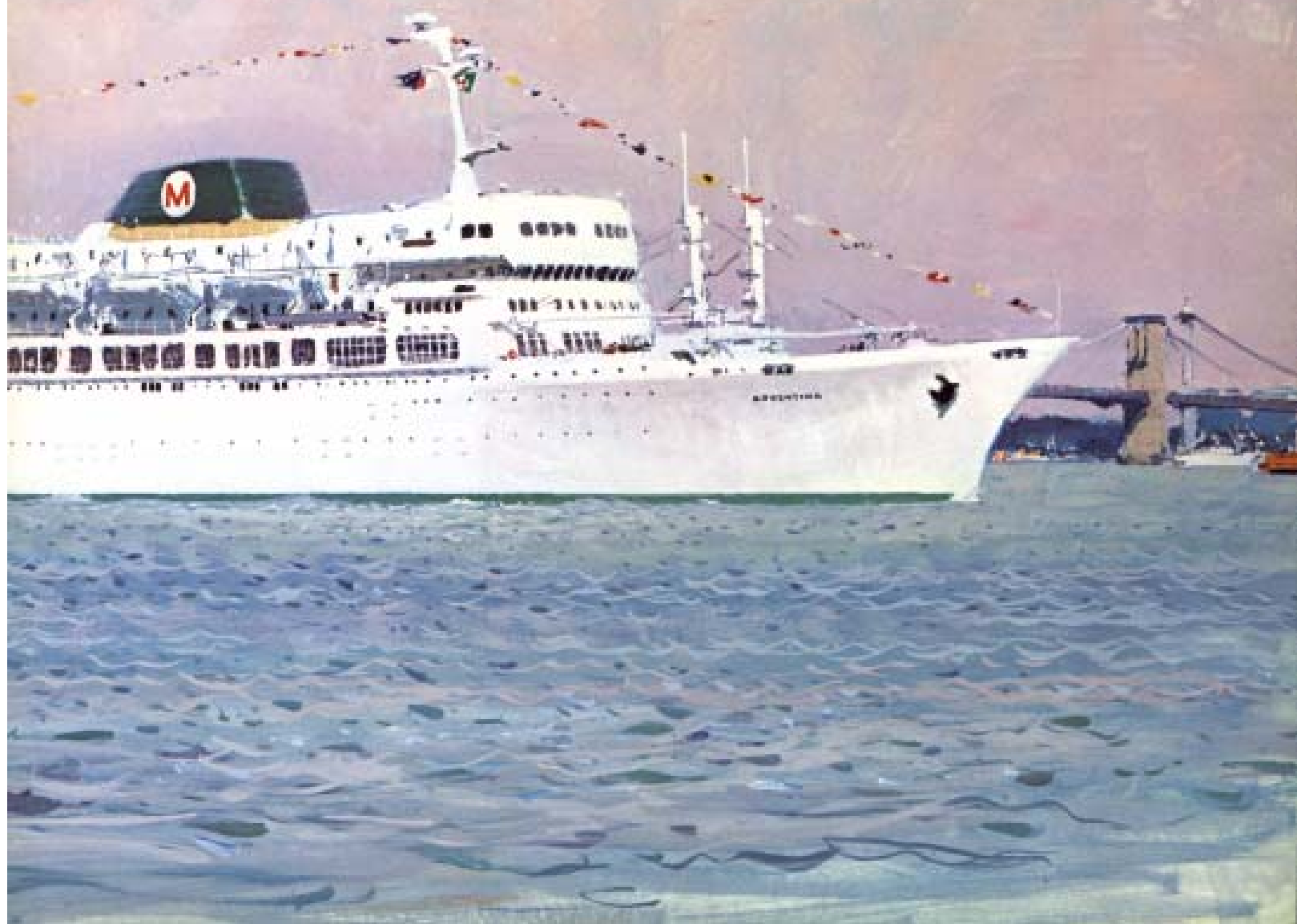


# TOW LINE

*Winter 1966*



## ON THE COVER—



**A**S WINTER approaches and as the New York waters turn to gray, we prepare for more difficult operating conditions. Our tugs and crews are sturdy and well equipped to contend with heavy weather. It is up to us to be ready for the most demanding and the most hazardous conditions. This is our work, our chosen profession. It is our task to employ the best trained and most experienced personnel and to provide them with the finest craft and the last word in equipment.

Our current building program (the third since the war) is evidence of our good faith in this area. Our New York-based fleet now includes 12 post-war built tugs of 1,750 to 2,000 brake-horsepower and six new tugs of 3,500 brake-horsepower, not to mention a large fleet of special service tugs to meet every requirement.

Our building program will salt into this fleet two new 3,160 horsepower single-screw tugs and four new 4,290 horsepower vessels. No other tug fleet in America can approach this power phalanx. We are proud of these new vessels and of our present fleet. We are prepared for the worst the winter demands.

The Brenet painting on our cover shows the sleek new Moore-McCormack Lines' luxury liner *Argentina* passing out to sea on a gala cruise. Wouldn't you like to be aboard? A limited number of color prints of this painting are available upon written request.



**Moran's European Agents.** ENGLAND: James A. McLaren & Co., Ltd., 87 Bishopsgate, London, E. C. 2; SCOTLAND: Henry Abram, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Henning Arntup A/S, Fridtjof Nansenplads 4, Oslo; Birger Gjestland A/S Kong Oscars Gate 42, Bergen; DENMARK: Jørgen A. Rosmussen, 33 Analføgade, Copenhagen K.; SWEDEN: A. B. Sandström, Ström & Co., Postbox 2219, Gothenburg 2, FINLAND: O. Y. Lars Krogius A. S., Box 18, Helsingfors; BELGIUM: Wm. H. Müller & Co., S. A. 21, Rue de la Bourse, Antwerp; GERMANY: Ernst Glösel, GmbH, Altenwall 21, P. O. Box 326, Bremen; SPAIN: Rafael Novajas, Alameda de Recoalde 16, Bilbao; ITALY: Paolo Scemi, Piazza Portello 10 (P. O. Box 1857), Genoa; GREECE: National Hellenic American Line, Venizelou Street No. 10, Athens.



# TOW LINE

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Frank O. Braynard, Editor

Jeff Blinn, Associate Editor

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## MAJOR NEW BUILDING PROGRAM BEGUN BY MORAN

**T**HE *EUGENIA MORAN* was launched at Oyster Bay on a beautiful Fall day last October, marking the commencement of what is at this point the largest new-tug program ever undertaken by our company. Eight new tugs.

She was christened most expertly by Miss Esther S. Baird, who is the great, great granddaughter of Michael Moran, our company's founder. The new *Eugenia Moran* is named after Mrs. Thomas Dwyer, a grand-daughter of Michael Moran.

Miss Esther Baird, age 13, splashed the christening bottle on the red steel bow of the new tug with aplomb, and the fine new craft, now in service, slid gracefully into the waters of Oyster Bay harbor, within whistle sounding distance of the home of the late President Theodore Roosevelt. A large crowd of onlookers cheered as small craft took the 107½-foot hull in charge and brought it around to the fitting-out berth.

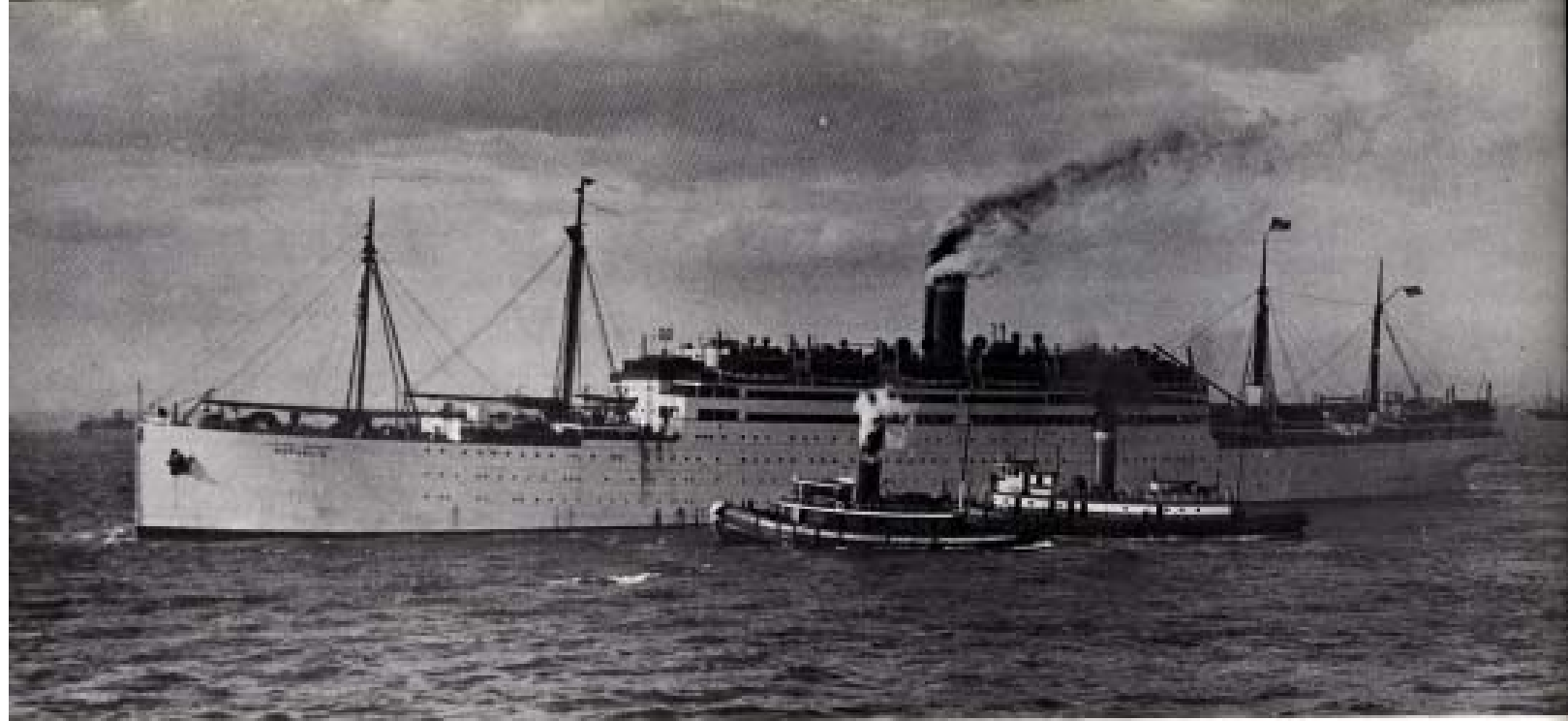
The *Eugenia Moran*, with her 3,160 brake-horsepower, is a powerful single-screw tug. A sister, the new *Grace Moran* will follow early next year.

Four other Moran tugs have been ordered from the Gulfport Shipbuilding Corporation, Port Arthur, Texas. All six are expected to be in service by mid 1967. The two other tugs on order are building for our famed affiliate, the Curtis Bay Towing Company.

The four new Texas-built tugs will be twin screw. Each will have a brake-horsepower of 4,290, making them

(Continued on page 4)





## Great Liners of the Port of New York – No. 5 (Fifth of a Series)

**SIX MASTS** — Shown here as the Army transport Republic, our featured great liner of the Port of New York lived a long and useful life. When new she had six masts and was called the *President Grant*. As a Hamburg-American Line immigrant-carrier and giant freighter she could carry almost twice as many passengers as today's superliner *United States*. Of 18,100-gross-tons she was taken over during World War I and served under the American flag under her original name. Her sister, the *President Lincoln*, was sunk as a U. S. trooper. After the first great war she ferried Siberian Expeditionary Force troops to the Far East in the unsuccessful Allied effort to defeat communistic forces in Russia. In the early 1920s she became the *Republic* and operated with the *Leviathan* and two other large ex-German passenger ships under the Shipping Board's United States Lines house flag. She served on the North Atlantic in this way until 1931 when she again became a troopship, working throughout World War II in this capacity. In 1952 she was brought by the Kevin Moran and the Julia C. Moran from the Panama Canal to Baltimore for scrapping. It is interesting to note that the new marine superintendent of United States Lines, Captain John E. Green, served aboard this fine old ship as a cadet officer. (Can anyone identify the two fine tugs shown in this rare old photo?)

## EUGENIA . . . .

(Continued from page 3)

the largest harbor tugs in the Moran fleet and in the United States. They will be 110 feet in length.

The new building program will mean that Moran will be operating 13 new tugs of over 3,000 horsepower all built within the last five years. These new tugs are as follows:

Name	Brake HP	Date Built
<i>Alice L. Moran</i>	9,600	1966
<i>Newbuilding Texas 1</i>	4,290	1967
<i>Newbuilding Texas 2</i>	4,290	1967
<i>Newbuilding Texas 3</i>	4,290	1967
<i>Newbuilding Texas 4</i>	4,290	1967
<i>Marion Moran</i>	3,500	1965
<i>Cathleen E. Moran</i>	"	1965
<i>Esther Moran</i>	"	1963
<i>Kerry Moran</i>	"	1963
<i>Patricia Moran</i>	"	1962

<i>M. Moran</i>	3,500	1961
<i>Eugenia Moran</i>	3,160	1966
<i>Grace Moran</i>	3,160	1967

Both the *Eugenia Moran* and the still newer *Grace Moran* are the products of the Jakobson Shipyard, builders of two of our new 3,500 brake-horsepower tugs — the *Patricia Moran* and the *Kerry Moran*, as well as many other Moran tugs.

The new pair of tugs will each have a beam of 28 feet and a depth of 15 feet, 9 inches.

They are notable for their new design turbocharged 16-cylinder General Motors diesel engines.

**POISED** — Mrs. Thomas Dwyer (left), who contributed her name to the new *Eugenia Moran*, and Miss Esther S. Baird, who christened the new tug.



# Engineer With a Passion



**ENGINEER** Ralph Watts Smith looking at his handwork. The boiler, with smoke uptake, is at the left, and the turbine and variable-pitch propeller on its shaft are at the right.

**R**ALPH WATTS SMITH, Moran engineer, is a good example of a man who loves his work. He has lavished a lifetime of skill and patience on ship's engines. The steam engine is his life, has been wife, son, job, hobby and passion to him.

A highly capable engineering officer, "Smitty," as the men on the boats call him, has only recently been made a "permanent" Commander in the Coast Guard Reserve. Throughout the three phases of his career he has been able to apply his talents generously along a single channel — engines. In the process he has built up a most remarkable collection of steam engines, including a real steam roller. He is also a master craftsman. For the past 28 years he has been building an eight-foot model of a steam yacht, engine and all.

Smitty comes from Maine; you can still tell this from his voice and speech. He was born in Jonesport on November 21, 1906. From his earliest days his favorite memories are of steam engines. His father was an engineer on several yachts of the area, and one of these — the *Alicia* — was to become the model in his life. His first career was the Coast Guard, which he joined in 1927. Working on many different small craft and cutters he rose to become a motor machinists mate on the cutter *Aurora*, out of Bath. Still aboard this craft he was stationed at Pier 18, Staten Island from 1932 to 1938.

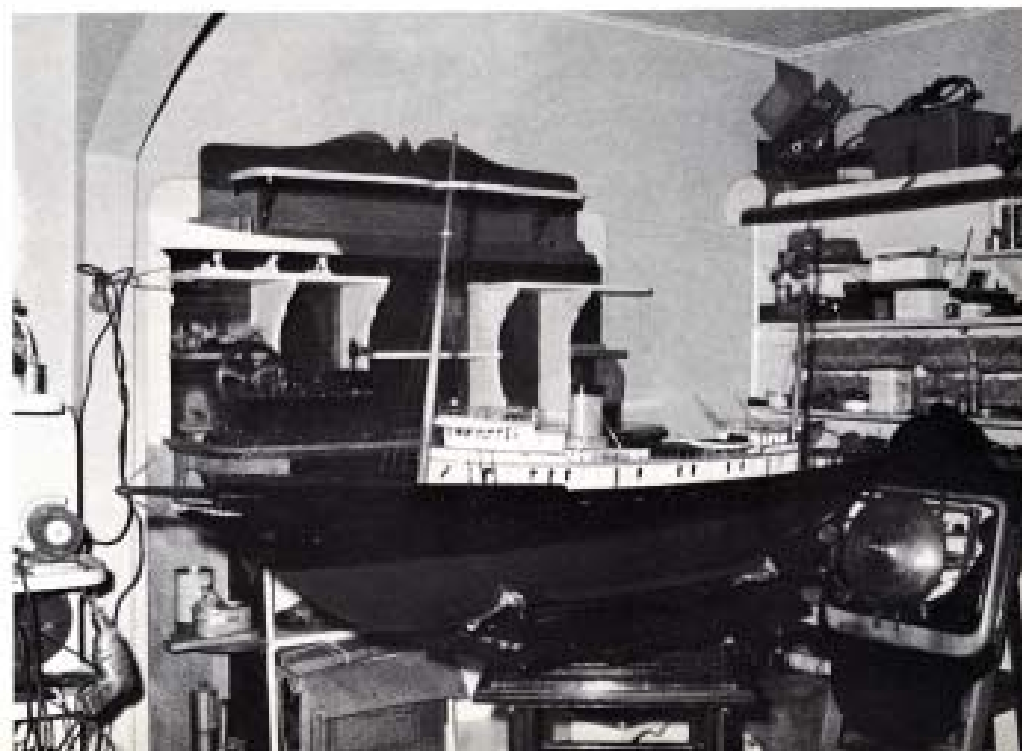
Smitty left the Coast Guard in 1938 and became an engineer on the *Wanderer*, pilot boat. A fascinating assignment and one that left him with many pleasant memories, this second career lasted until 1950 when he joined Moran. His first turn with us was a voyage on the old *M. Moran* to Caracas. He is currently aboard the *Sheila Moran*.

His working careers, however, must take second place to what he does in his spare time.

Let's begin with his beautiful model of the *Alicia*. He is not exactly sure when he began it; probably around 1939. It is 8 feet long, overall, with a waterline length of 6 feet, 3 inches and a beam of 12 inches. The hull is made of solid pine planks fastened together with screws and sandwich-glued. The inside has been hollowed out, and the superstructure can be removed to show the engine-room spaces and to fit in the machinery and propeller shaft.

It is a beautiful model to look at. The hull shimmers with a fine coat of black paint. There is gold leaf below

**YACHT** model made by the *Sheila Moran's* engineer. It has taken 28 years so far and is not finished yet. He also made the wooden bookcase shown in the left background. A polished engine-room gang is at the right.



the bowsprit; the masts, rigging and stack are raked to perfection and are wonderfully proportioned. But it is the engine that is really the labor of love here.

The propulsion unit is a steam turbine with authentic boiler, gauges, control wheels and everything. Smitty found the turbine rotor blades and casing in an old Navy surplus store and built his engine to fit. He is not sure what the rotor was originally a part of, probably an air-run absolute circuit breaker. The machinery leads to a propeller shaft at the end of which is a working variable-pitch four-bladed screw. The propeller

(Continued on page 6)

## ENGINEER . . . .

(Continued from page 2)

blades may be made to change their position by means of a hand wheel 22 inches away.

"I did it just for fun — to see if it could be done, besides it eliminates a lot of gearing," he said in answer to a question about the changeable-pitch propellers. The hand wheel will be electrically controlled by radio in the finished model.

"The boiler holds seven quarts of water. It is a flue-hairpin shell boiler," Smitty noted, speaking way above your correspondent's head. "It has about \$80 worth of fittings."

"I can have vapor coming out of it within five minutes," he added, noting that it has to be heated by benzomatic gas tanks. He hasn't assembled the burners yet — "that's another winter job." Of course the boiler would have to be tested before it could be used. As to its capacity, he wouldn't hope to try it with more than 50 lbs. pressure.

Then, after we were completely floored with all these and other details of the wonderful boiler sitting there on a work bench in Smitty's

5½-room third-floor Staten Island apartment, he jarred us by adding:

"I am getting odds and ends together to make another one. I want to make a tube boiler. I can braze (weld) and solder and all that stuff right here or in the garage in the back." In addition to his 5½ rooms (which are jam-packed with books, machinery, tools and hand-made furniture), Smitty has a garage loaded with engines, metal and odds-and-ends.

"I'm like a monkey. If I see anything bright, anything that has potential use — it comes home with me."

Among the choice items in Smitty's front room there was a partly finished model of the *Eugene F. Moran* — a beauty and something we wish he would get back to work on.

Another gem was a Lukenheimer Marvel single-feed mechanical oil pump, made in Cincinnati. Smitty explained that it was a device to regulate the flow of oil to an engine. He bought it from a Pontiac dealer in Brewerton, N. Y., a man with an equal enthusiasm for steam engines.

From this same source came Smitty's most unusual possession — a full-sized, real, working steam roller.

"I board it out in Brewerton across the street from the Pontiac showroom."

"It really is a big boiler on wheels, a horizontal boiler," he explained. He hopes to show it at next year's Pageant of Steam, the big event of the year for the New York Steam Engine Association, Inc., of East Bloomfield, N. Y.

Smitty bought his steam roller two years ago.

"Reason I grabbed it was because someone had been particular and greased up all the steel parts. I'll have the boiler tested, of course, and then I will ride it at the Association's pageant. Come along and you can ride with me," he said.

Smitty added, too, that he might attach one of his dozen steam whistles for the great occasion. The steam pageant is held each August at Canandaigua, New York. On display are calliopes, steam popcorn machines, grain threshing engines, shingle mills, steam pile drivers, antique cars, saw mills and historical gas engines.

Another of Smitty's prides is a highly-polished brass Navy oil set.

"I got it in Portland, Me., in an old knick-knack store — up in their attic," Smitty confided.

It was made in 1916 in the days of reciprocating steam engines. In addition to the tray, the set includes two squirt can oilers of different sizes and two oil "kettles." There was or had been a serial number stamped on the bottom of each item, but someone, probably years ago, had carefully polished it out.

A handsome sailing-ship's medicine cabinet, beautifully repaired and polished, is another jewel in Smitty's collection, and we had time to see only the major items in his apartment.

Unfortunately we did not visit his garage downstairs, but its finest items are two 1901 and 1902 Toledo steam car engines, he told us.

Smith also owns a 670-foot-long by 50-foot-wide tract of land at Annadale on Staten Island. It was a junk yard when he bought it, but he calls it his farm. On it are two buildings crammed with more cherished items that Smitty has picked up in his travels.

"All that is sitting doggo, waiting for me to fix it or find some way to use it."

One of the best items on the farm is a Hyde 2-cylinder steam winch.

As we were descending the stairs in Smitty's rooming house he shouted a cheery goodby and added:

"Next time I want to show you my garage . . . there's a nice pump in there . . . all painted up pretty."

**IN SHE GOES** — Gently placing his boiler into the hull of the model, "Smitty" shows how it will fit. The 8-foot model is of a yacht named *Alicia* aboard which his father was chief engineer many years ago.



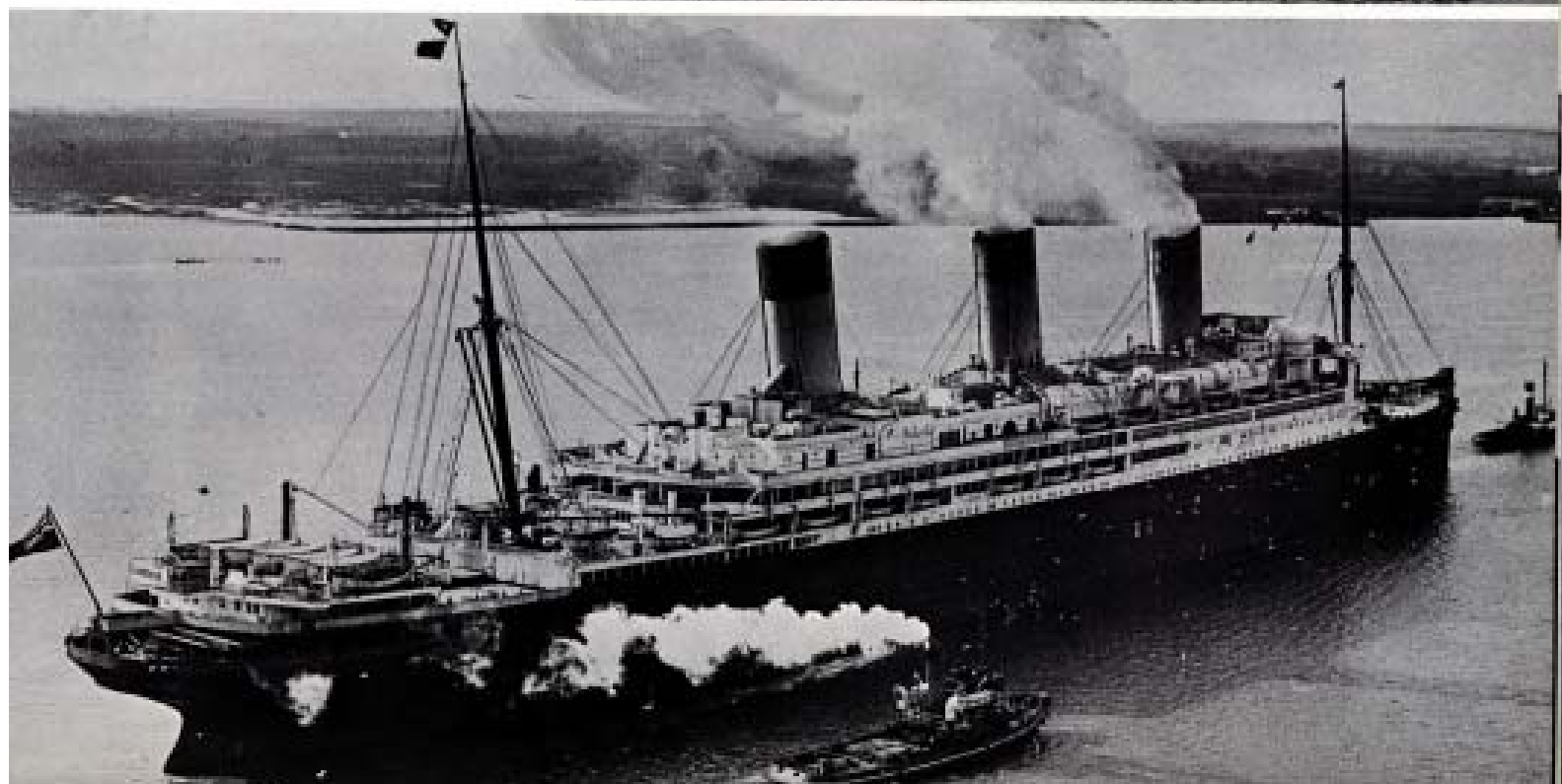
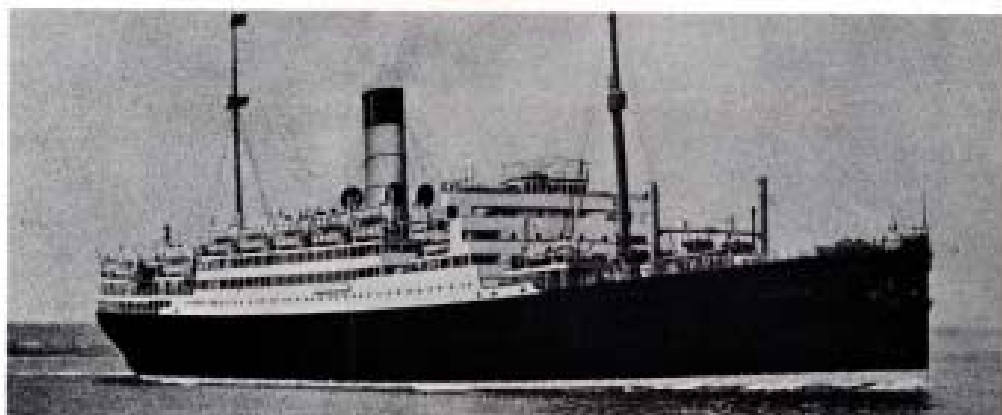
# "SPEAKING PERSONALLY"

*(Editor's Note: This splendid column on pilots around the world is by Sir Ivan Thompson, formerly Commodore of the Cunard Steam-Ship Company. It is part of Sir Ivan's BBC broadcast script of August 3. His program is entitled "Ships and the Sea," and we are only sorry no radio station has had the luck to pick it up and use it in this country. We are grateful for Sir Ivan's permission to print it and happy at the reference to our own men. Strange to say, in the same mail came a letter from Captain John Radford, whose splendid book is reviewed in this issue, and to which Sir Ivan refers in the closing paragraphs of his broadcast. Both of these illustrious British seafarers are Tow Line readers.)*

**S**INCE WE started this programme seven years ago — we have never said much about pilots. Well, they are a fascinating study! And they usually have a very tough life. Starting at the top with the Burra Sahibs, the Calcutta Pilots used to be considered the world's elite. When you took your pilot aboard at the Sandheads, you could have thought you were embarking a V. I. P. passenger for a round-the-world cruise. He came with a couple of trunks and a personal servant. After changing into

*(Continued on page 8)*

**TWO FAMOUS LADIES** — The *Loconia*, right, noted Cunard Line passenger steamship referred to in Sir Ivan Thompson's salty comments on pilots and their ways, and the *Majestic*, below, 56,000-ton luxury liner of Cunard-White Star Line, long familiar to New York port.



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## SIR IVAN . . .

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(Continued from page 7)

a clean white suit, he spent the time on the bridge clapping his hands and shouting, "Half Peg Boy!" The boy was always at the ready with his tray and glass. This was the British Empire at its most majestic.

Next in order of the elite came the Suez Canal pilots. Here they were a mixed bag of Europeans, some of them very temperamental and excitable. I remember one of them looking up to Heaven as if he were praying for help and guidance, but the words that came out of his mouth were quite blasphemous.

The London River pilots and their helmsmen were very colourful too. They had a lot to contend with — sometimes fog and always heavy traffic.

The New York Pilot Service is the

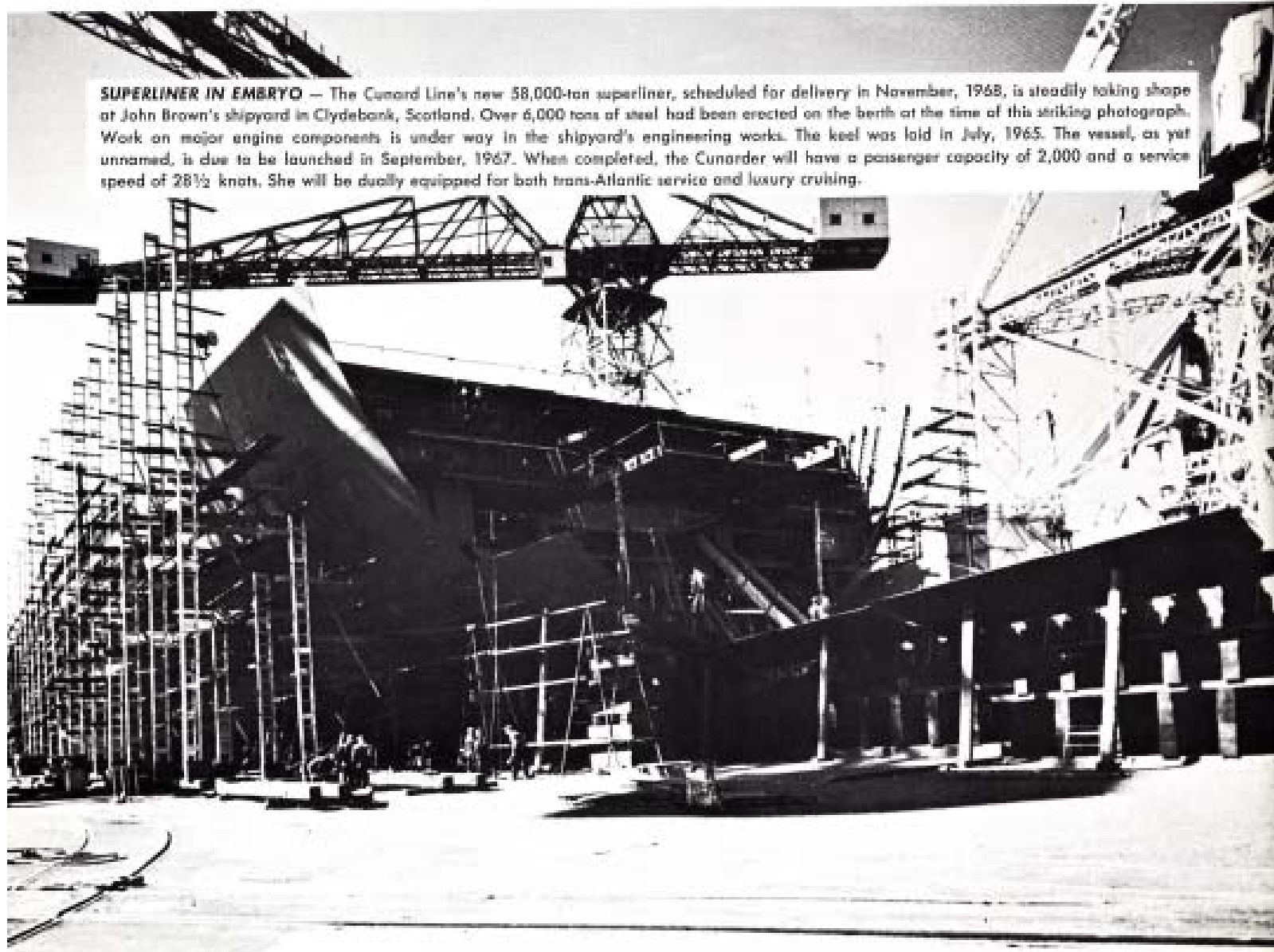
most efficient in the world — no outstanding men here — but just all of them efficient. Moran's docking pilots there are not only very good at their job, but they are the best dressed pilots in the world. When a docking pilot comes up the ladder from the tug and up onto the bridge he looks like the chief executive of a million dollar outfit.

Liverpool, as could be expected has had many characters. In the early days, Mr. Kelly, the Harrison Line pilot, when he gave a helm order would put his tongue into his starboard or port cheek according to the order and leave it there until the next order. George Collins was the Robin Goodfellow of the service, always up to date with the racing form.

Once on the *Laconia*, we got tangled up with a buoy in the Crosby Channel with the chain round our propeller. We sent for a tug and

when it arrived George took his megaphone and went out to the wing of the bridge to give it — so we thought — the necessary instructions, but instead he shouted, "Hey Jimmy, what won the November Handicap?"

Old Nash, the Queenstown (or should I say Cobh) pilot who handled all the Atlantic liners in that port's heyday, is still famed in legend. They say that on foggy nights his ghost walks round Roche's Point peering out to sea. At Southampton they still talk of George Gadd, who used to handle the *Majestic* so well — no easy job that, while at Cherbourg they still tell of how old Castel could board in the worst of the nor'westers. (Captain John Radford the Senior Trinity House pilot for the I. O. W. district has just retired and written a book, "Pilot Aboard," published by William Blackwood at 36/ — I'm looking forward to reading it.)



**SUPERLINER IN EMBRYO** — The Cunard Line's new 58,000-ton superliner, scheduled for delivery in November, 1968, is steadily taking shape at John Brown's shipyard in Clydebank, Scotland. Over 6,000 tons of steel had been erected on the berth at the time of this striking photograph. Work on major engine components is under way in the shipyard's engineering works. The keel was laid in July, 1965. The vessel, as yet unnamed, is due to be launched in September, 1967. When completed, the Cunarder will have a passenger capacity of 2,000 and a service speed of 28½ knots. She will be dually equipped for both trans-Atlantic service and luxury cruising.



# ships in the news



**FIRST ARRIVALS** — A steady stream of new arrivals grace New York harbor each season. Four of these are shown here; the S. A. Van der Stel and the S. A. Huguenot, are pictured in our top two pictures. Both are 551-foot cargo liners of the South African Marine Corp. Both are motorships built in Japan. Both made their maiden voyage arrivals at New York. Picture "Three" is of the new Ciudad de Cucuta, speedy cargo liner of the GranColombiana fleet serving between New York and South America. Picture "Four" is the Grace Line's new Santa Cruz, the second of six new cargo liners being put into service between New York and the Pacific Coast ports of South America.



# LEPTIS MAGNA—An Ancient Seaport

By JEFF BLISS

**O**N THE EDGE of the Sahara in the Kingdom of Libya where the Wadi Lebda flows into the blue Mediterranean lies the ruins of the ancient seaport city of Leptis Magna.

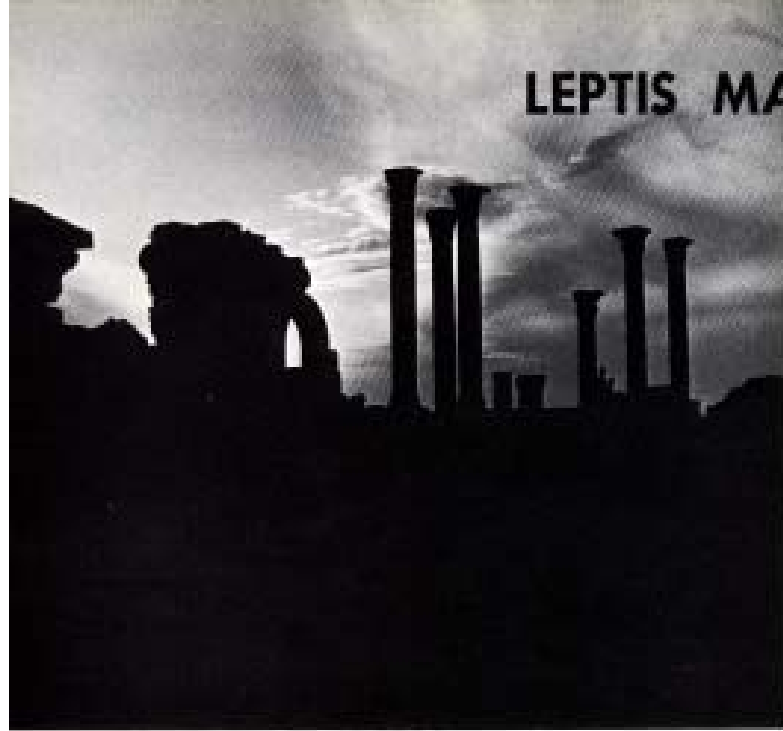
Already old when mighty Rome was founded in 753 B.C., Leptis dealt in the coin of Phoenician commerce. On this Tripolitanian coast the adventurous seafarers and traders from Sidonia and Tyre placed three trading posts during the 10th century B.C. at old termini of caravan routes into deep Africa: Sabratha (40 miles west of Tripoli), Oea (still buried under modern Tripoli), and Leptis Magna (72 miles east of Tripoli).

All this took place before the founding of ancient Carthage. Although it seems quite certain that Leptis later came under the influence of Carthage, she did not become involved in the Punic Wars. Relations with Rome at that time were close but not subservient. In the Roman civil wars (50-45 B.C.), however, she sided with Pompey against Caesar. For that miscalculation Rome levied, and collected for many years, an annual tribute of three million pounds of olive oil — a fair indication of the prosperity of Leptis Magna. In 109 A.D. Leptis was elevated to the status of a Roman colony and from then on her fortunes rose and fell with Rome and with Byzantium. In the 5th century, after her walls were destroyed by the Vandals, time began the gradual burying of the city. Much of what we can see today is being revealed by archaeologists for the first time since the fall of the Roman Empire.

By intent we found what we were looking for, her half-buried harbor. We stood in its center listening with the mind's ear to the sounds of her history. The Mediterranean was softly murmuring at a semi-circular strand that had closed the harbor's mouth centuries ago. In Punic tongue her tradesmen had once hawked her wares; "rare woods from the interior," "olive oil," "wild beasts," "fine purple dye," "figs," "truffles," "healing herbs" and "wheat." Leptis Magna's harbor was impressive. There was a lighthouse, an inlet between two high hills and a great basin more than a mile in circumference.

All that we could see of the ruins are either Roman or Byzantine. There were stone bollards for mooring, an immense quay, a canal to control silting, and a breakwater. The Pharos, built of large brown limestone blocks, was set west of the harbor entrance; a watchtower and a small Doric temple stood on the east. Shops, warehouses and more temples lined the long, double-decked stone quay on which a marble portico had run full length. A grand colonaded street a quarter of a mile long, with some 250 huge columns, was the main avenue of commerce between the port and the magnificent city. Much of it was fond embellishment of Emperor Septimius Severus, who was born there in 146 A.D. when Leptis was a thriving city of 70,000 Punic-speaking people — and, already a thousand years old. Now, with but one-tenth of Leptis Magna uncovered, the University of Pennsylvania has undertaken — with the cooperation of the Libyan government — the work of her restoration for the next decade.

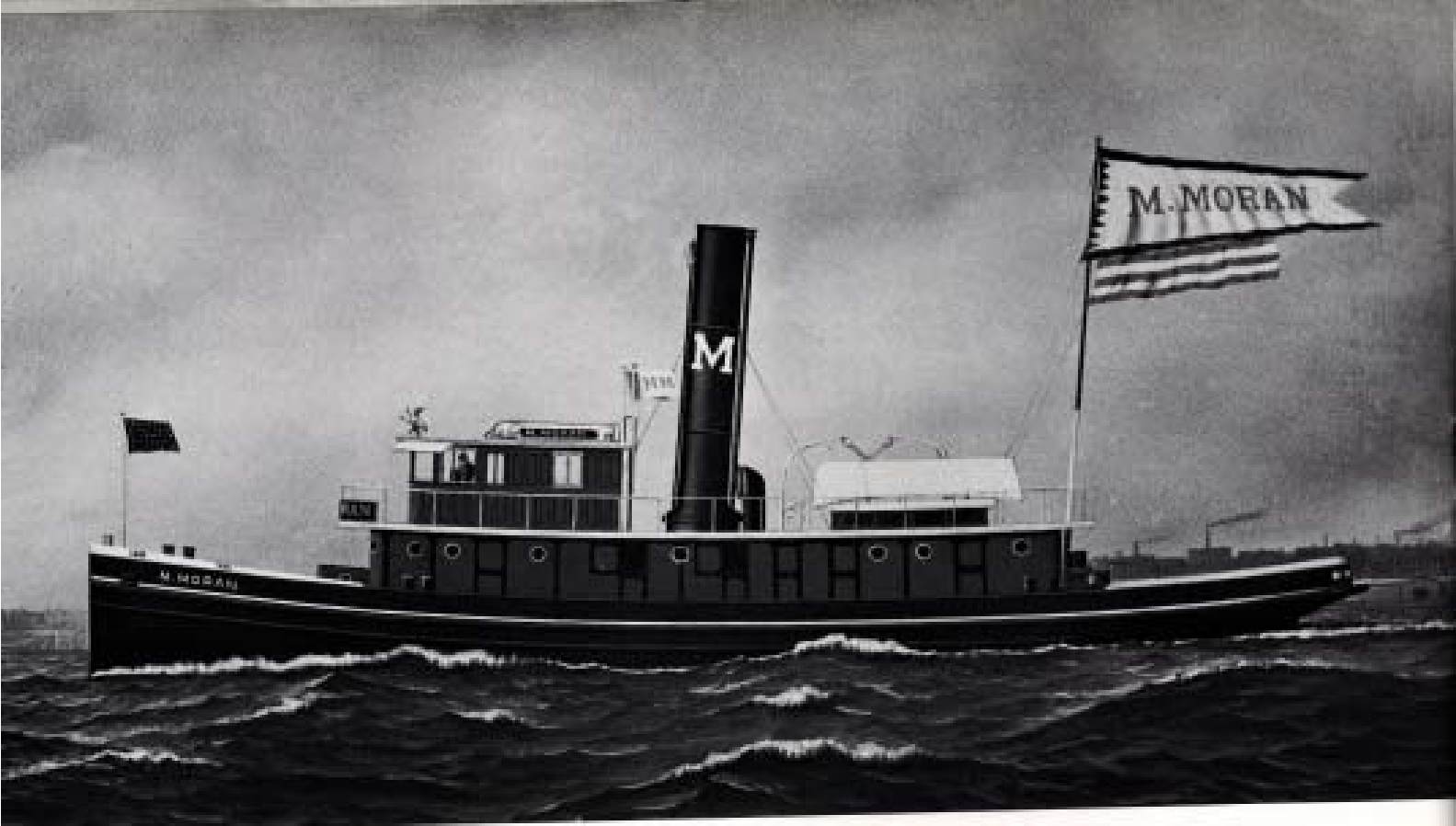
What still lies buried? We would like to dig where we're standing — here, in the harbor.





**AS MORAN'S MAN SAW IT:** (Photos, upper left to lower right) the theater at Leptis; the entrance to the port looking east to the watchtower; the Pharos or lighthouse; the sand-filled harbor basin; the upper level of the long east quay; stone mooring bollards; and, the remains of Septimius Severus' new forum and basilica alongside the main colonaded avenue to the port.





**OUR SECOND** — The *M. Moran*, second of four tugs by this name which we have had, as painted by Antonio Jacobson in 1900. This fine oil by one of the foremost marine artists of the past generation was bought recently by tugboat historian George Swede, of Hasbrouck Heights, N. J. It shows our *M. Moran* of 1900, built by Neafie & Levy for our company and, we believe, still operating in the Gulf under the houseflag of her present owners—the Baton Rouge Coal & Towing Co. She was rebuilt with a General Motors diesel engine in 1945. The 84½-foot vessel had a beam of 19 feet and measured 121 gross tons. The artist vividly captures the trim outline and distinguishing features of this fine vessel, from golden eagle to name pennant. The familiar "White M" in its distinctive black form had been in use for many years even at that date.

**T**HE OLD *Eugene F. Moran*, of 1947, ex *Susan A. Moran*, and now the *Monsanto*, of Lisbon, Portugal. The photograph is taken on the



River Tagus, looking upstream. The *Monsanto* is now owned by the Cia. Colonial de Navegacao. She was built in 1942. A steel, single-screw Diesel-electric tug, she has a gross of 498 tons.

### The Feelings Are Mutual

Dear Mr. Bull:

I have decided to retire and wish to express my appreciation for being a member of such a splendid organization.

Throughout my career I have never been associated with any finer men than those of the Moran Towing & Transportation Company. The Moran pilots possess the highest degree of expertise in the docking and undocking of steamships and are the finest in the harbor. The equipment used by Moran is unsurpassed in the transporting business and the management of the company can only be described as outstanding.

I have thoroughly enjoyed my association with Moran Towing & Transportation Company and only regret that the association could not continue into the future.

CAPT. THOMAS L. BELL  
Jersey City, N. J.

The Coast Guard Captain of the Port has moved to Governor's Island, along with the headquarters of the Third Coast Guard District and Eastern Area Coast Guard.

C/15/EC

FRANK O. BRAYNARD, EDITOR  
"THE TOWLINE"

DEAR SIR-

JUST REC'D THE SUMMER '66 "TOWLINE" - CONGRAT-  
ULATIONS ON ANOTHER FINE ISSUE, I LOOK FORWARD  
EAGERLY TO EACH ISSUE.

M. BRENET'S COVER PAINTING IS EXCELLENT,  
AS USUAL.

I NOTE YOU MENTION THAT A FEW COPIES OF  
COLORED PRINTS ARE AVAILABLE -  
COULD YOU SEND ME COPIES OF:

THE GUARD LINE'S "MEDIA"  
HOLLAND-AMER. LINE'S "GORRODYK"  
AMER. PRES. LINE'S "PRES. JACKSON"

AND OF COURSE THE CURRENT COVER -

AMER. EXPORT-LEBRANDTSIN LINE'S "EXPORT BANNER"

SINCERELY THANKING YOU I AM

Frank J. Tewfell

FRANK J. TEWFELL  
258 S. MYRTLE AVE.  
VILLA PARK, ILL. 60181



### 'Beautiful Alice'

My dear Mr. B.:

I would certainly appreciate a copy of Albert Brenet's *President Jackson*, which, with your 3,500 hp tug alongside and a Staten Island ferry astern is full of motion — the power that is New York harbor.

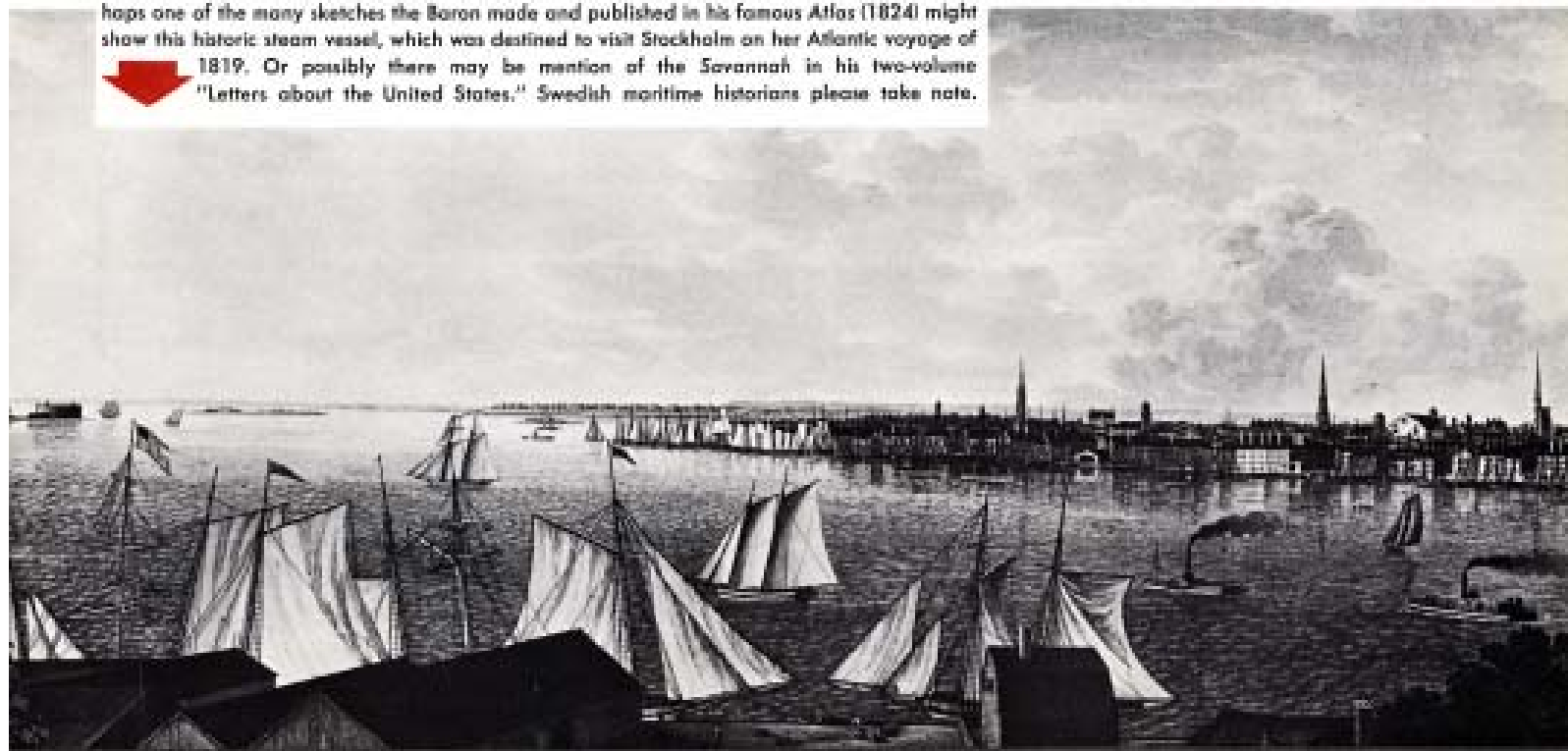
It is nice to hope that someday the new and beautiful *Alice L. Moran* will be a Brenet cover. I would not part with those two other fine tugs you have already published (*Edmond J. Moran* and *M. Moran*.)

Incidentally my youngest daughter, just before completing kindergarten, was asked by her teacher as were all the little tikes: "Tell the class what your daddy does?" None of the children understood when she said: "My daddy drives a tugboat". My wife, unable to find a picture of my vessel (Gulfcoast Transit Company's tug *Sarah Hays*), substituted one of the *Kerry Moran*, so now the Ballard Elementary School Kindergarten has a Moran tug on its classroom wall. I hope I will not be charged with sailing under false colors?

It was most interesting to read your "Great Liners of New York," and Mr. Terry O'Connor's story about the *Black Rock*. I recognize him from his photo. I was one of Admiral E. J. Moran's Navy skippers during his assignment as COTUG, Operation Neptune, of Overlord in 1944. It is also wonderful to see him in such fine health and spirits after 50 years of towing service. I wish you all many more.

CAPTAIN JOHN S. BLANK 3rd  
Bradenton, Fla.

**SWEDISH ARTIST** — A rare view of New York painted by the famed Swedish water colorist Baron Axel Leonhard Klinckowstrom in 1818-1819. The two very early steamboats shown are evidence of the Baron's skill and mechanical accuracy. The steamship *Savannah* took her trials during this same period in these waters and it is unfortunate that she is not shown here. Perhaps one of the many sketches the Baron made and published in his famous *Atlas* (1824) might show this historic steam vessel, which was destined to visit Stockholm on her Atlantic voyage of 1819. Or possibly there may be mention of the *Savannah* in his two-volume "Letters about the United States." Swedish maritime historians please take note.



## RECOMMENDED READING

*PILOT ABOARD*, by Captain John Radford. Published by William Blackwood & Sons, 45 George St., Edinburgh 2, Scotland, 1966. Price: 36s.

**A** TREMENDOUSLY INTERESTING account of a man who was determined to be a pilot and who spent nearly 20 years in the merchant service and Royal Navy. His book proves once again that true-life is much more fascinating than the best of fiction, particularly when written by one with a flare for the interesting and an ability to express himself well. With good illustrations and an attractive format, this work will enthral all who love the sea, and countless others who wish they had given their lives to the deep. The author's experiences on the Pacific Line's *Orissa* and *Orduna* in World War I, his stories about the horrors of post-war service on the hospital ship *Panama*, and his recollections of life aboard the Cunarders *Antonia*, *Berenaria* and *Franconia* make for fine nautical story telling. The yarns about his oil tanker period in the Red Sea and to India illustrate that seamen as a class develop a social consciousness and an awareness of the plight of the underprivileged that ordinary living seldom gives to land laborers. Captain Radford is today the Senior Trinity House Inward Sea Pilot for the Isle of Wight Pilotage District.

*THE BOTTOM OF THE SEA*, A poem celebrating the mystery of the salt waters of the world in the life of man . . . by A. M. Sullivan. Published by Dun & Bradstreet, Inc., 1966.

**A** RINGING, EXCITING and real poetic study of the sea and man, this privately-printed volume is a beautiful addition to the growing maritime bookshelf. It was distributed as a courtesy by Dun & Bradstreet, a firm long associated with New York port, with commerce and with the shipping world. The poet is one who has been known to *Tow Line* readers before, in fact one of his poems was first published in these pages — the saga of the *M. Moran* and her rescue of the *Prospero*.

Other poems of special interest to us are those devoted to Operation Sail, the gathering in New York in 1964 of the world's remaining great sailing ships; to the salvage of the *African Queen* and to several heroic stories of disaster at sea during World War II.

The author of eight books of poetry, Mr. Sullivan served as president of the Poetry Society of America for five terms and has received many awards and honors for his work.

J. Wilson Newman, Chairman of Dun and Bradstreet's, in a preface to the publication said: Salt water is our most plentiful, tangible, and accessible asset for sur-

vival on this planet, and grows increasingly necessary to man's welfare as he multiplies in numbers and climbs upward in his status as a social and rational being. The statesman, industrialist, teacher, the ethical and religious leader, all have a stake in the wet domain which occupies nearly three-fourths of the earth's surface . . ."

*FUN WITH SEA FOOD*, by Virginia Roeder. Published by The Evening Sun, Baltimore, Md. (second printing), 1966. No price listed.

**A** MOST ATTRACTIVE and appetizing book, this short work, attractively illustrated with line drawing here and there, will most certainly stimulate the use of fish in the kitchens of its readers.

*ELSEVIER'S NAUTICAL DICTIONARY*, Vol. 2, *Ships and Their Equipment*, compiled by F. E. Segittus. Published by Elsevier Publishing Co., 52 Vanderbilt Ave., New York, 1966. Price \$20.00.

**I**N FIVE LANGUAGES, this 246-page volume, second in a three-part series, will doubtless exist for decades as the work of its type in major maritime libraries. It deals with all parts of the ship except her machinery. This multilingual study is in English, French, Italian, Spanish and German. More than 20,000 of the terms most frequently used by people in the merchant marine, by naval architects and marine engineers and in related fields will be covered by all three volumes. Volume I, which appeared in 1965, covers theoretical nautical knowledge, navigation, oceanography, radio communication etc. Volume III will cover marine engineering.

*MODERN SEAMANSHIP* by Austin M. Knight (late Rear Admiral USN), 14th Ed. Published by D. Van Nostrand Company, Princeton, N. J., 1966. Price: \$8.50.

**A** NEW EDITION of the famous Knight's *Modern Seamanship* is always an event in the marine world. Over the past half century there have been 13 such editions. Now the 14th is at hand. Revised by a team of experts to include the latest developments, the new volume also includes new data on helicopter operations and safety rules. New material on communications as well as new chapters on oceanography and navigation are major additions. The 610-page work contains a large index. It has many illustrations. The present edition was edited by Capt. John V. Noel, Jr. (USN ret.) and William J. Miller, master chief journalist (USN ret.). The book is a notable contribution to marine literature, although we don't particularly relish the listing of "tugs" under "nondescript vessels," as shown in the index. Incidentally, there is a fine chapter on "Towing and Salvage."

*A DICTIONARY OF NAUTICAL TERMS*, by A. G. Course. Published by Philosophical Library Inc., 150 East 40th St., New York 16, N. Y., 1963. Price: \$5.00.

**T**HIS BOOK is one of a series of specialized dictionaries. Others are for fishermen, pet lovers, ballet enthusiasts, antique collectors, artists and photographers. The Philosophical Library is to be complimented for including nautical terms in their series, for no other area of industry has produced more colorful and better-known terms. Captain Course, the author, first went to sea in a square-rigger, and rose to command a Far East mail liner. He served for a time as dockmaster for the Port of London Authority and is an Associate Member of the Institute of Transport. Some 1,430 definitions are given. A number of excellent pen and ink sketches illustrate difficult words.

*GREAT STORIES OF THE GREAT LAKES*, by Dwight Boyer. Published by Dodd, Mead & Co. 432 Park Ave. South, New York 16, 1966. Price: \$5.00.

**A** FINE COLLECTION of good yarns, well written and attractively put out, this is another book to have by your arm chair to relish during the coming winter-spring season. Dwight Boyer is on the staff of The Plain Dealer in Cleveland. The result of many years of collecting research and talking with Lake shipping people, the book tells true stories of the ships and the men whose lives have made the maritime history of the Great Lakes one of the most colorful eras in our and Canada's development. An excellent index and good bibliography add to the book's value. There are end papers, 15 photographs and several maps to give pictorial life to the stories covered. A number of tug men are actors in this book — notably Captains Hugh Damas, Bill Bridge, Mike Tussay and the late Harvey Johnson, all of the Great Lakes Towing Company.

*INVENTORY OF THE LAWRENCE & CO. PAPERS, 1822-1904*, G. W. BLUNT WHITE LIBRARY. Published by the Marine Historical Association, Mystic, Conn.

**T**HIS IS THE FIFTH in the new series of inventory publications put out by Mystic Seaport, and another good one. Compiled by Charles R. Schultz, keeper of manuscripts at the Mystic establishment, it is a fine illustration of how to make a museum a living and usable collection. It is the record of a firm established in 1819 in New London by Joseph Lawrence and continued by his two sons through 1887. A good biographical resume is followed by a section describing the physical condition of the papers, a subject "tracing" and several fine index listings giving vessels, people and subjects mentioned. More museums should publish similar inventories. Congratulations to Mystic's Charles W. David, Director of Library & Development.



**TANKER LEAVING** — The ripples in the Hudson make this particularly expressive oil painting. It was done by the noted Canadian marine artist Jack L. Gray, native of Halifax, Nova Scotia. It shows a warm, noon-time view of New York harbor with an oil tanker sailing out past the lower Manhattan skyline. The Downtown Athletic Club rises tall at the left, and at the far left may be seen a portion of our own Moran headquarters building. Jack Gray is known in our industry for his fine Farrell Lines calendars of several years ago. At the Nova Scotia College of Art he studied under David Whitzman. He later was a pupil of Montreal's Dr. Arthur Lismer, one of Canada's noted "group of seven." One of Jack Gray's paintings was in the collection owned by the late President John F. Kennedy when he was in the White House. This painting and ten others of New York port were shown recently at the American Airlines terminal at the John F. Kennedy Airport. Two of the other paintings showed Moran tugs. ▲

**STUDY IN SILHOUETTES** — Three completely different vessel types in perfect silhouette — the tug *Kerry Moran*, 3,500 horsepower, towing the *James Hughes, Inc.*, barge No. 100, with the historic *Sea Legs*, first hydrofoil craft using totally submerged foils equipped with pilot house controls. The *Sea Legs* was en route to the Smithsonian Institution's museum in Washington. ▼



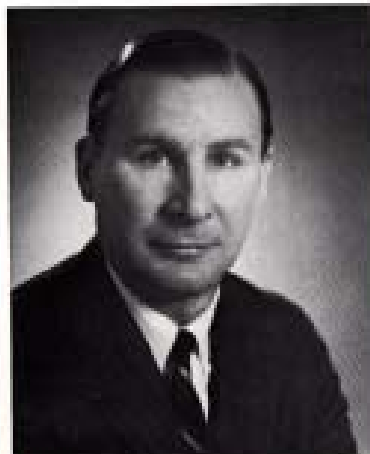
## Notable Excursion Boats of New York

(First of a new series)



**THE BAY BELLE** — New York's oldest excursion boat is the often-rebuilt and still snappy Bay Belle. At left she is passing under the George Washington Bridge and above heading down the Hudson. Photo courtesy of Richard V. Elliott, of Paul Van Wicken's staff on "Via Port of New York," our esteemed sister publication put out by the Port of New York Authority.

**WELCOME ABOARD** — Lloyd R. Graham, formerly manager of marine sales for the Dravo Corp., Pittsburgh, Pa., has joined Moran as Vice President. As Dravo's New York sales representative Mr. Graham played a leading part in many tug matters and is well known in marine circles. Before Dravo, he served with United States Steel Corp. and with the Royal Typewriter Co. He saw active service with the Army, rising from private to major between 1942 and 1945. He has since become a colonel in the reserves. A graduate of the school of business administration at Bucknell University, he is currently enrolled in New York University's evening school of business.



**T**HE VENERABLE but still fine looking excursion craft *Bay Belle* is a relative newcomer to New York harbor. Although she is 56-years old and has carried an estimated 30,000,000 plus passengers, she has been in the New York area only for the past year — so that she is both the newest and the oldest of the harbor's passenger carriers. We're glad she's here.

Launched in 1909 as the *City of Wilmington*, she was built for service on the Delaware under the house flag of the Wilmington Steamboat Company. Last season she sailed every Monday and Wednesday from the Yonkers Recreation Pier at 10 a.m. for Rockaway Beach. Owned by Sound Lines, she is commanded by Captain Earl R. LeBlanc, once pilot of the *Sandy Hook* and master of such fine craft as the *Liberty Belle* and the *Hudson Belle*. Elmont Nelson, once of the Day Line's famous *Hendrick Hudson*, is her chief engineer.

"Steamboats, like people, have their own personalities," according to R. V. Elliott, of the Port of New York Authority, who smilingly refers to himself as president of the "Steamer *Bay Belle* Preservation

Association."

The *Bay Belle* is owned by Ben C. Drittenhoffer, of Tom's River, N. J., and she has been so frequently and completely rebuilt that there now exists very little of her original self except her steam engines, the triple-chambered steam whistle that resembles that of the *Benjamin B. Odell*, and her basic hull framing. When entirely rebuilt in 1941 by the Wilson Line she was virtually a new craft. Again in 1961 she was refurbished at the cost of nearly a quarter of a million dollars.

She also carries the jack staff of the Wilson Line's famed *State of Pennsylvania*.

More than that, she has a spare steering wheel from the heroic *John A. Meseck* (ex *Naushon*), famed Martha's Vineyard steam ferry which saw heroic service off Normandy during the invasion of France.

Mr. Elliott, who is also chairman of the Westchester Chapter of the Steamship Historical Society of America, notes that her triple-chamber steam whistle is the "best in New York harbor."

"Her whistle has soul," he said recently.



# ASHORE



# AND AFLOAT

**C**APTAIN GEORGE Sahlberg was awarded the first Greater Times Square Good Citizenship Award by Mayor John V. Lindsay at ceremonies atop the Times Square tower of the Allied Chemical Building. The award took place October 20, and was followed by a week-end of entertainment for Captain Sahlberg and his family — all "on the house."

The award was given to Captain Sahlberg because of his part in the rescue last June 16 of 23 persons while master of the *Julia C. Moran* at the time of the *Alva Cape* and *Texaco Massachusetts* collision. In accepting the award Captain Sahlberg paid tribute to his crew and to the other tug men who did so much to save lives and to bring the *Texaco Massachusetts* away from the scene of danger.

Mayor Lindsay hailed Captain Sahlberg and posed for a large number of TV and newspaper photographers shaking his hand and chatting with New Jersey State Trooper Raymond Brennan, the Captain's step-son. Mrs. Brennan and her two daughters, Patricia and Kathleen,

watched with pride and pleasure.

Among the treats offered Captain Sahlberg during the week end that followed were entertainment at the Americana Hotel's "Royal Box," a visit backstage at Rockefeller Center, a ride through Central Park in a hansom cab, and tickets to "Annie Get Your Gun." All meals and a variety of other tours and visits were included.

WE HAD a good visit recently from William J. Fyfe, long-term Moran engineer. Bill is now retired,

and lives in Clearwater, Florida. He is near Chief Bill Kronich, formerly of the *Barbara Moran*. Chief Gus Schneider, of the *Molra Moran*, has built a retirement home in the same community. Chief Fyfe was with the old John E. Moore Towing Company during World War I. He remembers well the old immigrant steamboat General Putnam, which used to pick up new arrivals from their passenger

**WELL DONE** — Mayor John V. Lindsay (2nd from right in bottom picture) presenting "Good Citizenship" award to Captain George Sahlberg (3rd from right). At the far right is Vincent Sardi, Jr., restaurant owner and chairman of the Times Square Committee. To Captain Sahlberg's left is his son, Sgt. Raymond Brennan, Mrs. Brennan and their two daughters Patricia (right) and Kathleen. John Bull, our president, may be seen at the far left. Just below is how the

Trans-Lux Theatre greeted Captain Sahlberg.





**TROPHY WINNERS** — Sailors on the R.M.S. *Queen of Bermuda*, Furness Bermuda Line, who won the Silver Oar Trophy in Hamilton, Bermuda, last summer. Six crews took part in the half-mile rowing regatta, using 24-foot, four-ton double-skin mahogany boats. Standing (left to right) are Chief Officer E. M. Jones, Staff Captain Ian Saunders, District Manager F. Aims (Schaefer Brewing Co.) and Mr. W. Sheering. The Schaefer Brewing Co. sponsored the regatta. The winning sailors (left to right) are: R. Rough, P. Ryan, H. MacInnes, D. MacDonald and A. Dewar. Two members of the winning crew were not available when the picture was taken in New York. They are A. Buchanan, who was on his honeymoon, and P. Kirwan, now on the *Ocean Monarch*.

(Continued from page 17)

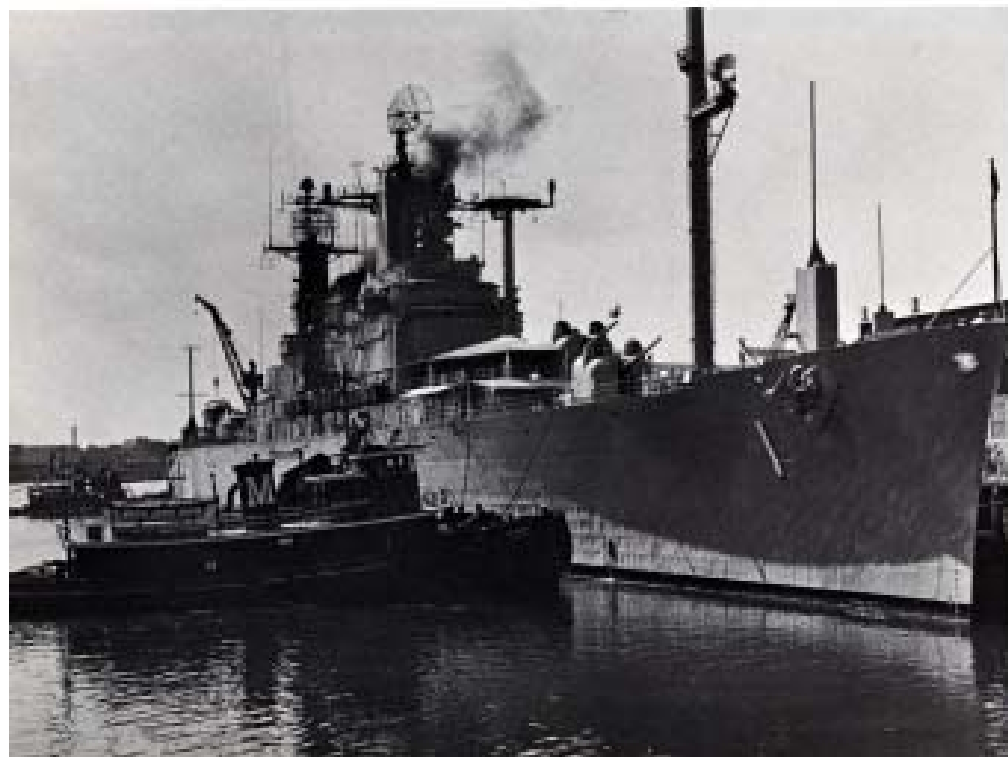
ship piers, take them to Ellis Island, and then ship them to the various railroad terminals for out of city destinations. He came with Moran in 1934 and likes to think of his most interesting assignment of those far-back days, the bringing out of Texas of the new super tug *Eugenia Moran*, whose 1,440 horsepower made her the most powerful in the harbor of that day.

WE WERE docking a sleek Hansa Line freighter, the *Goldenfels*, up from the Gulf, when our mate, Captain Larry Langfeldt, of North Babylon, saw a sleek shrimp fishing boat on deck. This started us talking about fishing, and Larry can certainly keep the conversation moving on this subject. Recently, he was out with a party going after sharks off Fire Island. They had for bait a 5-gallon pail of chum (ground up bunkers and junkfish), which was made even more appealing by mixing in with it a bucket of ox blood — or some kind of animal blood, Larry was not sure. With hooks the size of a lady's hand and with 90-lb.-test line, they were all set. They hauled them in as fast as they could bait the hooks and ended the day with 2½ tons of shark.

Larry began with Moran back in 1949 and was with the *Grace Moran* when she and the *Doris Moran* came up brand new from the Livingston Shipbuilding Company's yard at Orange, Texas. They were the first of our live-tug postwar modernization program. The three others were the *Barbara Moran*, *Carol Moran* and *Moira Moran*.

**PRESIDENTIAL '1'**—The cruiser *Northampton* being nudged into the Maine State Pier, Portland, last summer for a visit by President Lyndon B. Johnson. Doing the nudging are the stalwarts *Richard J. Moran* and *Helen B. Moran*. On the bridge of the cruiser was Captain Edwin McDuffie, Sr. The *Northampton* was host to the President for a cruise to Campobello Island where he discussed international affairs with Canada's Prime Minister Lester Pearson. The "1" on the bow signifies her special assignment, that of transporting the President. We are grateful to Frederick S. Boyce, general manager of the Central Wharf Tugboat Company of

Portland, for this fine photograph from the files of the Portland Evening Express.



## 'Lemon Pie'

Gentlemen:

A testimonial for Hui Ming's Lemon Pie.

In one of your late publications, there was a recipe on lemon pie and for a lark I tried it as I had about given up on making a successful lemon pie. It was the first uncomplicated, simplest and tastiest pie that ever came out of our oven.

Let's have more of Hui Ming's secret recipes for secretaries who have to alternate between the office and the kitchen.

I am a secretary to Mr. F. J. Murphy, marine general manager at the above company (American Trading and Production Corp.) and have enjoyed your publication very much.

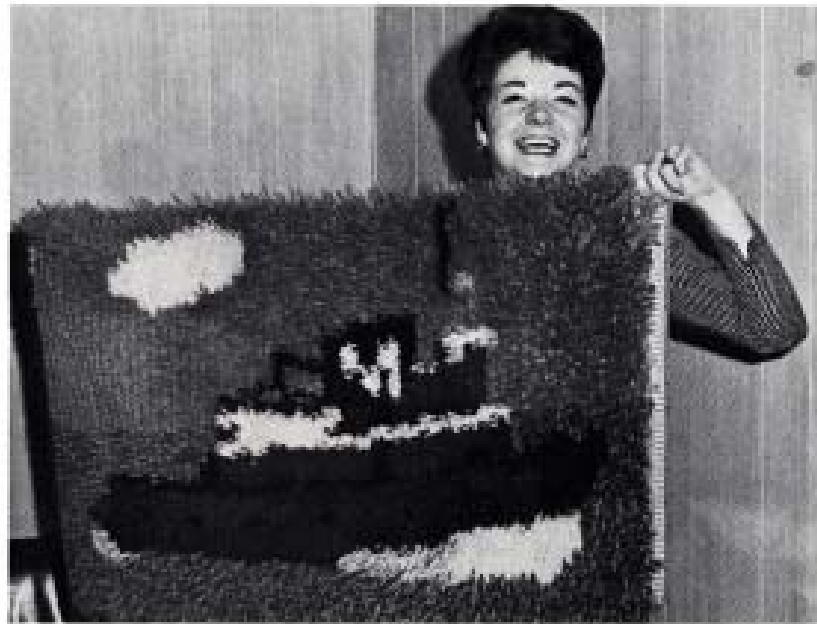
JEAN M. RUSSELL  
New York, N. Y.

CHEF PETER Elkowitz's recipe for pot roast will go down into immortality, since it has been published in the "food, fashion, family and furnishings" page of the New York Times. A fine article by Nan Ickerlingill accompanied the recipe. Pete is chef aboard the *Patricia Moran*.

TURE EKLUND, deckhand and model maker, is working on a new ship-in-bottle. It will be a sailing ship, as is his custom, but a very small one this time. Captain Raymond H. Carella, who, like all the others on the *Patricia Moran*, knows Ture's work, smiled and said it was too bad Ture lived so far away (Mohopac, New Jersey), because he would like to be around when the model is put into the bottle.

CONGRATULATIONS are due to Captain Wilbur Baldwin and the crew of the *Cynthia Moran* for rescuing two men and a lady whose small sail boat had capsized. The rescue was made in July; we regret not getting it in print until now. There was a squall and the waters off South Amboy were choppy and rough. The men were Walter and Nels Linn, and the young lady was Cathy Campbell. All were from South Amboy. The *Cynthia* turned them over to the tug *Chicago*, which took them in to a nearby dock. Nineteen years on the job, Captain Baldwin has made a number of other rescues during his period with *Moran*. Thanks to Captain Earl Allen for passing on details of this safety achievement. We know

**KATY DID** — This is Captain Mattson's rug, held by one of the charmers in our sales department, Miss Katy Comaz. For those who are wondering, Captain Mattson did not leave out the lower part of the "M"; it's covered by the lifeboat davit.



**MORAN RUG** — This fine example of Swedish "rya" or rug making was done by Captain Ragnar O. Mattson, of the *Martha Moran*. Captain Mattson, who just received his unlimited pilotage license, is the son of Swedish ship master. He grew up near the sea and has it in his bones, having served under his father as quartermaster for several years before coming to the United States in 1955. He has been with *Moran* ever since that date, and we are delighted to see this excellent example of his hobby. He buys the yarn and heavy backing in Sweden, and it takes him 45 minutes to make one line of yarn. There are 64 lines on a three-by-four-foot rug like this. Captain Mattson has made several such mats so far, and one of these days may earn the nickname "Capt. Rag Mat."

there are others; let us know about them.

ANOTHER RESCUE can be chalked up to the *Patricia Moran*, now back in service, and to Captain Ole Ericksen. With the *Texaco Iowa* under tow, and approaching the Bayonne Bridge at Bergen Point in the Kill van Kull, he spotted a man bobbing in the water directly ahead of the tanker. "He splashed clear of the ship," Captain Ericksen said, "and was pulled aboard the tug." He was an unemployed shipping clerk who had jumped from the 150-foot high span of the bridge and survived.

IT NEVER RAINS but it pours, as the old saying goes, and on September 21 New York port was swept by one of the most severe rain storms on record — the worst since 1936 according to the papers. To play on the title of another old song, we

might say that Captain Paul Gelje and Mate Karl Norall on the *Cynthia Moran* thought they were seeing "sailboats from heaven." It all started when they found the beautiful 32-foot ketch *Ariel* aground on the rocks up against the railroad bridge abutment near the power house at South Amboy, New Jersey. It was raining hard and the wind was blowing fiercely, but they managed to get her off and tow her into the Lehigh Valley Rail Road dock at Perth Amboy. Out in the stream again they saw another ketch bearing down on them, with no one aboard. She was the *Deemuir*, 27-feet long and a honey. While they were securing her, another craft came swishing along out of the gray rain squalls — a small power boat. They got her too. Nice work, Captain Gelje and all hands aboard the *Cynthia*, and thanks to Ted M. Perry of the Amboy Towboat Company for the facts.



A. B. Ernst →