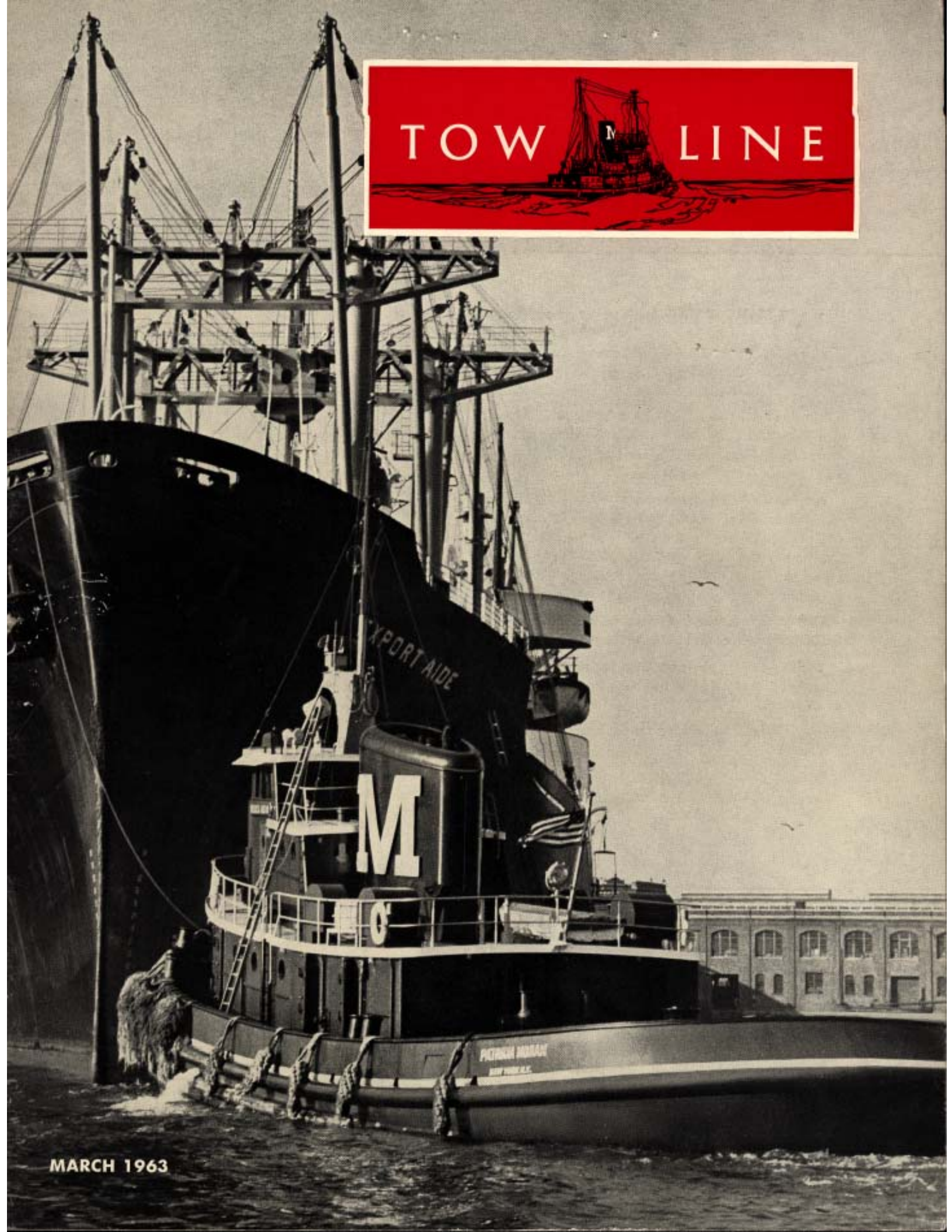


TOW LINE



MARCH 1963

ON THE COVER—



T YOUR SERVICE—Here's power properly placed on the bow of a fine ship by one of Moran's best. It's for good reason that this close-up photograph graces this March issue of *Tow Line*.

We don't think we could pick a better subject for this spot than American Export Lines' new cargo-passenger liner, *Export Aide*, assisted to her Pier C, Hoboken, N. J., berth by our new *Patricia Moran*.

The *Export Aide* just happens to be one of nine, new multi-million dollar vessels that company has placed in service since 1960. (Three more are 'in the works': *Export Challenger*, *Commerce* and *Champion*.) And, American Export Lines is one of the half-dozen leaders in the fleet-rebuilding program of the American merchant marine.

The *Patricia Moran* is the second of four twin-screw, 3,500-horsepower tugs built or building.

This ship and tug photograph symbolizes for us the strong determination to be second to none in the hard economy of shipping.

This is the stuff of which progress is made.



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New Grace Line's Santa Magdalena Arrives

THE FIRST NEW AMERICAN PASSENGER LINER in five years arrived in New York February 8 and sailed the 15th on her maiden voyage to South America. She is the sleek *Santa Magdalena*, first of four ultra-modern Grace Line passenger-cargo ships. (See *TOW LINE*, December, 1962).

With luxurious accommodations for 125 passengers, the 547-foot vessel can also carry 175 20-foot containers and 44 containers of twice this size. Her fore and aft decks house four giant gantry cranes to load and unload the containers, giving her a unique and powerful appearance.

The *Santa Mariana*, second of the new quartet, is due to enter service next July. She will be followed in October by the *Santa Maria* and in April, 1964, by the fourth sistership,

whose name will be *Santa Mercedes*.

Until the fourth liner is completed, the three new *Santas* will operate a weekly service from New York to Port-au-Prince, Haiti, and Cartagena, Colombia, in the Caribbean, and from there to Panama in the Canal Zone, Buenaventura, Colombia and Guayaquil, Ecuador. The round trip will take 19 days. With the addition of the *Santa Mercedes*, the itinerary will be extended to Peru on a weekly basis, the round trip taking 26 days.

The *Santa Magdalena's* passenger accommodations are on five terraced decks. With air-conditioning throughout and fin-stabilizers, the new liner offers all the comforts and conveniences of land-based resorts. Each stateroom has its own private bath. The public rooms are designed to bring the

sunshine indoors, and each has many windows, extending from floor to ceiling, that give uninterrupted and ever-changing vistas of the sea.

The four 20,000-ton sisterships are coming from the Sparrows Point, Maryland, shipyard of the Bethlehem Steel Company's Shipbuilding Division. The *Santa Magdalena* is commanded by Captain Robert J. Twaddell, of Candlewood Isle, New Fairfield, Connecticut. Captain Twaddell, who entered the merchant marine at the age of 16, has been with Grace Line since 1933. He received his first command in 1942 aboard the *Lara*.

The *Santa Magdalena* is powered by a single screw geared turbine engine developing 18,000 shaft horsepower. She has a service speed of 20 knots. With a draft of 27 feet, she has a beam

(Continued on next page)

FRIGID WEATHER BUT WARM WELCOME —Salutes follow *Santa Magdalena* from The Battery to her Port Newark berth.





Santa Magdalena

(Continued from page 3)

of 79 feet. George G. Sharp, Inc., was her naval architect, and her interior decorators were Smyth, Urquhart & Marckwald, Inc.

Ultra-modern and highly functional throughout, the *Santa Magdalena's* silhouette is decidedly different from the conventional ship. Her massive

superstructure carries the traditional Grace Line stack colors of black, white and green in bands. A thin "stack-stalk" directs her smoke far above her ceramic tile swimming pool and upper deck areas. A streamlined radar mast completes her outline.

The five passenger decks on the new Santa liners are, from top to bottom, observation deck, bridge deck, sun deck, promenade deck and "A" deck. The swimming pool, purser's square,



ARRIVAL PHOTOS—(Left) Moran Pilot—Captain 'Bill' Hayes boards *Magdalena* at Buoy 28; (Top) Tug *Marie Moran* turns ship off 34th St., Manhattan; (Above) gala reception at Port Newark.

children's playroom are on "A" deck. The promenade deck houses the ship's lovely dining room, one entire wall of which is of glass. Sculptural metal and enamel representations of fish, shells and undersea vegetation are among the decorations.

The Mystery Ship Off Europa Point Light, And How She Was Eventually Identified

THE SHIP SHOWN on TOW LINE's cover for last June has finally been identified.

When Jeff Blinn's photograph of Gibraltar's famed Europa Point Lighthouse was carried, it will be recalled, TOW LINE readers were asked to identify the small cargo ship shown approaching, as it was assumed, Gibraltar's harbor. As clues, it was noted that the picture had been taken on October 19, 1961, at about 1000 hours.

First to be heard from in the international photo quiz was Herbert H. Outerbridge, of Bermuda, who thought the ship was the *Bresle*, owned by French Line. Two other ships of this same general type (American war-built C1-M-AV1 class) were in the area at the time, he wrote, the Cunard Line's *Brescia* and the Johnston Warren Line's *Heathmore*, but differences in painting color schemes indicated that she must have been the *Bresle*.

Next came a letter from N. Timmermans, of Holland, who felt the ship was certainly a "mavi" of the *Helena* class and probably one of those owned by Royal Netherlands Steamship Company. There are six ships of this type owned by this famous Dutch company: *Helena*, *Hera*, *Hersilia*, *Hestia*, *Hydria* and *Hecuba*.

At this point, Captain J. Blaauboer, long a friend of TOW LINE's esteemed former editor, "Squire" Munroe, came into the picture. The American correspondent for "De Blauwe Wimpel," noted Dutch magazine, Captain Blaauboer was most interested in the photo quiz. He ran a full-page reproduction of the cover photograph in the October issue of his journal, with an article explaining the situation, and crediting Jeff Blinn, for the splendid picture.

In rapid succession Captain Blaauboer received seven communications, all but one confirming the opinion that the ship was of the *Helena* class owned by Royal Netherlands. The one exception was a letter stating that the vessel was a Ben Line heavy-lift ship. These letters were from L. Markus, L. Rook, H. van Eis, P. Bubberman, C. Smit and W. Eynthoven, all of Holland, and from K. Breth, of Denmark.

Then, at the suggestion of Captain Blaauboer, your editor did something we should have done at the outset. We wrote to Gibraltar.



Our June, 1962, Cover

Captain R. L. Rickard, Captain of the Port, responded with a letter that established with little doubt the identity of the vessel. She was the *Dives*, owned by famous Paquet Company. Captain Rickard's letter is so interesting that we quote it in full:

Gibraltar.
28th November, 1962.

Dear Sir,

Thank you for your letter of 7th November, 1962, together with a copy of your last June

issue of TOW LINE with its splendid photograph of Europa Point Lighthouse on the cover.

The Lighthouse shows an occulting white light with an intensified flash every ten seconds. The light has a red sector reinforced by a fixed red light (exhibited through the aperture which can be seen immediately below the railed gallery in the photograph) in order to assist mariners to clear the Pearl Rocks situated on the western side of Gibraltar Bay entrance.

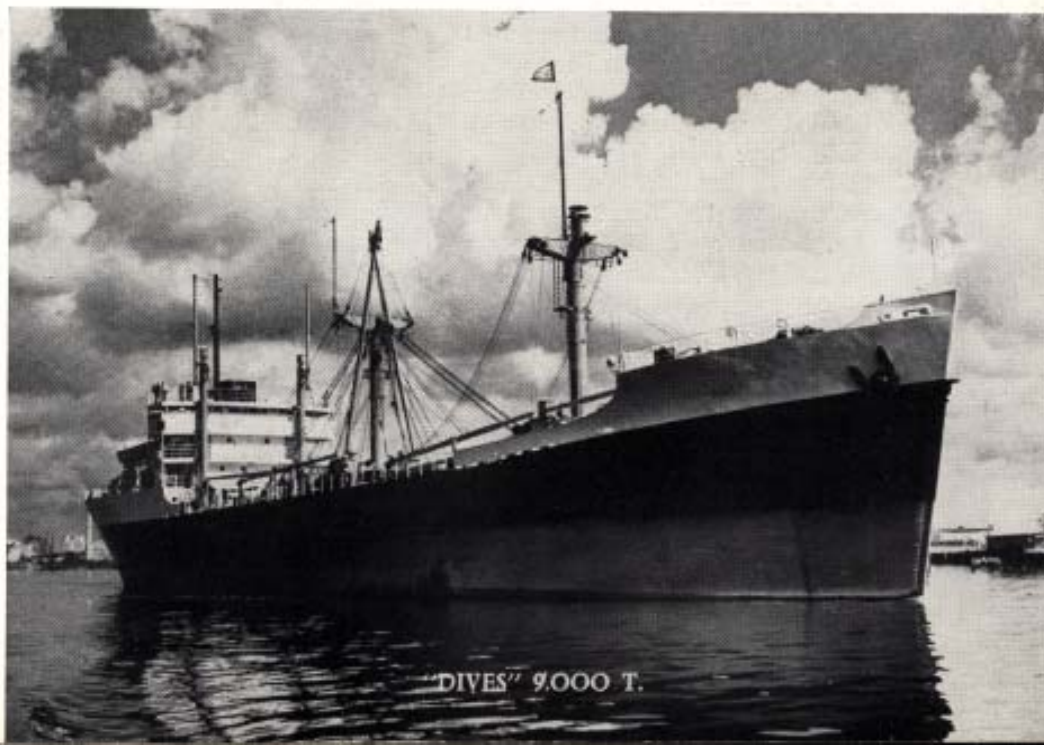
Your photographer may be excused for wrongly assuming that the ship in the photograph was entering the port. In fact she did not call at Gibraltar. The topography of the vicinity of the Lighthouse viewed from landward confuses orientation. The ship is bearing approximately 080°(T) from the photographer and it is heading approximately SSW. From the shadow line on the tower the sun's azimuth is known within a few degrees to be 137°(T), and calculating backwards this gives the Gibraltar time of the photograph somewhere between 1045 - 1100 (0945 - 1000 G.M.T.) for the date given.

This cargo ship is known to be the French owned M. V. "Dives," and according to Lloyds Register is of 3920 gross tons, length 339 ft., beam 50 ft., built in 1946 by the Southeastern S. B. Corporation at Savannah, originally named "Crossing Knot" and renamed "Dives" in the same year. There is a small refrigerated hatch at the stern, for which two light derricks can just be seen in the photograph. The "Dives" is probably one of the later constructions of a class of vessel which was built during the war years for the carrying of tanks and other heavy lifts. On this occasion she was making Europa Lighthouse from Marseilles on passage westward through the Strait of Gibraltar. As the derricks are rigged she was probably bound for Tangier, situated 30 miles to the west on the opposite side of the Strait.

Yours sincerely,
R. L. Rickard
Captain of the Port.

To double check, we wrote Paquet and received the accompanying photograph with their letter of reply.

"We thank you for the June issue of your magazine called TOW LINE and we confirm for you that our m. s. *Dives* shown on the front cover of this issue was actually passing Europa Point Light on October 19, 1961."



"DIVES" 9,000 T.

Strike Scatters Ship News Scribes to Odd Berths During Local Newspaper Blackout

(Editor's note: Allan Keller, who wrote the following article, is assistant city editor and feature writer on the *New York World-Telegram & Sun*. A frequent contributor to TOW LINE, he has long had a leaning toward maritime matters. We welcome his return to these pages.)

WILLIAM R. BRECK, marine advertising salesman of the *New York Times*, walked into the new offices of the Zim Lines on lower Broadway the other day. He stepped up to a man sitting at a desk and said, "I'm Breck of the *New York Times*."

The man at the desk stood up, a sudden smile flicking across his face, stuck out his hand, and replied, "I'm Bamberger of the *New York Times*."

Things like that went on for weeks in the world's busiest port when a printers' strike shut down nine newspapers on December 8, 1962.

No one knew just where he would find a newsman. Like sailors seeking safe harbor before a storm, reporters and editors sought employment wherever they could. Some did better than others, but all discovered one thing—they had a lot of friends.

These friends moved swiftly to find temporary openings for as many writers as they could. Ship lines—themselves in the throes of the long-shoremen's strike—broadcasting companies, news services, public relations firms and many others hired unemployed newsmen on an emergency basis. Some jobs lasted only a short time; others were "for the duration."

TOW LINE thought its readers would be interested in where the men who cover the waterfront found a haven, conducted a survey, and came up with these findings:

George Horne, chief of marine and aviation news for the *Times*, was lucky. Because the *Times* prints a paper in Paris and another in Los Angeles he stayed on to supply news for these faraway editions. It was a lonely task, in a way, with few of his cronies around, but it was steady employment.

Walter Hamshar, marine editor of the *Herald-Tribune*, was called in by the New York Shipping Association to help with work engendered by the

strike that tied up all shipping from Maine to Texas, and also worked on a project for Moore-McCormack Lines. He was as busy as a Sunday sailor when a squall blows up.

Mr. Bamberger did a hitch at Zim Lines, where he met his co-worker from the *Times* looking for ads, and also at a public relations firm doing research on marine trade and commerce.

Other *Times* men landed jobs within a few days. Joe Carter and Edward Hudson, both of whom had covered many stories dealing with aviation as well as shipping, were asked to lend a hand at Pan American World Airways. With ships tied up along the Atlantic and Gulf coasts of the United States, the airlines found additional travelers turning to them for transportation and needed good men to help with the upsurge in business.

American Airlines grabbed Albert Maiorano, who works on the *Times'* marine tables, as well as Arthur Williams, chief assistant city editor of the *New York World-Telegram*, who has written many features on travel. Anthony De Spagni, who also helped keep the marine tables in shape at the *Times*, found a spot working for the New York Automobile Club.

Dial "M" For Tug

There is an impressionistic painting hanging in New York's famed University Club called "Tugboat M." The colorful picture shows four tugs, each boasting a large block "M" on her smokestack. The "M's" are all of different pastel colors. The painting won the Shorewood Press Citation given by an Audubon art group, the caption states. In addition to the "M's" on the stacks, there is a big white block "M" atop a pier in the center of the picture. The artist, Dong Kingman, seemed to savor that fine design almost as much as we do.

Jack Callahan of the *Times* turned to writing and his first project was a history of the Seamen's Church Institute to be published in the *Living Church*, an Episcopal magazine. Ed Morrow, of the same paper, was on a tanker, headed for Gulf ports, when the strike broke. There was nothing to do but go on, enjoy the assignment as much as possible, and save the material he was gathering for later publication. When he returned to New York he returned to his old beat with the *New York Journal of Commerce* for a two-days-a-week assignment.

This writer, who finds his hands full with the normal chores of being assistant city editor and feature writer on the *World-Telegram*, and who has contributed many articles for TOW LINE, joined the staff of the Columbia Broadcasting System, doing long-range planning of programs for station WCBS.

Two other veterans of waterfront reporting were unaffected by the newspaper strike. George Miller of the Associated Press and Ernie Payne of United Press International went on digging up news to be sent over the wires to newspapers still in business in other cities and other lands.

Very deliberately we have left the story of Bob Burns, Mr. Hamshar's chief associate at the *Herald-Tribune*, to the last. This is no insult to Mr. Burns, but is done to show how versatile newspapermen are.

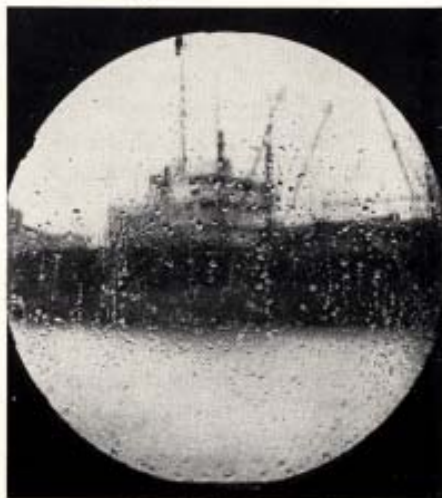
Mr. Burns has an engineer's license, and never let it lapse. Now, while his fellow ship news writers are sitting in strange chairs in strange offices, he is back at his old routine in the engine room of a U. S. Navy transport running between New York and Bremerhaven.

If anyone wants proof that New York's waterfront newsmen know their subject just tell them about "Engines-ready, full-speed-ahead-Burns."

"The affection which most men lavish on but two of their inanimate possessions, sailing ships and weapons, is a prominent characteristic of human nature. In developing or obtaining either for their particular use, men of all periods have spent unlimited time and effort, as well as immense sums of money." *Who said it? (Box, P. 19, Item 3).*

'COFFEE AND ROPE...'

A YOUNG MAN in a turtle-neck sweater, armed with a pair of 35mm cameras and possessed of an eye for the artistic in the labors of tug-men, has returned to Europe with some definite impressions of Moran's men and tugs. His name is Ole Brask.



'Nor Wind Nor Rain'

He is by birth a Dane and by profession a photographer-writer for the French magazine Paris Match.

Although still in his 20's, Ole has covered much of the world in pursuit of his assignments. Last fall he was

busy on a story about New York's fine harbor when the white, block-letter M's on the stacks of Moran tugs caught his eye. A telephone call and a winning smile later, he found himself aboard a Moran tug.

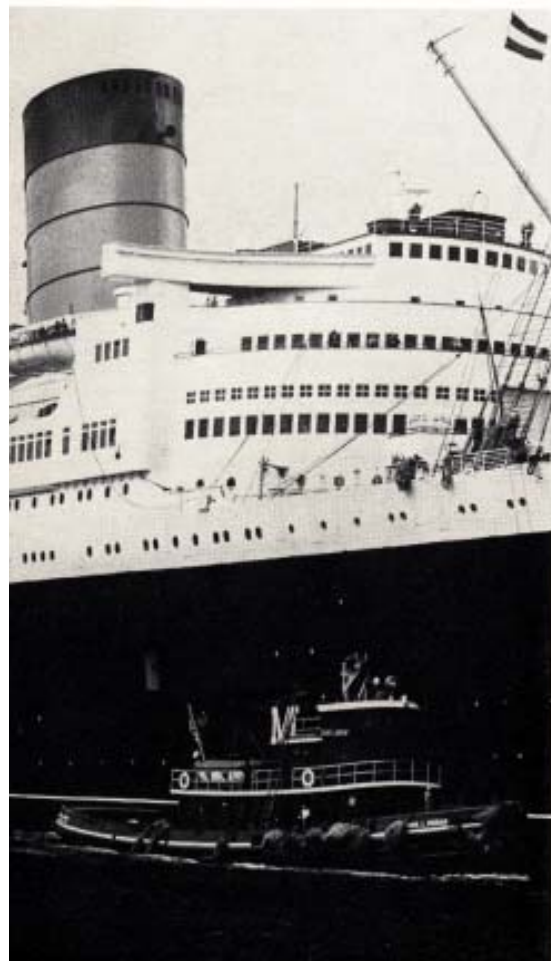
Having joined him on several occasions we found it refreshing to skip from tug to tug listening to his comments: *"They work fast and have plenty of power... the chef outdoes himself in the galley... everything about the tug is so clean and neat... the sounds of the engine and the swish of the water tell the story... the deck-hand, the engineer and the captain are all so sure of their abilities... the sunset catches the color, each ship's side has its own spectrum."*

We had made mental note at the time to reverse the usual procedure and interview the interviewer but lo! the Danish vessel *Oklahoma* sailed with Ole aboard and we missed the opportunity.

However he did not leave us empty-handed and we are pleased to reproduce a few of his photographs which say much for his sensitivity. And, we are looking forward to the article in Paris Match. In October?



Photos; above, Thomas Ryan, wiper and Anthony Baumer, deckhand, break for coffee on Patricia Moran; below, l. to r., Diana L. Moran prepares to dock the 'Queen' (E), Harold Edwards, yard labor foreman, and George Collins, fendermaker, keep up with the tug's trappings.



Unique Blending of Interests Gives Moran Chef Haakon Jensen Recipe For Happy Life

(Editor's note: Richard F. Shepard, whose facile pen is responsible for this spirited feature story, is a member of the *New York Times* radio and TV editorial staff. Before becoming a critic, he served under transportation editor George Horne as a ship news reporter.)

OUTSIDERS to towboating often get the idea that the machines that best help a boat do its mightiest pulling and pushing are those in the below-water space called the engine room. Now the engines are a big help, there's no denying that. But the real equipment that keeps a tug moving ship-shape comes in the shape of a pot. By putting water in the bottom and some sandy brown stuff in the top and then firing her up on a stove, almost any tug can keep moving indefinitely.

They call it coffee when it's finished and it's every bit as important as lube oil or a towing line. The coffee pot is one bit of traditional tug gear on which they couldn't improve, even in the spanking new *Patricia Moran*, the powerful 3,500-horsepower flagship of the Moran fleet. The coffee pot custodian for half the week on the *Patricia* is a pleasant, tall, solid Norwegian American named Haakon Jensen. While the crew often makes its own coffee, Haakon makes sure there is enough aboard on each tour of duty—and that means three or four days for each two-day stint.

Haakon's cooking is justly celebrated as befits a flagship chef. He has been cook on deep-sea merchant ships (where he later became a steward), on fishing boats (scallopers out of New Bedford) and, since 1956, on Moran tugs. To judge by a recent sampling, his beef is succulent, his sauerkraut is flavorful and his lemon meringue pie—well, to say the crust is crisp, sturdy and toothsome is just to scratch the fluffy surface. It takes a poet or a technician from one of the government testing labs to describe it more fulsomely.

Haakon is a modest man. He is tightlipped about giving recipes for cooking or for success. He uses no cookbook, which in the cranky world of food-fanciers—and there's one on every ship—is like ambling through

the Narrows in thick fog without bothering to use radar.

"Cooking always came easy," he sums it up. "You can't do too much fancy cooking, and sometimes different nationalities on board make it hard. But you learn all the different ways."



Haakon Jensen

Seamen talk a lot about fish, but when the chips are down they will take them without fish and will go for meat if it's available, he has found. And that held true even for the New Bedford scallopers who you might think have the same obligation to eat their products as the Danbury hatters have to wear theirs.

"Do you mind if you serve a nice roast and somebody douses it with ketchup?" he was asked.

"Oh, no!" he laughed good-naturedly, in a way that a highstrung French chef might think shamelessly insensitive. "I'd have died a long time ago if I worried about that."

Haakon thinks that his present berth is the best he's ever had in his whole seagoing career. He is enthusiastic about the *Patricia's* galley. It is larger than others and it is further aft. This means that it doesn't get the spray that usually flies into galleys further for-

"After what seemed like an endless wait a tug hove under her stern and relieved her of the trailing lifeboats. Then the boats in the davits were lowered slowly, inch by inch, and finally the tug started upstream with them to the White Star pier where the *Titanic* herself would have docked—fifteen white orphans of the lost mother ship." *Who said it? (Box, P. 19, Item 2).*

ward; the only water with a meal comes in a glass.

He also thinks that the crew he sails with is the best he has ever been involved with. It is unusual for a waterborne cook to speak glowingly of his shipmates. It is even more unusual for the shipmates to speak well of their present cook. On deep-sea ships, at least, there was never so marvelous a cook as the one on the last ship. And the present cook, no matter how unrelieved is his record of charring the victuals, will also automatically become the best when the shipmate moves to another vessel. This is by way of saying that Haakon's contentment means much.

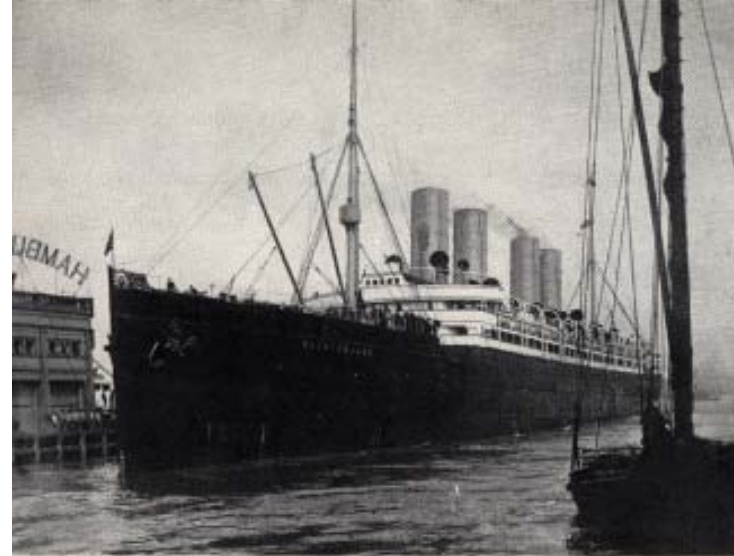
There is one thing, though that has changed. Tugmen, like everybody else, are watching their waistline. And the worry about preserving a presentable summer loadline often makes them careful about stowing caloric cargo. Even here, Haakon, who loves to see people eat and feels it reflects on his talent if they don't, is philosophical. More, he is sympathetic. He knows it is important to be healthy and is happy to see people taking better care of themselves. This is a change from earlier shipping days when everything went down the hatch.

"I'm not crazy about eating food myself," he said. "I try to keep my weight at 190 pounds. You have to put your will to it. And it's a little easier on a dayboat like the *Patricia*. Everybody's too busy to spend time thinking about eating."

The worst trip, cuisine-wise, that Haakon ever made was the famous Aruba tow of the *Eugene F. Moran*. During three weeks of lead-heavy weather, he never missed a hot meal—serving and eating—while pots were tethered to the stove and dessert pans were swaying pendulum-like from makeshift lines hanging from the overhead. But he recalls no gastronomic emergencies during the long haul.

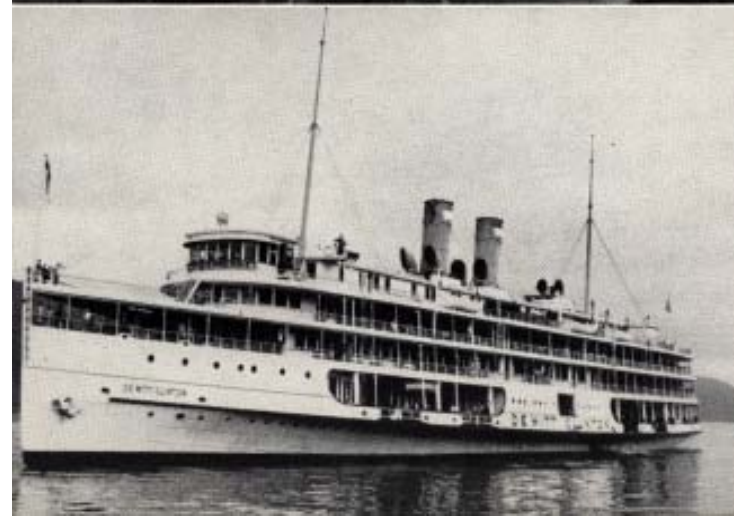
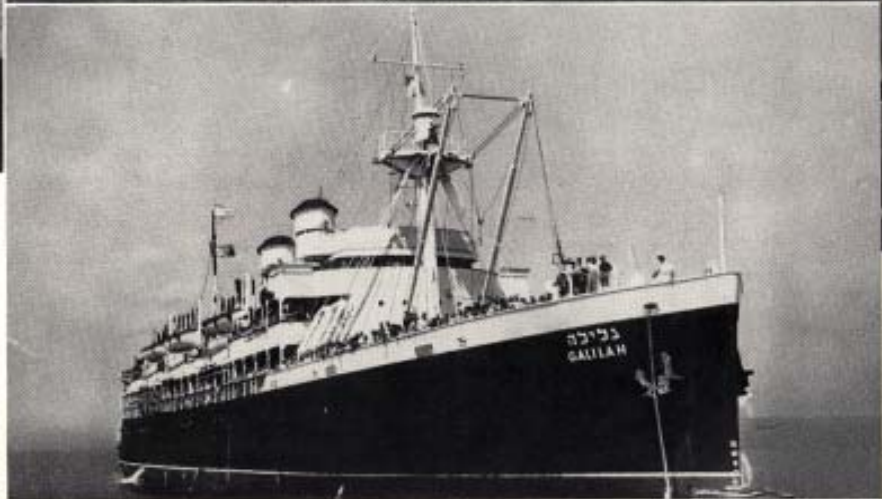
Tugboating is only one part of Haakon's life. He has a hobby that is probably unique in the business. The Jensens rear foster children. Over the last ten years they have been foster parents to seventeen infants. He is hesitant to take praise for doing something that he and his wife, Gudrun, enjoy doing.

(Continued on page 19)



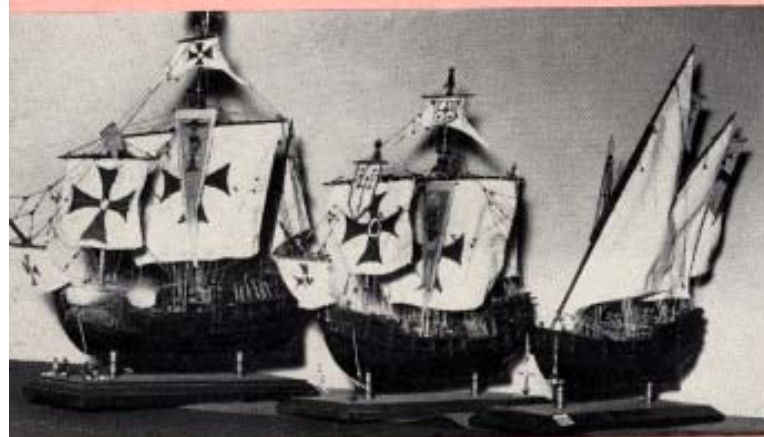
CHANGING SILHOUETTES

Many famous ships have been rebuilt during their careers and so altered in the process as to be hardly recognizable. There are only four ships shown in the eight pictures on this page. Can you match those at the right with those at the left? See our box on page 19 for the correct matching.





Herbert Jennings, Museum curator, pointing to a display depicting the age of discovery



Excellent miniature models of the *Santa Maria*, *Pinta* and *Nina*, the ships of Columbus' fleet

A 16th Century Adriatic argosy, the gift of Premier Tito of Yugoslavia



The *Kohbook-Son*, 16th century Korean ironclad, held by Cadet Jim McNamara



MAI MUS

of Seamen's Church In

GO TO THE MARINE MUSEUM of the Seamen's Church Institute if you crave a vicarious adventure. TOW LINE's wandering photographer spent the better part of a day there, recently, and returned with much more than just some exposed Pan Press B.

"The museum's magnificent collection," he states, "is not stuff for cursory examination. Its more than 300-odd and painstakingly produced ship models and memorabilia of the sea are enough to make your head swim. At closing time you may find yourself still enmeshed in the intricate rigging of one of the famous clipper ships or, in fancy, at the oar of the strange, 16th century Korean 'turtle ship'."

This year on Maritime Day, May 22nd, the museum will celebrate its 10th anniversary as a public attraction. But ship models, mementos and souvenirs from countless duffle bags have been collecting under its roof since the Seamen's Church Institute was inaugurated 129 years ago. These priceless gifts were the nucleus of what is now one of the largest and most unusual tributes to man's maritime skills.

The difficult task of expanding the museum's International Collection fell to the late Ralph Edward Cropley in 1953. As assistant curator and historian, 'Doc' or 'Captain' Cropley—he

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constantly altered his roles as a chameleon does his color—secured for the museum at least one indigenous ship model from almost every government in the world.

“We were greeted by the museum’s present affable curator, Herbert Jennings,” T. L.’s man continues, “and treated to a glimpse into the future he has planned for the collection. Armed with a model of his proposed continuous display case, he waxed profluent over the need to fill in the human gaps in man’s knowledge of ships and shipping and to make all of it easily and quickly grasped, particularly by the thousands of children who stream through SCI’s salty precincts yearly.”

Not only ship models and artifacts of man’s struggle to live with the sea but ALL source material pertinent to things maritime—harbor, coastwise and inland waterways not excluded—will have a proper place in the Marine Museum’s program of revitalization.

“Jim McNamara who is a cadet at the New York State Maritime College at Fort Schuyler also functions as their part-time historian and leg-man. When he almost immediately button-holed us for ship photographs,” our cameraman added, “we realized that *everyone* can share in this enduring record of men and the sea.

You can share by giving the museum at 25 South Street, (at the foot of Coenties Slip), a whirl. It’s worth while.



The Museum’s entrance on the third floor of the Seamen’s Church Institute



One of the Museum’s finest large models, the *Empress of France*, of Canadian Pacific

A splendid model of the U.S.S. *Constitution*, better known as “Old Ironsides”



S.S. *Alexander*, replica of Norwegian ocean tug, circa 1905.



Whales Can Talk, New Record Shows

One of the many fascinating and largely unknown facets of the ocean is the question of whale talk.

Whales do communicate by sound, consciously or unconsciously. A record with the sounds made by 18 different whale and porpoise types has been issued by the Woods Hole Oceanographic Institution.

Since World War II, the serious study of underwater sounds has been a matter of growing interest in the United States. The Woods Hole investigation has been made by marine biologist W. E. Schevill. His 33 $\frac{1}{3}$ rpm record is entitled "Whale and Porpoise Voices."

Making the record is described in a recent issue of the publication "Oceanus", put out by the Oceanographic Institution.

"Merely going to sea with listening gear is not enough," Mr. Schevill noted.


"First you have to find the animals, which requires a better lookout than most ships keep. Besides, it is important, even necessary, to have some sort of operational control of the vessel, so that you can change course and speed to close the sighting, and so that you can devote time to studying with the whales or porpoises, which can be extremely difficult if they are shy."

Of the 110 kinds of whales and porpoises, the sounds of fewer than 25 have been identifiably recorded.

With each record goes a report containing spectrograms of some of the sounds, drawings of different whale and porpoise types and some "general remarks" by biologist Schevill.

Jan Hahn, editor of "Oceanus," reports that a limited number of the records are available for general distribution. To find how to get one, write Mr. Schevill, Woods Hole Oceanographic Institution, Woods Hole, Mass.

"No ships before or since have had such a dominating, purposeful personality. She, and her sister . . . looked superb from any angle, and they became from the first national symbols of the country's prestige and prowess at sea. The *Lusitania* was the world's most magnificent ship." *Who said it? (Box, P. 19, Item 8).*



TWO CARIBBEAN RESCUES—The *Marion Moran*, Captain Charles Shaw, towing the small Cuban fishing boat *Arbolito*, found in distress off Del Ray Beach, Florida, on the morning of January 7. She had been wallowing in winter seas, out of fuel, helpless. Three Cuban fishermen were aboard. Late that afternoon the *Marion* turned the boat over to a Coast Guard vessel out of Miami. See the picture below for other rescue.

THANKS TO THE NAVY—The picture below was made available to us by Patrol Squadron FIVE, United States Atlantic Fleet, Naval Air Force. It shows the 58-foot Haitian sloop *Seaflower*, with 125 men, women and children aboard (not to mention a partial load of cargo and an ancient automobile), being towed to safety by the *Eugene F. Moran* (Captain Jens Halling) last August. The migrant laborers had been without food and water for four days when their sloop lost her propeller and damaged her rudder. A PSV-5FS Neptune patrol bomber of Patrol Squadron Five requested our tug to go to the aid of the crowded little *Seaflower*. (See *Tow Line* for September, 1962)





LAST DECEMBER, the *Thomas, Richard* and *Helen Moran* docked the *Regent Liverpool* on her maiden voyage to Portland. The new oil tanker has a capacity of 405,059 barrels.

The first ship to be berthed at Portland Pipe Line's recently dredged (42 feet) north berth, Pier #2, was another tanker, the *Olympic Rainbow*. She is shown at the left in the accompanying photograph taken by J. Milton Morrison of the Gannett Newspapers. At the right is the supertanker *Emerillon*, capacity 300,000 barrels, being docked on the south side of the pier. Showing also is the *Richard J. Moran*, which was being assisted by the *Thomas E. Moran* and the *Helen B. Moran*, working the after quarter. The photograph was made January 8.

Mr. and Mrs. Madison A. Moore sailed March 1 on a trip to the Caribbean, with stops at Puerto Rico, the Virgin Islands, Haiti and Nassau.

A pleasant new addition to Central Wharf Tow Boat Company is Betty (Mrs. Richard H.) Gailey. She is a billing clerk and began work on December 3. She comes to Central Wharf from W. S. Jordan Company.

"Every coastwise village had a row of keel-blocks sloping to the tide." Who said it? (Box, P. 19, Item 5).

"San Francisco was one of the most exciting cities in the entire United States in which to live, and no woman of spirit would have passed up the opportunity to accompany her husband there." Who said it? (Box, P. 19, Item 4).



LOW AND DOWN—Two giant tankers at the Portland Pipe Line's Pier #2 in Portland, Maine: The *Olympic Rainbow* is at the left and the *Emerillon* at the right. The former was the first vessel to use the south side of the pier since it had been dredged to a 42-foot depth. Assisting is the *Richard J. Moran*.

What Are Their Names?

We got a telephone call, not long after the December Tow LINE was out, from a reader who was most cordial with his comments. But he ended by admitting to one criticism. Why did we not give the names of all six new Farrell Lines' "Third Fleet?" We will attempt to make amends by doing so without further delay. Here they are, and lovely names too: *African Comet*, *African Meteor*, *African Mercury*, *African Neptune*, *African Sun* and *African Dawn*.

Happy To Oblige

Dear Sir: Referring to your offer I would like to have one print of the *S.S. France*.

Mr. Cornelius Shields, for whom I am working, asked me to send for it. As a Frenchman, I would appreciate having one also. Thank you.

LOUIS BREWIL
(Larchmont, N. Y.)

Ship Of The Future

Dear Editor:

First and foremost I want to thank you and the Morans for sending me Tow LINE so regularly. I see you have not changed the make up or general tone of it since taking over. Permit me to say that I think you are well advised in this.

I am now Second Mate on the *Elizabethport*, of Sea-Land Service, Inc. She is quite an interesting ship, a "trailer ship" as you probably know, formerly the tanker *Esso New Orleans*. All that is left of the original tanker now is the bows and the stern end with engines and superstructure. . . . This, I would venture to say, is the type of general cargo ship that will predominate in the future.

GEORGE R. BERENS
(*S.S. Elizabethport, At Sea*)

The Maritime Administration is experimenting with surface-effect ships able to carry two men.

"The nightmare of the North Atlantic is rime ice." Who said it? (Box, P. 19, Item 6).

BONNIE NEW BEAUTY—En route to such South African ports as Capetown, Port Elizabeth, East London, Durban, Lourenco Marques and Beira, Scotch-built M.V. *Clarkforth* was Moran-assisted to her Erie Basin, Brooklyn, berth. Moran's Pilot-Capt. Grover Sanscragin directed the docking of the trim 505-ft., 17-knot vessel. This was the first regular New York call (November 28, 1962) of the new cargo liner in the service of South African Marine Corp., 2 Broadway, New York.



' Battleship X' On Her Final Voyage

Twenty years ago last December the great battleship *South Dakota* limped into port for repairs of her wounds received in the Guadalcanal area.

As this issue goes to press her last remains are being hoisted by scrappers' cranes from the waters at the Kearny, New Jersey, scrap yard of the Lipsett Division of Luria Bros. & Company, Inc., ending one of the most heralded sagas of World War II.

The *South Dakota* was the first of a new series of battle wagons. She boasted new armament and substantially increased firepower. Her identity was a carefully-kept Navy secret for nearly a year after she entered service 21 years ago this month. Known as "Battleship X," she distinguished herself during the Solomon Islands campaign, downing 32 enemy planes and sinking three warships.

During her entire war service she collected 15 battle stars, and was credited with destroying 64 planes. She shared in nine major shore bombardments, fighting almost entirely in the Pacific.

The last dripping portion of her once-proud, 35,000-ton hull will be hoisted out of the Kearny waters by next Christmas. The 680-foot vessel is expected to yield about 27,000 tons of scrap.

Of the United States Navy's 23 battleships in service at the conclusion of the war, only four are still afloat: *Iowa*, *Missouri*, *New Jersey* and *Wisconsin*, all inactive.

The *South Dakota*, which had been in lay up for 15 years at Philadelphia, cost \$77,000,000 to build.

"The crowning moments of a ship-builder's career are those, when by reason of the perfect adjustment of every mechanical appliance, accurate calculation of every mathematical factor and perfect execution of every manual detail, a colossal ship glides noiselessly down the slope of her ways like a thing of life." *Who said it? (Box, P. 19, Item 1).*

BATTLESHIP X—A cold November sunset silhouettes the *South Dakota*, near the Ambrose Lightship, as Moran completes the towage of the once-mighty battleship from Philadelphia on her last voyage. Acetylene torches of scrapping specialists at the Kearny, New Jersey Yard of Luria Bros. & Company will finally end her distinguished career.

Banana Bread

Chef G. F. Fraguera, of the *Carol Moran* makes good banana bread. We mentioned this in our September TOW LINE, and were happy to receive a note from Nikolaus Schues of Wedel, Holstein, Germany, asking for the recipe. We have sent it along, and, just in case there may be others interested, take this opportunity to make it public:

3 mashed bananas

2 eggs

½ cup Crisco (shortening)

1 cup sugar

Beat all of these together until smooth and then add:

2 cups of flour

1 teaspoon lemon juice

1 teaspoon baking soda

2 tablespoons finely chopped nuts

1 tablespoon orange juice

Mix all these ingredients until smooth and then bake one hour at 350 degrees in a 12 x 6 inch pan—3 inches deep.

We wish you luck if you try it yourself.



YEARS 50 AGO

(Source: New York Maritime Register)

JANUARY 1, 1913—Captain Malby and officers of British steamer *Clivegrove*, at Baltimore were recipients of honors from President Taft for the heroic rescue at sea January 8, 1912, of the crew of the barge *Pocomoke*. Captain Malby received a gold watch, properly inscribed, the chief officer, binoculars, and the crew of the boat that made the rescue got gold medals. *Margaret*, tug, from New York for Norfolk, with barges *Atlantic*, *Charles S. Ahern* and *Somerset* in tow, struck a submerged wreck off Hereford Inlet, N. J. December 30 and sprang a leak. She was run ashore near Avalon, New Jersey and lay submerged to her pilot house on the 31st. The barges were picked up by tug *Albatross* and towed to destination.

JANUARY 9, 1913—(New York) *Kroonland* (Str.), from New York for Antwerp, went aground in Ambrose Channel January 8 and was floated today with the assistance of tugs *Eugene F. Moran* and *John J. Timmins* and proceeded on her voyage.

JANUARY 29, 1913—The John E. Moore Co., have added a new tugboat to their fleet named *Howard C. Moore*. She will be used in New York for ship docking work. Bermuda (January 20), Schooner *Viking* from Baltimore for Martinique, called off here today to land crew of the missing pilot boat *Swastika*, which she rescued morning of 18th, 240 miles NW of David's Head. The crew reported very heavy weather causing vessel to leak, carrying away rudder and they were forced to abandon her.

MARCH 7, 1913—(Boston), Barge *Whitman*, from New York with phosphate rock, the stern barge in tow of tug *Fred E. Richards*, was wrecked on Devil's Back, in Broad Sound, last night during a NW gale. Three men on board were rescued by the tug. Barge has broken in two and will be a total loss.

MARCH 12, 1913—(Baltimore) March 7, Str. *Alum Chine* (Br.) loaded with about 300 tons of dynamite for use on the Panama Canal, was wrecked by an explosion followed by fire this morning in the lower harbor off Hawkins Point, instantly killing 40 or 50 men, wounding and maiming three score more, and dealing destruction to half a million dollars worth of property. The *Alum Chine* and a loading scow alongside were completely annihilated; the tug *Atlantic*, which twice went to the rescue of the imperiled seamen, was set on fire and later sank; the U. S. collier *Jason*, just completed and ready for trial, was raked to her deck and her armor riddled. The cause of the explosion is unknown.

MARCH 20, 1913—*Kennebec* (Str.), from Portland for New York, lost her smokestack in Long Island Sound. She was taken to Robins Dry Dock for repairs.

Capt. EARL C. PALMER



THE ALEXANDRA—Less than a dozen days away from tepid Gulf water at New Orleans, Atlantic Cement Company's newest barge, *Alexandra*, pauses in the ice-choked Hudson River on her way to join sister barge *Angela*, already in service for some months. Her maiden, 1,800-mile trip was made at the end of our *Marion Moran's* hawser. At this writing, the 15,000-ton capacity *Alexandra* is en route to Tampa, Florida, with her first cargo, while the *Angela* returns from Savannah, Georgia. Welcome into the ranks of bulk transport, *Alexandra*.

Photo: Al Hagy

WINTER LAUNCHING—A warm coat of sunlight paints the sleek steel hull of the new, flag-bedecked *African Sun* as she becomes waterborne. Due to leave New York for South Africa May 17 on her maiden voyage, she is shown going down the ways December 8 at the Ingalls shipyard, Pascagoula, Mississippi. The 572-foot cargo liner, fifth of six building for Farrell Lines, was christened by Mrs. Morley L. Smith, Jr., daughter of Vice Admiral George Wauchope, executive vice president, Farrell Lines. The sleek new cargo liner will have first class accommodations for 12 passengers, including a separate passenger lounge and dining room.



Norwich Remembers Its Maritime Fame

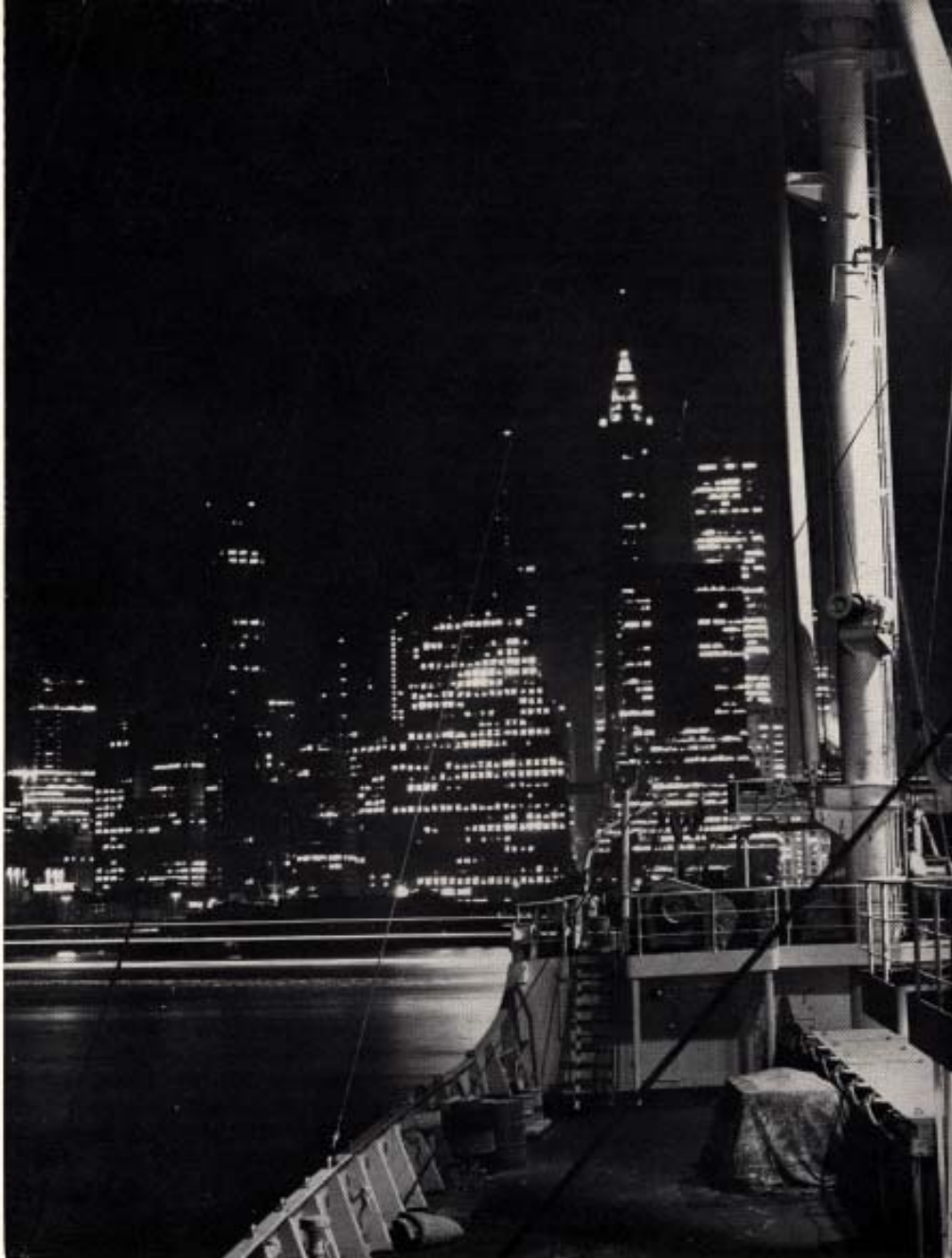
Road builders in the port city of Norwich, Connecticut, recently uncovered the tops of 200-year-old dock piles. Buried in moist soil for this period, they were in suprisingly good shape and showed little rot.

Located some 10 miles up the Thames River above New London, Norwich has been undergoing a modest maritime boom due to the resurgence of pleasure boating. The first element in a recent city waterfront redevelopment project was the completion of a new municipal dock and wharf.

The *Grace Moran*, Captain Ernest Chartrand, was the first craft to use the new dock when she arrived at the Dahl Oil Company plant with a barge load of oil in tow. With the barge safely tied up, she moved to the new municipal dock to give her crew a chance to stretch their legs and to permit Captain Chartrand to get a haircut, according to the *Norwich Bulletin*.

First settled in 1659, it was not until 1684 that serious thought was given to erecting a public dock. Shipping began to boom in Norwich in the mid-eighteenth century. At one time 42 vessels called this their home port. Many piers were built, among them those recently uncovered.

During the War of 1812, a British naval force blockaded the Thames and shipping died at Norwich. The coming of railroads sealed the city's maritime doom.



NIGHT LIGHT — It's a chancy thing at best, even for a professional. But should you have been aboard the *Hoegh Dyke*, as she rested quietly on the south side of Pier 1, Brooklyn, after her maiden arrival not too long ago, and had you pointed a camera loaded with Pan Press B directly down Wall Street, and had you left the lens open while a tug (*Moran*) passed up the East River (the horizontal lines were left by her lights) then you would have come up with this pleasing shot. Try it in *Moran's* new employee photo contest announced on page 19.

FIRST AT NORWICH—The *Grace Moran*, was the first craft to make use of the new Water-Commerce Streets municipal pier at Norwich, Connecticut. This Thames River port once boasted 42 tall-masted sailing ships in the century before the War of 1812.

Photo *Norwich Bulletin*



RECOMMENDED READING

WHALING AND OLD SALEM. By Frances Diane Robotti. Published by Fountainhead Publishers, 475 Fifth Avenue, New York 17. Price: \$8.50.

A FINE BOOK and a tribute to the greatness that was Salem. The work is a new and considerably enlarged edition, with two eight-page picture sections, a fine bibliography, most interesting appendix and index for ships as well as the customary person and place-name index. We are indeed indebted to the author for such a painstaking and readable addition to maritime literature. In his introduction, Edgartown's noted voice, Henry Beetle Hough points out that Mrs. Robotti "not only establishes Salem firmly in its proper place in respect to whaling, but provides a work that is informative as to the whole history of the pursuit and as to the ways of whaling and whaling men. Anyone who is interested in maritime history or in the flavor of seafaring times will find these pages rewarding."

Mrs. Robotti is also the author of *Chronicles of Old Salem*, and *Much Depends on Dinner*, the latter written in conjunction with her husband, owner of a prominent New York restaurant. Mrs. Robotti's interests have extended into her husband's field as well, for at a recent party in her honor the following dishes were served: whale beef balls (with South Pacific Coconut Curry Sauce), whale tenderloin bordelaise, and fried filets of whale beef.

ALL ABOUT SAILING THE SEVEN SEAS. By Ruth Brindze. Random House, New York, 1962. Price \$1.95.

RUTH BRINDZE has her own sailboat. She loves the sea, and she radiates her interest throughout the 144 pages of this attractive and well-illustrated children's book. Among the many pictures are a number from Moran's photo file. A foreword by Rear Admiral Gordon McLintock, USMS, superintendent of the United States Merchant Marine Academy, Kings Point, Long Island, describes the book as "a comprehensive account of how ships sail and find their way over the invisible sea lanes of the earth." The work is one of Random House's "All About" series. Miss Brindze is also the author of their "All About" book on undersea exploration.

TRANSPORT TO DISASTER. By James W. Elliott. Holt, Rinehart and Winston, 383 Madison Ave., New York 17, 1962. Price \$4.95.

A LITTLE KNOWN STORY RETOLD, this volume recounts the loss of the Mississippi River packet *Sultana*, the greatest marine disaster in all peacetime history. About 1,500 lives were lost when the *Sultana* burned.

The disaster took place 98 years ago, in April, 1865. Lee had surrendered, Lincoln had just been shot and the last Confederate army had thrown down its arms. It was a

Broad Avenues

"While separators of continents, the seas are also the broad avenues that link distant shores. Lanes across the seas, far more than tracks across the land, have been responsible in the past for bringing nations together.

"Open to all who could build, man and sail ships, the seas became international, and the many and colorful traditions of great maritime history must surely be common to all, to every seafarer who sails a ship, whatever be the colors of his flag.

"Seeking to bring closer communion and understanding between different peoples of the world, People-to-People endorses 'Operation Sail, 1964' and earnestly hopes that participation in this international sailing event will become a complete success.

Sincerely,
DWIGHT D. EISENHOWER"

time of joy and triumph for the north. The *Sultana*, after carrying the news of Lincoln's death down to New Orleans, had begun her return voyage upstream. She had a leaky boiler. In addition to a load of cattle, she had more than her legal passenger limit of 376 persons aboard when she stopped to pick up some 2,000 paroled prisoners going home. It was early on the morning of April 27 when her boilers exploded, and she became a roaring inferno. Less than 1,000 survived. This is the story Mr. Elliott has to tell.

A free-lance journalist and an Alabama radio station director, the author has done



a remarkable piece of research. His style of writing is clean, sharp and entertaining. He has a direct interest in the story in that his grandfather was one of the survivors. His book is well illustrated and has a good bibliography and an excellent index.

THE GREAT LAKES CAR FERRIES. By George W. Hilton. Howell-North, 1050 Parker Street, Berkeley, California, 1962. Price: \$6.00.

A SCHOLARLY AND PROFUSELY illustrated study of more than a century of Great Lake rail ferry steamers. Written by a University of California transportation teacher, the work includes a number of fleet lists, a ship index and a general index. Its photo-offset production has permitted the inclusion of a large number of fine pictures and maps on almost every third page. The book's thesis that Great Lakes car ferries are a significant type of ship is amply supported by the clear and authoritative text of this meaty and well-written book.

The Cunard Line observed the 115th anniversary of its scheduled trans-Atlantic service to New York on Saturday, December 29. On that date in 1847, the 1,422-ton paddle steamer *Hibernia* steamed into her pier at Jersey City to expand Cunard's service to include New York. Boston had until then been the terminal point for Cunard vessels since the line began in 1840.

Brought Back Memories

Dear Editor:

Congratulations on the Brevet painting on the cover of the Christmas issue of *TOW LINE*. It, like the *France* herself, is a masterpiece! The picture of the *Exceller* brought back memories, for this handsome and staunch ship was not far from mine in the convoy that entered the Mediterranean for the North African invasion. My ship, *Thomas Stone*, was not so lucky, for she received a torpedo in the stern disabling her so that we had to make the last 150 miles or so toward Algiers in landing craft and a British escort vessel. So much for memories! Keep up the good work. . . .

EDWARD O. CLARK
(Chalfort, Penn.)

LUCKY WINNER — David Evans, 15, of Worcester, England, showing a model of the *Queen Mary* to Commodore F. G. Watts, master of the famed Cunard superliner, with the great ship's three stacks in the background. Young Evans won a round-trip aboard the 81,237-ton liner as first prize in a model-making contest conducted by Revell, Inc., of Venice, California, in conjunction with the introduction of their new model kit of the *Queen Mary*.

ASHORE



AND AFLOAT

IN MANY WAYS, he is a typical modern executive. He handles a "plant" worth nearly a million dollars; he owns a home on Long Island. He drives to work on what has come to be known as the "world's longest parking lot" (because traffic moves so slowly it almost seems as if everyone is parking), the Long Island Expressway. But from here on in, he is far from stereotyped.

He is something of an artist, having had his cartoons published during the war in "Stars and Stripes," noted journal of the American infantry. Born in the small Norwegian coastal village of Farsund, on March 3, 1922, he won an art contest when he was 17 with a drawing of his grandfather's square rigger, the sailing ship *Hiram*. His prize was a week at a skiing resort.

He came to the United States as a pumpman aboard the Norwegian tanker *Mosli*, of the Mosvold Line. With four others from the same ship he drove to New York from Galveston, Texas, in a taxi. It cost them \$35 each and the taxi driver threw in one free meal a day for each of his passengers. The driver wanted to see the World's Fair.

The subject of our remarks saw the Fair, too, but he wasted no time in getting work in the field he knew best.

Captain Eivind Knutsen

He spent some time as a deckhand on a steam lighter and then went to work on New York harbor tugs, first with Tracy and then Meseck. He met, courted and wed the former Rose Ray, of Brooklyn. When America entered the war, he signed up with the Army Engineers, being trained on an amphibious "duck."

He is Captain Ed (Eivind) Knutsen, as you may have guessed, and his war record is indeed impressive.

He landed at Normandy on "D-Day plus Five" and was promptly wounded. Recovering, he pressed on only to be hit again at Metz. Back at the front soon thereafter, he was wounded a third time while storming the Siegfried Line. The transport *Webster Victory* brought him home, and he returned to work under the Meseck houseflag.

Captain Ed got his mate's license in 1952. His experience has included coastal towing, canal and Great Lakes work. The "plant" he operates, of course, is our *Carol Moran*. His home is at Terryville, near Port Jefferson. His hobby, in addition to drawing, is furniture making; in fact, his home is filled with his own pieces, all of which were designed, we might add, by his wife. Good team work!

After serving as a tugman for almost 47 years Arvid G. (Gunnar) Martinson retired from the deck of our *Michael Moran* on January 3rd. He is not an advocate of the 'good old days'. Trimming kerosene lamps, pulling ashes and keeping the boat clean of

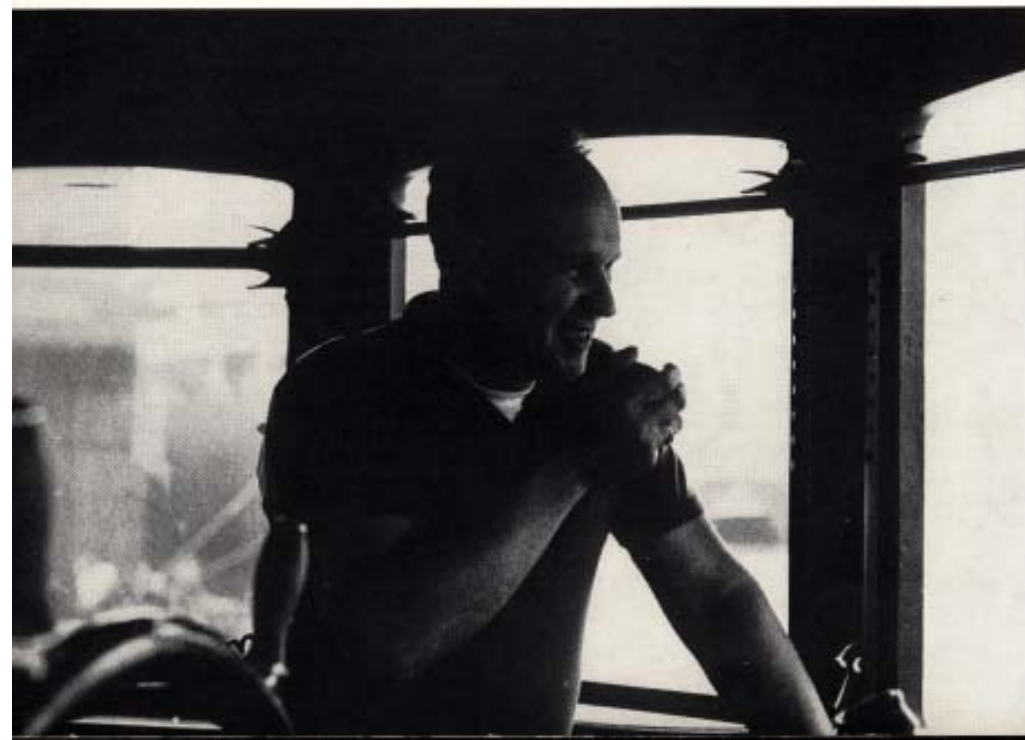


Arvid G. Martinson

cinders are chores he particularly remembers from the time of the old tugs. Gunnar lives with his Finnish wife at 557 45 Street, Brooklyn, and allows that a return trip to Sweden might be in the offing. Go with a hearty 'skoal' from your friends at Moran, Gunnar.

Final Note: Last item for this issue of *T. L.* is first Holland-America Line's ship into their new Marine & Aviation, Pier 40. She was the *Soesdyk*, docked by Captain Olie Thorsen with *Marie Moran* early on February 25th. More next issue of *T. L.*

"The Moran Towing and Transportation Company is noted for its 'can't be done' accomplishments." *Who said it?* (Box, P. 19, Item 7).



Recipe For Living

(Continued from page 8)

"We feel they need a home and my wife loves children," he explains it away. The Jensens started adopting in New Bedford where they got newborn babies and kept them generally for about six or seven months until they were adopted. When he came to work for Moran, they moved to their present home in Rockaway, New Jersey, where they could keep children until they were much older. This has worked out so well that he has just adopted a 5-year old, Stephen, who came as a foster child. Both parents and boy are doing fine. The Jensen household now consists of mother and father, daughter

Changing Silhouettes

The famous liners shown on page 9 may be identified as follows. Starting with the way they first appeared, as shown in the left column, we have (1) the *Deutschland*, trans-Atlantic blue-ribbon holder of Hamburg American Line built in 1900; (2) the *Iroquois*, Clyde Line's American coastal liner shown while stranded on the rocky Maine coast in 1938; (3) the *Alfonso XIII*, built in 1923 for the Spanish Line, and (4) the Hudson River Day Line's popular *DeWitt Clinton*, new in 1913 and first named the *Manhattan*.

To the right on page 9 may be seen these same ships with new names and changed silhouettes. From top to bottom we have (1) the *Habana*, formerly *Alfonso XIII* but completely rebuilt as a freighter; (2) the *Galilah*, formerly *DeWitt Clinton*, shown while serving across the Mediterranean for Zim Lines; (3) the *Hansa*, once the grand old *Deutschland*, shown as an immigrant ship shortly after World War I, and (4) the *Ankara*, of the Turkish State Lines, originally the *Iroquois*, and the only one of the four still in service.

Elin, 16 years old (she has an older sister, Mrs. Maret Lewis, who has given the Jensens three grandchildren), adopted son Stephen and two four-year old boys, twins who have been part of the family as foster children for two and a half years.

"I would like to see a lot written about these children. There is such a need for foster parents," says Haakon. "Everybody should know about the need. There's so many children. It's important."

Despite his handiness on a water-borne stove, he leaves the cooking to Mrs. Jensen at home. She does real well, he says. In his roomy house, he plays with the kids (and is as hesitant as the next man about changing diapers) and lets the dishes wait for other hands in the sink, something that he would never dream of doing on the *Patricia*. He appreciates his family maybe more than most other people because of his war experience. He was at sea with the free Norwegian merchant fleet when the Nazis invaded his homeland. He did not see his wife and daughter for seven years. After the war he returned home and decided with his wife, who was an established dressmaker with her own shop, to come to the land he had learned to love during the years of exile.

"I went home to Norway," he concluded. "But I found I missed America too much."

We are delighted to take note (better late than never) of the arrival of a daughter to Patricia Morgan and John B. Hurley, Jr. Third child born to our smiling dispatcher, Madonna came on the scene last October 25, weighing in at 6 lbs., 6 ozs. Congratulations to Smiling Jack, of Jersey City.

'I Was Watching'

Dear Sirs:

Please send me a copy of the S.S. *France* print. . .

I was very interested in that photo shot of the *M. Moran* and cement barge *Angela* leaving Cape Cod Canal on page 3 (December TOW LINE), because I was just out of the picture on the left on shore watching her maneuvering off the Canal east entrance that day.

ARTHUR F. LINCOLN
(Wallaston 70, Mass.)

Win \$50 In Moran Staff Photo Contest

Would you like to have one of your pictures published in TOW LINE and earn \$50 besides?

We are in search of good photographs showing Moran tugs in action, or ones taken from our tugs by Moran personnel. To this end we are starting, right now, an annual Moran Staff Photograph Contest. Anyone on the Moran payroll is eligible, except TOW LINE staff members.

First prize will be \$50, and the winning photographer will have his own picture, not to mention his prize winning photograph, published in the TOW LINE Christmas issue.

The second prize will be \$25, and there will be five third prizes of \$5 each. Outstanding photo editors of leading New York newspapers will be the judges.

There is to be no limit to the number of photographs any one employee may submit. The photographs submitted will be judged on the basis of artistic merit as well as on their value in portraying the Moran motto: "the best in the business." All photographs must include a Moran tug or be taken from a Moran tug, with some identifiable portion of the tug showing.

The contest will run through the calendar year of 1963, with the winners being announced in next March's TOW LINE.

Only black and white photographs will be accepted. Although 8 x 10 glossy prints are preferred, any size photographs may be entered. Each photograph submitted should be accompanied by a brief explanation. We would like to know the place, time and occasion.

Your participation is requested.

Who Said It?

(1) David B. Tyler: *The American Clyde*. (2) Jack Lawrence: *When The Ships Came In*. (3) Howard I. Chappelle: *The History of American Sailing Ships*. (4) Edwin T. Coman, Jr., and Helen M. Gibbs: *Time, Tide and Timber*. (5) Ralph D. Paine: *Lost Ships and Lonely Seas*. (6) Philip M. Swatek: *Men, Ships and the Sea*. (7) William J. Ward in *Diesel Times*, Vol. 3, No. 12, December, 1946. (8) J. H. Isherwood, "The Lusitania," *Sea Breezes*, December, 1962.

