the squad in 1957 so as to provide a closer liaison between it and the Waterfront Commission.

Detectives of the squad patrol all the marginal streets bordering the waterfront. To facilitate coverage, the area is divided into eleven zones, each under scrutiny of radio-car sleuths. Their work runs the gamut from investigating complaints of shylocking on the piers to keeping the peace should violence of any kind break at the water's edge.

By tradition, New York's waterfront is separated into different areas. Included in the geographical delineations are Chelsea, the Village, Upper End, East River, Brooklyn Army Base, Bush Terminal, Green Docks and Erie Basin. Invisible but clear lines of demarcation exist between each. This originated years back when groups of laborers, living in the same dockside areas, tended to go to the piers nearest their homes to work.

Loosely interpreted, the scope of the Riverfront Squad can be categor-



ized into two separate but related tasks: the investigation of all crimes or possible crimes that occur on the waterfront and the maintaining of the latest information on labor conditions that may lead to conflicting conditions between various groups on the piers.

Crime on the waterfront is nothing new. Back in the 19th century the department's Steamboat Squad was organized to free the riverfront of thieves and bunco men who preyed particularly on immigrants. Organized gangs plied their trade mainly on the East River. One in particular, the Charlton Street Gang, stole whatever was loose and, as a sideline, killed anyone who happened to get in their way. The Hudson was left alone because big steamship companies employed their own small armies of guards. In 1850 the chief of police estimated that some 5000 of these river pirates were organized into fifty different gangs. One of these, the Daybreak Boys, were led by two youths, 19 and 20, who both came to inglorious ends by dangling from a rope in the Tombs. At the wink of an eye they'd scuttle a ship, crack open a skull or slit a throat just for the heck of it.

*(Continued on the following page)*





Today's dockside thieves have, for the most part, been removed from the waterfront area through the joint action of the department and the Waterfront Commission. This unit is a bi-state commission created in 1953 between New York and New Jersey to eliminate racketeering and correct unsavory conditions at the waterfront.

Detectives of the Riverfront Squad maintain constant surveillance of all actual or potential criminals working the piers. Foremost of crimes committed by these people are shylocking—or loan sharking—which is the lending of money in excess of the legal rate; pilferage, or the stealing of goods either by the individual or an organized mob; extortion, coercion and violations of the Waterfront Compact.

The crime rate of pilferage complaints is comparatively high. The individual thief will stroll past a heap of goods, snatch something, stuff it inside his jacket and then walk nonchalantly off. The organized gang, involving a number of men and usually a truck, will carefully survey the area, select their quarry and then, with specialized planning, remove the goods. Detectives also investigate larcenies of baggage and thefts where hoods, posing as seamen or longshoremen, wander aboard incoming ships and enter cabins, grabbing whatever is loose.

They are constantly on the alert for con men, pickpockets who generally work outgoing ships when people have more money on them, hackies who charge outlandish fares for short rides—one tried to charge two women \$6 for a 90¢ ride—and hi-jackers who ride off with pier trucks. Trucks loaded

with liquor, coffee and woolens have disappeared this way. Old timers will say, perhaps with a smile, that the largest single units of stolen goods have been, at one time twenty tons of steel, and at another, 3,500 cases of scotch. Today's major targets are Japanese made goods, small radios, transistors and binoculars.



Today's riverfront detective has come a long way from the bluecoated policeman who used to row up and down the East and Hudson Rivers or who sat vigilant in the bow of the *Seneca* or other police steamboats. Perhaps in those days the methods of criminal detection were cruder, but it must be remembered, the criminal himself was a cruder individual. In this second half of the twentieth century waterfront crime detection must be carried out on a subtler, more astute basis, for the criminal himself has "improved." Members of the Riverfront Squad are well-qualified for this work.

(Editor's Note: We are grateful to Commissioner Walter Arm, editor of the Police Department's splendid magazine *Spring 3100* for permission to reproduce the above article.)



"Such was the demand for passage that all available ships were rushed into service, whether fit for the trip or not. One that never should have been allowed to go was the coasting freighter *Hartford*, . . . shown departing with fifty-odd gold seekers from New York Harbor on February 20, 1849. By some miracle, this tiny steamboat arrived safely in San Francisco, but it took nearly a year." Who said it? (Page 18, Item 6)

## Old Timer

Dear Frank:

This is the follow-through on my earlier note relative to your article on the Hayes family in the September *Tow Line*, and the tugboat *E. L. Levy* of the



Cornell Steamboat Company.

In the photograph of her at the landing (top picture), Pilot Irv. Hayes is on the ladder, with Captain Will. Hayes is in front of the pilot house.

By the time the other picture was taken (see lower picture), Irv. Hayes had be-



come captain and is standing in front of the pilot house, out of which leans Pilot John J. Malone. The latter served for many years on Kingston-Rhinecliff ferryboats, and gave me these pictures.

The iron-hulled *E. L. Levy* was built in Philadelphia in 1888, and measured 104.5 x 21.5 x 8.6 feet. She eventually became *Marion Moran*.

DONALD C. RINGWALD  
Editor *Steamboat Bill*  
Kingston, N. Y.

(Editor's note: As the *Marion Moran*, 1925-1948, this fine looking boat served chiefly as a Connecticut River tug towing oil barges. She became the *Marion Kehoe* early in 1948 and was dismantled in November of that year, according to our fleet historian, Captain Earl C. Palmer.)



# ASHORE



# AND AFLOAT

WITH his familiar Texas drawl and his low-pressure pleasantness, John Henry Faulk, noted radio and TV personality, made a morning's voyage recently on the Hudson with our *Kerry Moran*. The high-fidelity sound recording that he made was divided into five installments and used the following week as a ten-minute spot each night on Mr. Faulk's WINS radio program. We thought it sounded good, "darn good," as John Henry might say.

The chief actress in this five-part serial was the *Kerry Moran*, brand new and behaving beautifully under the direction of Captain William T. Hayes and Mate Larry Foley. The John Henry format for this part of his regular evening "PM" program is to act the part of some glamorous specialist. On the *Kerry*, he pretended for his radio audience that he was the tug's master. Earlier he had acted as a *Playboy* magazine photographer, a subway motorman etc. His ten-minute recordings are titled "John's Other Life," and have a wide following.

John Henry's enthusiasm, his sincerity and human touch gave interest to his description of the *Kerry Moran*, of the beautiful skyline and the busy Hudson, of the undocking of American Export Line's great white *Constitution*, and finally of the moving of the lovely Grace Line queen, the *Santa Paula*. His remarkable recording device picked up every sound, even that of the straining hawser from the tug to the *Constitution*, at the moment of departure. Do it again, some time, John Henry.

Ture Eklund told us recently aboard the *Kerry Moran* that he has received a dozen letters from all over the country following TOW LINE's story about his hobby of making ship models in bottles. He has finished his *Bluenose* model, and was able to complete her transom properly, thanks to a fine set of stern view pictures sent in by someone who read of his need on this score in our Christmas issue story.



John Henry Faulk, right, making a recording in the pilot house of the *Kerry Moran* with Captain Bill Hayes smiling beside him.

Thanks to arrangements made by Dispatcher Jack Balsamo, our fine moving picture about the Moran's notable trans-Atlantic tow to Holy Loch, Scotland, was shown by Jeff Blinn, who made it, before the Staten Island Rotary Club April 4.

### Who Said It?

(1) John Steinbeck: *Travels With Charley*, Part One. (2) Gaius Valerius Catullus: *Poems*, IV. (3) Jeff Blinn, in *Via Port of New York*, Vol. 15, No. 1, January 1963. (4) W. S. Baring-Gould: *Sherlock Holmes of Baker Street*, Chap. V. (5) Thomas Campbell: *Battle of the Baltic*. (6) From the caption of a picture illustrating a featured article, "Gold!" by Ralph K. Andrist, in *American Heritage*, Vol. XIV, No. 1, December 1962.

## Blessed Events Department

Two plus one . . . well, our accounting department's smiling Art Gormley says "equals a mighty happy household." Scott Gormley, born March 28 in Methodist Hospital, Brooklyn, is the 5 lb. 9½ oz. reason for his unorthodox answer. Wife, Barbara, and adopted sons, Kevin and Mark, agree the answer hits home at 7401 Ridge Boulevard, Brooklyn.

Capt. Harry Hennessey was assigned aboard our new tug *Kerry Moran* when word came that the fourth in his fleet of boys had arrived. Patrick weighed in at 7 lbs. 11 ozs., without fenders, on February 6. Mate, Catherine, and the whole crew tie up at 160 Prospect Park West, Brooklyn, just a stone's throw from that Boro's freshwater lake.

"Let's see, so much for this and mmm, so much for that . . ." Budget Director Kevin Moran has been at sixes and sevens since Easter Sunday. Nicholas Martin Moran arrived that day at New York Hospital weighing 6 lbs. 15 oz. Martha and Kevin's number one son also turns out to be Admiral Edmond J. Moran's tenth grandchild, by latest count. The president of our company can be no less pleased than the young couple at 601 East 20 Street, Manhattan.

Last to arrive before these TOW LINE presses start rolling is Timothy Wood, a 6 lb. 11 oz. likeness of David Wood Jr. and Patricia Wood. He was born April 16th. David has been dayman on our *Diana L. Moran* only since March but is doing a fine job we hear. The Woods have two other children, Mary 5 and David 3, in their Long Island home at 26 Secatogue Lane, West Islip.



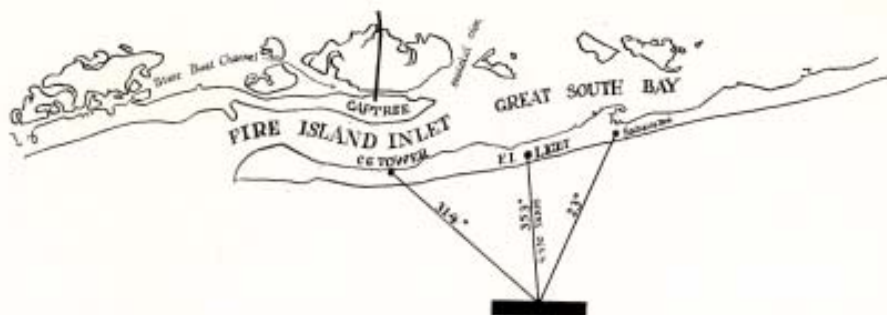
## Week-Long Radar Course Given Free

The Maritime Administration, Department of Commerce, radar school at 45 Broadway, New York, offers a facility that many tug captains and mates may well wish to use.

The course is given free of charge to all American merchant marine officers and seamen who are qualified by the United States Coast Guard to sit for their original license.

The week-long course is under the direction of Charles R. Shanholtzer. Since the training program was established, November 19, 1957, there have been some 4,500 graduates.

Similar Maritime Administration radar schools are operating in New Orleans and San Francisco.



Art Work Courtesy Sportsmen's Life Magazine

**MORAN REEF**—An artificial fishing reef, begun last year, is being steadily enlarged off Long Island. In an area a mile and a quarter long and a fifth of a mile wide, this new haven for all types of fish, runs east and west off Fire Island. Skin divers of the Littoral Society have found the reef to be building up well, with small rocks supporting larger ones, and creating an undersea labyrinth, ideal for fish. As of the first of May, seven loads of 2,000 tons each had been towed from New York City by Moran tugs and barges under the direction of Eugene F. Moran, Jr. and in association with the Captree Boatman's Association and other interested groups. "Great things are expected," from this effort, Jim Hurley, fishing expert on the New York Mirror, stated recently in his column. Moran is happy to have a part in such a worthy endeavor.

## THUMBNAIL SKETCHES OF THREE BORN IN BROOKLYN



*For the likes of a colleen she'll pass;/ On a brae she's a Scots' highland lass;/ But be sure not to miss/Both the French and the Swiss/In the smile of our Kathryn Cornaz.*—Pardon, but ethnically speaking, a limerick seemed in order. Katy, as she likes to be called, joined us for secretarial duties in our sales department last August following graduation from Island Trees High School, Levittown, Long Island. Flanked by Miss Pat Lynch and Miss Jean Cuff, secretaries to Rear Adm. Edmond J. Moran, president and John S. Bull, vice-president, respectively, she likes her spot. Katy lives with her parents, a sister and two brothers at 510 Parker Ave., Levittown. Hobbies? None. Fellows, she was born in 1944.



Gill Callahan, caught here on his dutiful rounds, including ye editor's office, is our man locally entrusted with the U. S. Mail. Full-time office boy, but night student at Rhodes High School here in Manhattan, he avers he'll be a June graduate. After that, football scholarship to Clemson in South Carolina looks mighty good. 'Dad' is our very good friend, Jack Callahan, on the marine side of the *New York Times*. Hobbies? And here's a switch—Gill likes to fish by kite. That's right. He informs us that a good off-shore wind is necessary but watch it if the wind shifts. Gill took up his Moran duties in February, and does them well we hear. Home is 35 Orange Street, Brooklyn. Girls, he was born in 1944.



John Thomas Heslin is a part-time, between-classes member of our office services staff who joined us late last year. Upon graduating from St. Augustine High School, Brooklyn, in June, he found he had won a New York State regents scholarship. Now he has taken the bull by the horns and is majoring in history at St. Francis College, also in Brooklyn. Fortunately for us, it is a short subway hop from his work at Moran. His eye, he says, is upon a career in journalism or pedagogy. His other eye, we're told, is on a young lady in Queens. Changing the subject, he avers that basketball is his preference in the world of sports. John lives at 2400 Nostrand Avenue, Brooklyn. You guessed it, John was born in 1944.



