

TOW LINE



Summer 1969

ON THE COVER—



FEARNLEY & EGER celebrate their 100th Anniversary this year and we salute them here and on our cover. Albert Brunet is once again our cover artist, and his subject is the 9,100 deadweight ton cargo liner *Fernlake*, built in 1961 and one of Fearnley and Eger's modern fleet. It is a striking tribute to this Norwegian company that although the *Fernlake* is practically a new ship, the company has built or ordered twenty-five additional ships since she was put into service. Two of these are 235,000 deadweight ton oil tankers due to be completed in 1972 and 1973. Three 21,800 ton bulk carriers are under construction for completion next year. Two and possibly three new 20,000 gross ton passenger liners are building or projected. Another reference to the new passenger tonnage will be found within this issue, as well as a splendid World Ship Society monograph on Fearnley & Eger. Moran is pleased to congratulate this outstanding company and we wish them every success in their next hundred years.



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TOW LINE

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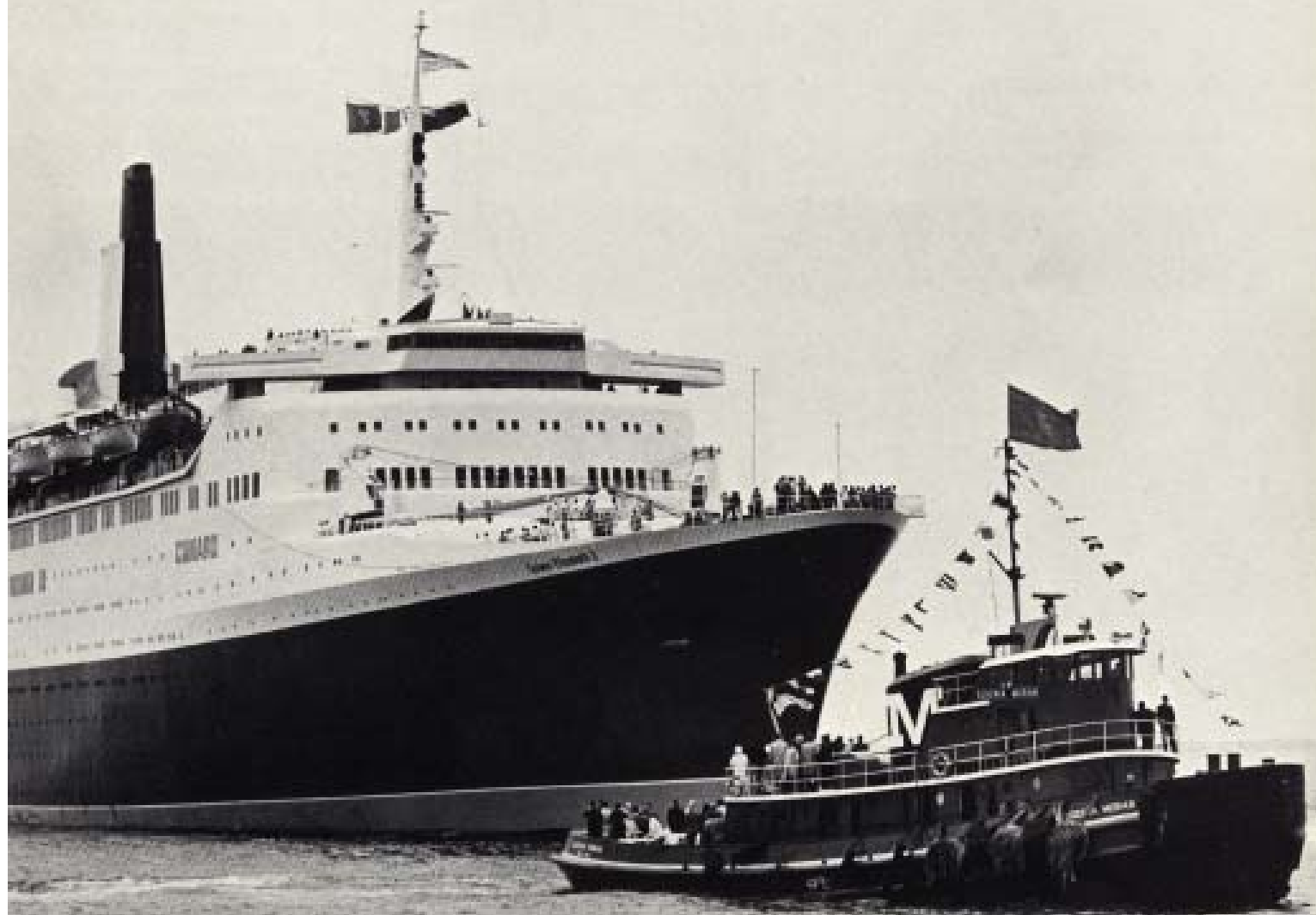
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WELCOME QE2

WELCOMING THE QUEEN

IT WAS IN MARCH that things began to hum in regard to the maiden arrival at New York of the *Queen Elizabeth 2*, sumptuous new cruise liner of the famed Cunard Line.

Having been privileged to serve Cunard for as long as anyone now living in our company could remember, it was natural that this upcoming event would be regarded by everyone in Moran as a major challenge.

In retrospect the wonderfully-colorful arrival that did take place on May 7 last was well worth all the effort. It was a day that the harbor will long remember. This article will take you behind the scenes to show the part that we at Moran were permitted to play and how the whole happy day was planned.

Apart from the discussions between Cunard's top people and our chief executives and the round of conversations about tide, currents and berthing schedules between operating men of the two companies, it was recognized from the start that this would be no ordinary harbor welcome, for the QE2 represented some-

thing brand new in liners—a mammoth superliner planned from the start for cruising and with all sorts of innovations and firsts from the standpoint of passenger facilities. This would be a great event for the whole port and for the traditions of our two countries.

The Columbia Broadcasting Sys-

tem and the British Broadcasting System were in the picture from the start, for it was decided to cover the big event "live" and via Telstar. That meant it could be seen all over the United States and abroad as it was actually happening. This, then, became the first maiden arrival timed to fit world wide TV schedules, and everything that happened after that had to fit into this frame of reference.

From the first moment that the arrival date became firm, Cunard President C. N. Anderson took a lively and enthusiastic interest in each step of the planning. The Cunard team included Captain John M. Hughes, Pier Manager; Captain R. G. M. Hunt, Assistant Pier Manager, and George O'Reilly, Publicity Manager. With Moran, the overall direction came from John S. Bull, President, Moran Towing & Transportation Company. Lloyd R. Graham, Vice President in

(Continued on page 26)



MANY MORE LINERS COMING

THE \$24,000,000 LUXURY LINER *Hamburg*, arrived in New York on her maiden voyage June 26th and is one of more than a dozen new passenger ships building or projected for service out of United States ports.

The new surge of interest in passenger-liner tonnage is graphically illustrated in this new fleet. An aggregate of well over 200,000 gross tons of luxury liners is represented by these new ships. The keels for several have already been laid, but only two of them have actually received names. None will fly the American flag.

The *Hamburg* is owned by the German Atlantic Line, and has a gross of 25,000 tons. She will operate with the *Hanseatic*. Both vessels have been designed primarily as cruising ships.

An ultra-sleek, white-hulled luxury liner, the *Hamburg* has 319 cabins for 600 passengers. Each stateroom has individual air-conditioning controls, television, dual-channel radio, telephone, private bath facilities and two full-sized beds that convert to sofas during the day.

Three other well-known Atlantic liner companies will have new liners on the ways in the near future.

Other New Liners

The Home Lines is building a new cruising ship in the 20,000 gross ton class to operate with their highly-popular *Oceanic* and *Homeric*. It is understood that this new beauty will have her engines aft, like the *Oceanic*. No firm details have been released, although your editor has seen preliminary drawings of a beautiful lido deck flanked by two modern stacks far aft.

Sir Basil Smallpeice, Chairman, Cunard Steam-Ship Company, made known on the maiden voyage of the *Queen Elizabeth 2* that his line was studying plans for twin 20,000-ton cruising liners.

The Holland America Line has also announced that it has a ship of this size on the drawing boards, and that she will be built with cruising as her full-time occupation.

Two and possibly three more 20,000 gross ton passenger ships are planned by two famous Norwegian firms previously well known for freight vessel services. The Fearnley & Eger company, whose 100th anniversary is celebrated this year, and Olvind Lorentzen are the two Oslo shipowners who will operate these

liners jointly. The first of these new cruising liners is well underway at the West German Rheinstahl Nordseewerke shipyard at Emden. She and her two sisters will be 548 feet long. They will be motorships. The first is due for completion next summer, the second for late next year and the third, if contracted for, can be ready in 1971. The prototype vessel is to have 335 staterooms, 80% of them being outside cabins. She will have accommodations for 800 passengers. Her 18,000 horsepower power plant will deliver a speed of 21 knots.

One of these new Norwegian luxury liners is scheduled to enter the New York-Bermuda run in April 1971. It is planned to have her make 32 voyages a year. It is anticipated that another will be used for cruising out of Fort Lauderdale. The third will probably be marked for cruise service out of Los Angeles.

New Small Liners

In addition to the eight liners of the 20,000 ton and over class, mentioned above, there are five others in the 10,000 to 15,000-ton range projected for service out of North Atlantic ports of the United States.

Two 15,000-gross ton passenger ships are planned by two other notable Norwegian cargo liner firms: J. M. Skaugen & Co., and Anders Wilhelmsen & Co., also both of Oslo.

An order for the first of these vessels has been placed with the Wärtsilä Helsinki shipyard, Finland, with an option for a second. In profile this new ship class closely resembles the *Hamburg*. The liner now building will have accommodations for 904 passengers. Her crew will number 259

persons. A special feature will be a convention hall/cinema capable of seating 1,500 persons.

Three or four new liners for service out of Miami are planned, adding still more tonnage to that rapidly expanding cruise port.

One or two would sail under the houseflag of the Commodore Cruise Lines, operators of the brand-new *Bohème*, built in Finland in 1968 and owned by Olof Wallenius, noted Swedish shipowner.

Sanford Chobol, president of Commodore Cruise Lines, stated recently that they would build "at least two ships" for the Miami to San Juan cruise service.

A third major Norwegian shipowner in the new ship picture is Knut Kloster, of Klosters Rederi A/S, Oslo.

The Kloster interests have been in the cruise trade out of Miami for three years, and have just built a \$12,000,000 headquarters office building in that port city. They are investing \$100,000,000 in a five-ship program. Three of these vessels are already in service. They are the *Sunward*, *Starward* and *Skyward*.

Operated under the houseflag of the Norwegian Caribbean Line, the *Sunward* entered the Miami to Nassau cruise trade in 1966. An 8,666-ton liner, she brought many innovations into the service and immediately proved highly successful.

The *Starward*, built in West Germany, entered the run from Miami to Jamaica a year ago and has been equally successful. The *Skyward* was the third ship to join this cruising operation. All three are represented by the Arison Shipping Company.

Booming Service

The *Skyward* was one of four vessels to begin service out of Miami last December, the other three being the *Freeport*, the *Bohème* and the *Flavia*.

The *Freeport*, 7,035 gross tons, is jointly owned by the U.S. Freight Co. and the Grand Bahama Port Authority, and is operated by the Bahama Cruise Line. She sails daily from Miami for Freeport.

The *Bohème*, 9,866 gross tons, is
(Continued on page 17)

WELCOME T/S HAMBURG



THE NEWEST West German passenger liner *T/S Hamburg* arrived in New York June 26 and was accorded all the pomp and ceremony due a fine new ship. She is the fourth German flag vessel to carry the name Hamburg since the turn of the century. Salutes of surface and airborne craft accompanied the *Hamburg* from the Verrazano-Narrows Bridge to her docking at Pier 40, North River at 1:00 P.M.

The 24-million dollar luxury liner is the flagship of the German Atlantic Line headed by Mr. Bitsch-Christensen. She was launched at the Howaldtswerke-Deutsche Werft AG shipyard in Hamburg February 21, 1968 and is 25,000 gross registered tons.

Popularly known as the "space ship" for her ample accommodations in both public and private rooms, she boasts 319 spacious cabins including 20 de luxe apartments for a full complement of cruise passengers totaling some 600.

Deputy Mayor Robert W. Sweet headed the official welcoming party boarding the *Hamburg* from a Coast Guard cutter prior to her enthusiastic reception parade from The Narrows to The Battery. In the liner's Atlantic Club, an attractive lounge on the Lido deck forward, Mr. Sweet presented official greetings to Mr. Axel Bitsch-Christensen, Professor Herbert Weichmann, Mayor-Governor of Hamburg and to Captain Helmut Bender, former master of the *Hanseatic*.

Mr. Andrew Neilson, Chairman of the American Bureau of Shipping, this nation's official ship classification

society, presented the German Atlantic Line's president with a silver tray attesting to the *Hamburg's* top rating in her class.

The cruise liner meets all international safety standards for new ships developed in 1966. Denny Brown stabilizers coupled with a newly-designed underwater hull with a bulbous bow guarantee stability at sea while steel walls insulated on both sides and eleven waterproof compartments add greatly to her safety. Two sets of turbines with an output of 23,000 horsepower give the sleek vessel a cruising speed of 23 knots. Her unusual funnel supports a 32-foot diameter circular plate designed to lift fumes and smoke up and away from the Sun and Sports decks.

The financing of the German built *Hamburg* was unusual. Former passengers of the old *Hanseatic* responded to an offer of shares in

the new company to the sum of \$8,750,000 and, aided by the Federal German government in Bonn and the local government in Hamburg, the order for the new vessel was placed in 1966. Using the same technique, the Hanseatic Schiffahrts-Gesellschaft m.b.H. & Co. was formed in 1967 to purchase and refit the former Israeli flagship *T/S Shalom* which began operations as the "new" *Hanseatic* in December 1967.

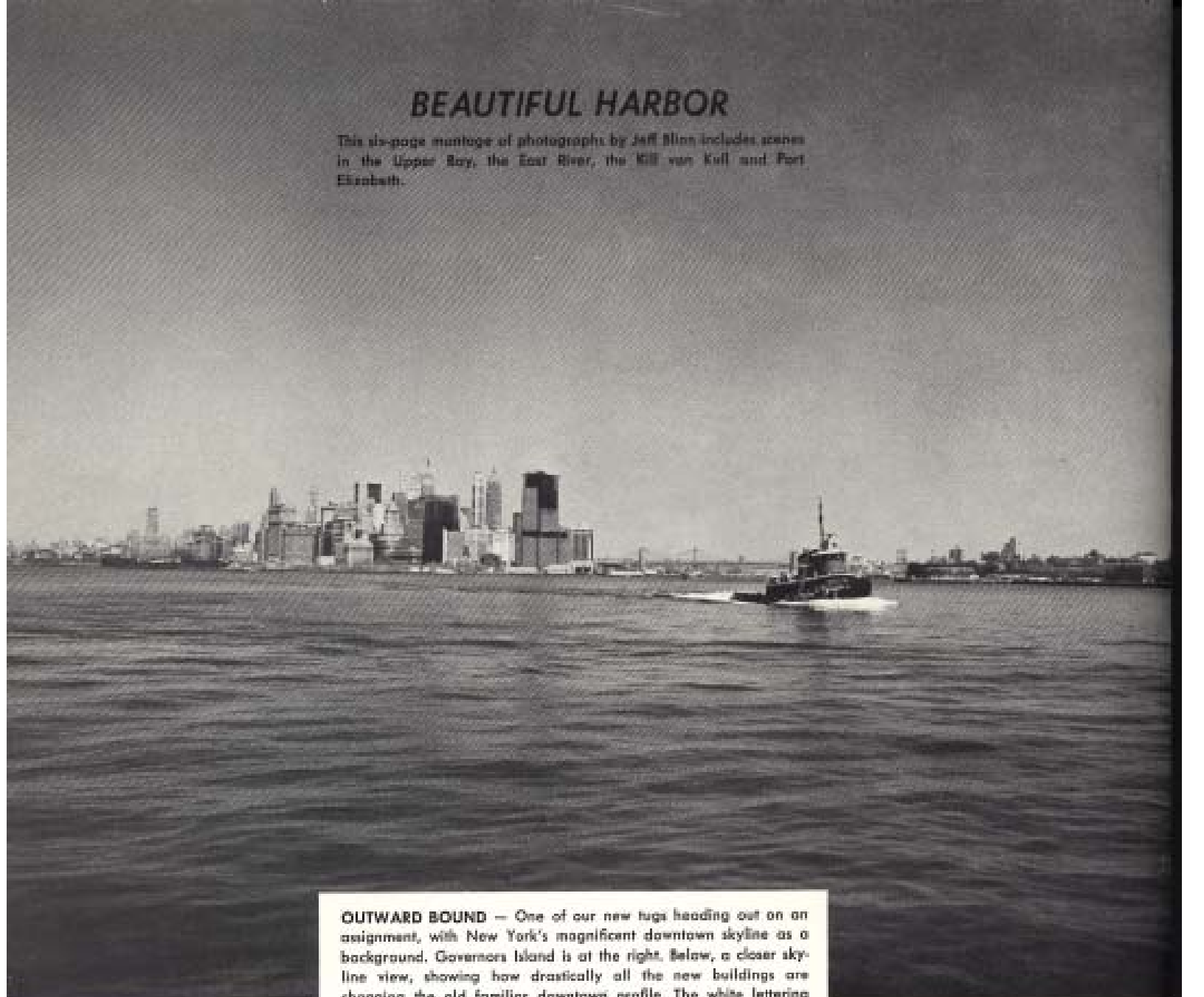
In September 1968 the German Atlantic Line appointed Holland-America Line Agencies, Inc. as General Agents for North America. In Europe both Holland-America Lines and the German Atlantic Line have joint general agencies and, as a further step, last year the Hamburg-South America Line was appointed General Agent for South America.

Integration of the schedules of the two company's fleets have allowed an extensive cruise and North Atlantic sailing program. With the *Rotterdam*, *Nieuw Amsterdam*, *Statendam*, *Hamburg* and *Hanseatic*, worldwide cruises are available from New York, the West Coast of the United States and from Port Everglades, Florida. In Europe the two German liners, supplemented by the Dutch passenger vessels, are operating another series of cruises.



BEAUTIFUL HARBOR

This six-page montage of photographs by Jeff Blinn includes scenes in the Upper Bay, the East River, the Kill van Kull and Fort Elizabeth.



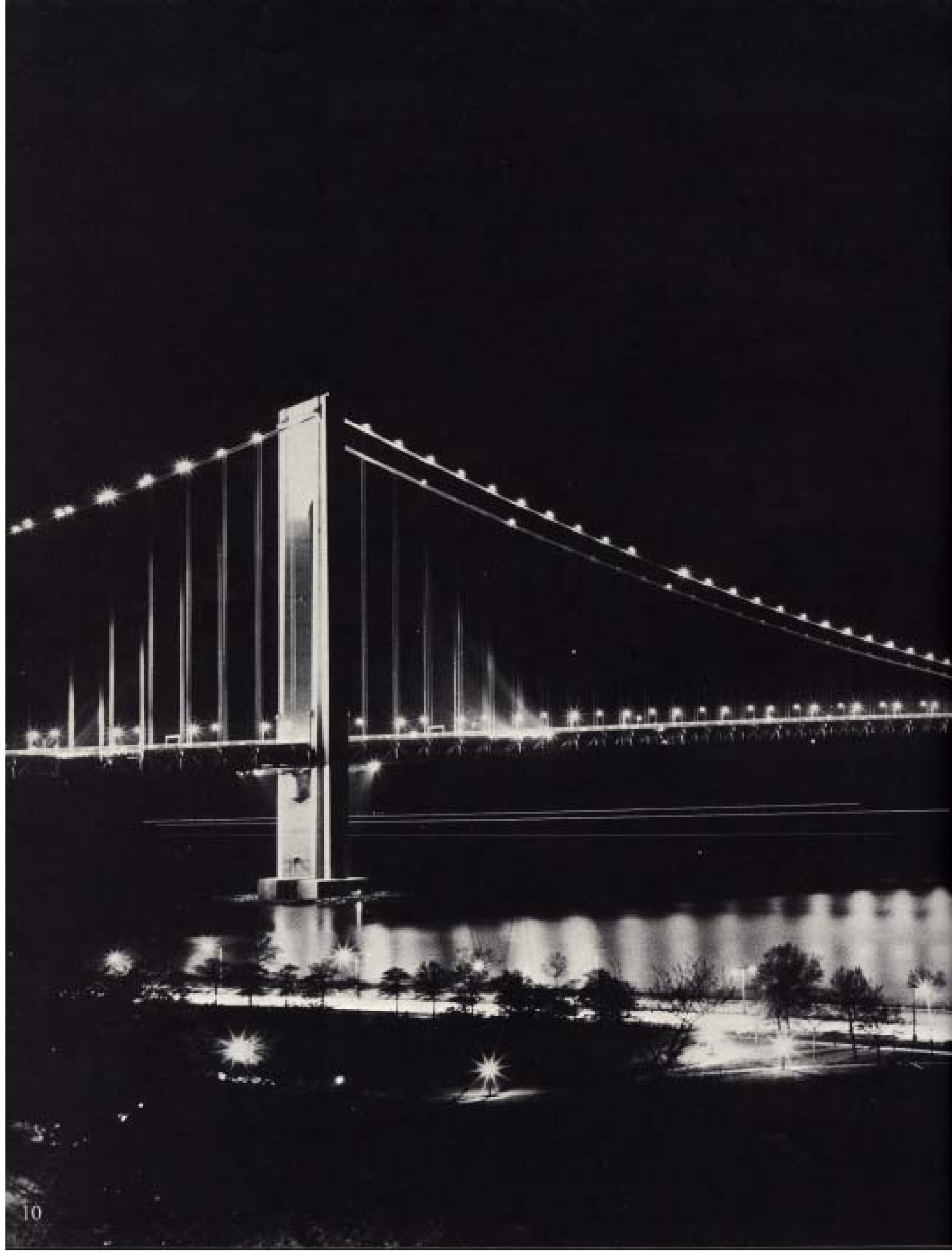
OUTWARD BOUND — One of our new tugs heading out on an assignment, with New York's magnificent downtown skyline as a background. Governors Island is at the right. Below, a closer skyline view, showing how drastically all the new buildings are changing the old familiar downtown profile. The white lettering on the massive brick wall of the new Manufacturers Hanover Trust Company building (lower left) has a rather quaint slogan: "New York is New York—is there anywhere else?"





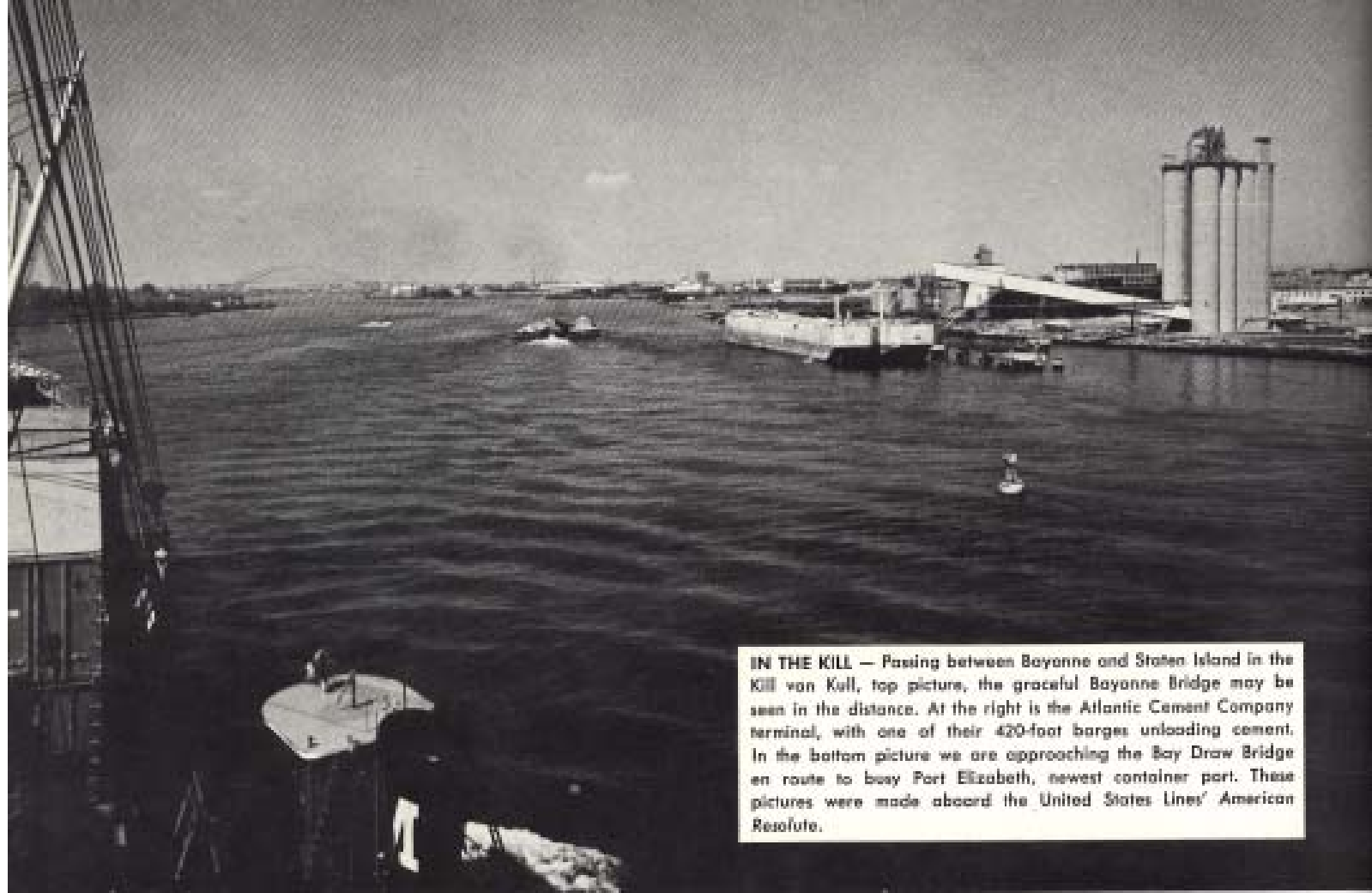
UP THE EAST RIVER — The rapid flowing East River, the river of bridges, is one of the world's most colorful and dramatic waterways. In the top picture we enter the River, pass downtown Manhattan and approach the beautiful Brooklyn Bridge. The second view shows the Manhattan Bridge, with the Brooklyn Bridge in the background. Still farther up the river, in the third picture we see Grace Mansion, home of the Mayor, and a dim view of the Queensboro Bridge. Finally one of the spans of the Triborough Bridge frames the Empire State and Chrysler buildings.





NARROWS AT NIGHT—A striking night photograph of the Verrazano Bridge at the entrance to our "Beautiful Harbor." Taken from Shore Road, Brooklyn, this shot incorporates more than immediately meets the eye. For example, the road in the foreground in a color shot would have been half red (the upper lights were all red tail lights on cars) and half white (from the headlights). There is a ship coming in; note the three more or less parallel lines under the bridge on the left. The lines are getting farther apart as the ship comes closer and looms larger. These lines graphically show how far a ship coming in with a fair tide can sail in only 120 seconds. An airplane is also in the picture; note the faint streak in the sky just before the right bridge tower. Finally, you won't really be able to notice, but Jeff Blinn added to the strength of the bridge roadway illumination by waiting to open his shutter until a well-lit bus came into view on the left. He closed his shutter when the bus completed the transit, leaving behind a trail of light on the sensitive photographic plate.





IN THE KILL — Passing between Bayonne and Staten Island in the Kill van Kull, top picture, the graceful Bayonne Bridge may be seen in the distance. At the right is the Atlantic Cement Company terminal, with one of their 420-foot barges unloading cement. In the bottom picture we are approaching the Bay Draw Bridge en route to busy Port Elizabeth, newest container port. These pictures were made aboard the United States Lines' American Resolute.





CONTAINERPORT — Ole Ericksen, walkie-talkie in hand, guides his big container ship into berth 64 Port Elizabeth. Below, the *Atlantic Saga*, Atlantic Container Lines, is seen being loaded at berth 68. Port Elizabeth and Port Newark are two of the fastest growing parts of the great port of New York.





Ships In The News

(1) Top left — the *Mormacsea*, new Moore-McCormack high-speed roll-on/roll-off containership, showing her massive counter with its stern loading ramp. The first of four new 16,380-ton vessels, this ship will serve between New York and Antwerp, Rotterdam, Bremerhaven and Gothenburg. She has an operating speed in excess of 25 knots.

(2) Top right — the new American-built tanker *Overseas Vivian*, full and down. She is third of her class constructed for Maritime Overseas Corporation by Bethlehem Steel Corporation's Sparrows Point yard. She has a capacity of 333,000 barrels in 15 tanks.

(3) Middle Right — the sleek new *Tangerinecore*, serving the U. S. East Coast and Australia. This new 20-knot motorship carries reefer, chilled and general cargo. Chester, Blackburn & Roder, Inc., are her New York agents. She is owned by Maritime Fruit Carriers, Ltd.

(4) Bottom right — the *Marine Eagle*, first American-flag vessel for coastal transport of refrigerated anhydrous ammonia. The 615-foot chemical tanker was built for Marine Chemical Carriers, Inc., and will operate under the houseflag of its parent company — Marine Transport Lines, Inc., of New York. She is under long term charter to the Du Pont Company, and will serve between Gulf ports and Delaware River and New York ports. The *Marine Eagle* has a capacity of 1,000,000 cubic feet of chemicals, enough to make up a train of 10,000 gallon tank cars more than five miles long.





WELCOMING QE 2...

(Continued from page 4)

charge of sales and Thomas Bishop, manager, port Newark, served energetically as coordinators for Moran.

T.V. Plans

To enable the CBS and BBC technicians to understand the problems they would be facing on May 7, it was decided that they should make a trial run from Cunard's Pier 92 down to the Verrazano Bridge. Captain Hunt set this project in motion, requesting a tug for April 3. The *Carol Moran* was assigned the task and a minute by minute program for shooting was worked out.

Based on the TV requirements, it was determined to have the 65,863 gross-ton liner pass under the Verrazano Bridge at precisely 1 P.M. CBS-TV would give 30 minutes to the live program, and it was decided that their coverage would continue up to the point where the new ship passed the Statue of Liberty. It was hoped that the closing shots could also pick up the skyline of New York. BBC-TV decided to give an additional ten minutes to their live telecast, so their coverage would continue until the *Queen Elizabeth 2* had reached the new World Trade Center.

Gradually other details of the vast welcoming effort began to fit into place. Robert Hubert, of the City's Economic Development Administration, got the people who run the Times Square neon news sign to insert "Welcome *Queen Elizabeth 2*" at 10-minute intervals. This would be seen by hundreds of thousands. Michael Westgate, Assistant Commissioner, Department of Ports & Terminals, arranged to have a 150-foot banner saying the same thing placed on a Staten Island ferry which would join the welcoming parade.

Arrangements were made for the most extensive Fireboat salute ever accorded a new liner. Coast Guard and Navy vessels were brought into the welcome, as were the harbor police and the dredges of the Army Engineers.

The World Ship Society arranged to charter a Circle Line Statue of

Liberty boat to take its members and members of the Steamship Historical Society of America out to watch the gala arrival. A Circle Line boat was also chartered by Mr. O'Reilly to take 200 members of the press out to board the new Cunard flagship.

One scheme that did not materialize was to have Mayor John F. Lindsay fly out to the ship by helicopter and land on her expansive stern sports deck. The 963-foot-long vessel has 6,000 square yards of deck space and a landing could have been made. However, for safety's sake it was decided not to do it this way. The Mayor's party went down the bay on a Coast Guard cutter with Cunard's Chairman, Sir Basil Smallpeice, Mr. C. N. Anderson, Mr. Austin Tobin of the Port of New York Authority, Commissioner of Customs Hon. Michael Stramiello, Jr., Director of Public Health Service, Mr. Charles J. Vion and many others including our own Mr. John Bull.

A three-page single space typed memo on the arrangements for TV was prepared by Sam Levin, CBS trouble shooter. There would be an installation aboard the tug *Elizabeth Moran*, another on the Verrazano Bridge, one on a helicopter, one on the QE2, one on Governors Island, one on the big Coast Guard super cutter *Morgenthau* and one on top of our home office building at 17 Battery Place. Mr. Levin and some specialists spent a day on the tug to make sure they knew their way around and that she had the right electrical equipment and more than enough current, volts and amps.

The language and schematic diagrams used in this memo would probably be Greek to most people; they certainly are to your columnist. But they were most impressive. A sample reads as follows:

"QE2 talks to 17 Battery Place roof . . . will duplex ship's audio on microwave. QE2 will feed a second audio circuit to 26.11 mcs transmitter; to be received at Chrysler and sent to TX."

So complicated were these arrangements that it was necessary to have the *Elizabeth Moran* at the bulkhead below Pier 90 at 4 A.M. on the morning of the great day. Loading of the sensitive and heavy equipment for the

tug's receiving and sending devices took five hours. Daniel Jones, from our office, was up early that morning to make sure CBS got everything they wanted on the *Elizabeth*.

It all turned out perfectly, by the way.

The Press

The Cunard Line's press arrangements were equally as extensive. Valid smallpox vaccination certificates and citizenship proof had to be shown before boarding the Circle Line press boat at Pier 81. Reporters from all over the world covered the event, and many who could not be accommodated on the Circle Line boat went out aboard the *Morgenthau* or the Moran press boat, the *Christine Moran*.

The *Christine*, flag-bedecked and spotless, received her press contingent from 9:30 to 11 at the bulkhead just south of Pier 3. There were more cameras per cubic foot on that boat than you ever saw, averaging two per person.

Three other Moran tugs, the *Teresa Moran*, *Eugenia Moran* and *Michael Moran* were up at Pier 92, the Cunard Pier, loading Cunard Line guests for the voyage down the Upper Bay.

At 10:30 the *Morgenthau* rendezvoused with the new superliner at the entrance to Ambrose Channel. She took station on the starboard bow, where her white hull and twin stacks aft could contribute most to the gala scene.

The QE2, her gleaming black hull and towering white superstructure glistening in the sun, moved slowly toward the Verrazano Bridge, already surrounded by a swarm of small craft and covered by droves of planes, helicopters and even jets. Two ultra-modern British jets were there, a part of the London Daily Mail trans-Atlantic race, and they circled her, swooped, and at one point actually hovered in apparently motionless state directly over her vast bulk.

Things now were happening all over the port.

The three Cunard guest tugs let their lines go and started down the river, each proudly flying the red and gold Cunard houseflag, with rampant lion in full glory. The Moran press

tug left the bulkhead at Pier 3. The TV tug was already way down the harbor and making contact with the staff aboard the liner. Other tugs and workboats and harbor craft were setting sail to join the happy armada.

The great new liner was proceeding up Ambrose Channel to be off Buoy 17 at 11:20 on the button. She reached that point on schedule and the Coast Guard cutter with Mayor Lindsay and other dignitaries on board came alongside at 11:25. They were greeted aboard by Captain William Warwick.

Following a minute by minute schedule laid down by Captain Hughes, the Circle Line boat with her 200 properly vaccinated press representatives came alongside at 11:35 and the transfer of this large group of people was made without incident.

The Fleet Assembles

The Circle Line boat then joined the welcoming fleet and the QE2 prepared to get underway. She had remained virtually in the same position during the transfer of visitors, thanks to her two bow thrusters.

Captain George Seeth, Sr., veteran pilot and former President of the Sandy Hook Pilots Association had gone out the night before and was now aboard as an observer. He was amazed at the efficiency of the bow thrusters. The pilot was Captain Walter Sturgeon.

A short formal welcoming ceremony then commenced aboard ship, with Mayor Lindsay, Captain William Warwick, and Sir Basil Smallpeice, Cunard Chairman, participating.

At about this time the United States destroyer *Conway*, with Admiral Francis D. Foley, Commandant, Third Naval District aboard, arrived and took up a guard of honor position astern of great new liner. The parade, grandest for years in the port, was forming. Fifteen Moran tugs participated, making a "V" before the sleek, clipper bow of the *Queen Elizabeth 2*. They took up position along with the *Morgenthau* and dozens of other craft. The jets overhead and the other planes added to the din, as each new welcoming craft joined the flotilla and gave her three whistle salute, echoed

each time by the thundering three blasts from the tall black and white stack of the QE2.

The Parade

Moments before 1 P.M. a slight white ripple at the stern of the QE2 showed that she was moving forward.

The *Christine Moran*, with your editor aboard, was in the fourth position on the left side of the tug "V" formation. Our press photographers were shooting from every angle from bow to stern, munching delicious cheese sandwiches and holding paper cups of hot coffee.

Oliver Jensen, editor of *American Heritage* magazine, chortled with pleasure and enthusiasm at the scene as the ships gathered speed in unison and the waters were churned to a white-gray-green foam.

The \$82,000,000 *Queen Elizabeth 2* passed under the Verrazano Bridge amid a rollicking bedlam of salutes, wave sounds, jet roars and whistling wind, her towering radar mast just seeming to get under the lower level of the great span, longest of its kind in the world. We could see the orange-red CBS-TV installation up there and knew that the world was now seeing the QE2 in her proudest moment.

Thousands of tiny figures lined the Brooklyn and Staten Island Shore. The World Ship Society's excursion boat was packed, and everyone was on one side making her list a little. A 10-knot speed had to be maintained to get from the Bridge to the Statue of Liberty in the time allocated for the live TV broadcast and the schedule was kept to the minute, much to the surprise of some doubting Thomases who had said that you could never keep such a huge fleet moving in unison at a 10-knot clip.

Most of the way in we were escorted by Fireboats on either side. Other proud water throwers from the New York Fire Department Marine Division joined us at the Battery. A big Staten Island ferry joined the procession with a great banner sign of welcome stretched along her side. Other ferries passed us, saluting and listing toward the proud new British ocean giantess, as their passengers swarmed to watch the sight.

The docking pilot, Captain William

Hayes, had boarded the QE2 outside the Verrazano to make sure that there would be no delays between the Bridge and Pier 92 in the North River. He was on the bridge all the way up the Bay. His principal task began as the ship came opposite Pier 92, gayly bedecked for the grand occasion. While Coast Guard cutters kept all but the five Moran tugs assigned to the docking operation away from the immediate scene, Captain Hayes carefully turned the great ship in the river and then began maneuvering her toward the south side of the pier.

Gracefully, smoothly, majestically she edged slowly into the slip and came to rest, precisely on schedule, her maiden voyage to New York ended.

MORE LINERS . . .

(Continued from page 3)

a twin-screw, engines aft liner flying the German flag and operated by Commodore Cruise Lines.

The *Flavia*, 15,465 gross tons, is our old friend, the former Cunarder *Media*. Owned by Costa Line, she is operated between Miami and Nassau by the Atlantic Cruise Line.

A variety of other small liners serve out of Miami, many known to New York shipping men.

The Eastern Shipping Company, no relation to the famous Eastern Steamship Company, has the 6,644 gross ton *Ariadne*, formerly the Swedish Lloyd channel steamer *Patricia*. Eastern also operates the *New Bahama Star*, 9,900 gross tons, built in 1957 as the *Jerusalem* and later renamed *Miami*. She flies the Israeli flag.

The 5,500-ton *Cabo Izarra*, owned by the well known Spanish Ybarra Company, also serves out of Miami, operating on seven-day cruises to San Juan and St. Thomas.

The *Jamaica Queen*, another Israeli-flag steamer, is the former *Nili*. Of 7,851 gross tons, she operates to Nassau and to Jamaica.

The 5,051 gross ton *Stella Oceanis*, Sun Line, makes occasional cruises out of Fort Lauderdale, also a booming passenger ship port 25 miles north of Miami.

(Continued on page 19)



CAPTAIN CLYDE VALLEY has been awarded a cash prize and the Bronze Medal Pin by the Life Saving Benevolent Association. The awards were made in recognition of Captain Valley's heroism in rescuing an eight-year old boy from drowning. Captain Valley leaped into the water from the *Kerry Moran* to save the boy. The lad had been riding a bicycle on the old open pier at 69th Street in Brooklyn. His bike apparently ran into a broken timber and the rider was thrown into the water.

The lad was in the water several minutes and was being carried away from the pier into deep water by the currents, when the screams of a woman attracted Captain Valley's attention. He did not hesitate for a moment, jumped into the bay and brought the boy safely back to the tug. Moran would have known nothing of the episode had not the boy's mother called to find out who the *Kerry Moran's* captain was so that she could personally thank him for his bravery. The award presentation took place April 10, 1969. The rescue happened July 30, 1968.

A number of service awards have been given by John S. Bull, President of Moran Towing & Transportation Co., Inc., since the beginning of 1969. It is our pleasure to list them as follows:

OFFICE PERSONNEL

James R. Thompson	.....	40 Years
Percy L. Walling	.....	25 Years
Martin J. Carroll	.....	20 Years
Fred J. Coseglia	.....	20 Years

TUG PERSONNEL

Lars Thorsen	.....	40 Years
Marshall Rodden	.....	35 Years
George Brennan	.....	30 Years
Rolf Salvesen	.....	30 Years
George Hudson	.....	25 Years
Meredith Connor	.....	20 Years
Frank Hickman	.....	20 Years
Joseph Chartrand	.....	20 Years
Irvin Rausch	.....	20 Years



NEW UPPER HOUSE — This is our sturdy new tug the *Grace Moran* boasting a splendid and most practical addition — an upper level pilot house. Barges are so big these days that when they are in a light condition they are so high out of the water that an ordinary pilot house does not give proper visibility at all times. Thanks, Jim Ankin, for the photo.

FROM BOOKS TO BOATS — Midshipman Peter M. Gale of Red Bank, New Jersey received the **EUGENE F. MORAN AWARD** for outstanding proficiency in small boat sailing and for a commendable scholastic record. The attractive nautical clock was presented by Robert M. Loftus (right), Moran Assistant Vice President at the graduation ceremonies of the United States Merchant Marine Academy, Kings Point, New York. Peter plans to begin his career as mate aboard an offshore Moran tug.



CAPTAIN Clyde Valley receiving his bronze medal pin from Miles F. York, president of the Life Saving Benevolent Association.



RECOMMENDED READING

FEARNLEY & EGER 1869-1969, by Rodney Agutter (*World Ship Society*) and Bjorn Morck (*Fearnley & Eger*), 1968.

THIS 58-PAGE, wonderfully-illustrated booklet is a product of the World Ship Society in cooperation with the century-old Fearnley & Eger firm. A center spread map of the world features the liners, tankers, bulk carriers and tramps of this famous Norwegian company. Each of the 37-vessel fleet is shown in its location as of Feb. 29, 1968. The 154 ships that the company has owned are described in great detail, with photographs of most of them. Every member of the World Ship Society received a copy of the booklet which, the Society noted, was the result of seven years of research by Mr. Agutter.

THE WAHINE DISASTER by Max Lambert and Jim Hartley. Published by A. H. & A. W. Reed, 182 Wakefield Street, Wellington, New Zealand, 1969.

A THRILLER, this work is one of the best told and most gripping disaster stories of all time—without question! This true story describes the destruction of the virtually new luxury car ferry *Wahine*, 8,944 tons, with the loss of 51 lives out of a total of 738 souls aboard. Written by two crackerjack newspapermen, this account is similar in style to Walter Lord's "A Night to Remember." The most dramatic rescue and disaster photographs of the decade are in this book. The story of the disaster unfolds through the 26-day hearing that followed, and the recommendations of the hearing court are included in full. The disaster took place April 10, 1968. It happened in a storm of unprecedented ferocity at the position of maximum danger on the over-night voyage from Lyttelton to Wellington, across famed Cook Strait, which separates the North and South Islands of New Zealand. The rescue operations, involving tugs, ferries and small craft, is described in great detail. The terrible hours of disaster are described, with a minute-by-minute perspective, through the eyes of officers, crew, passengers and people on shore. This book will become a classic.

TO THE WAR, by Robert Edson Lee. Published by Alfred A. Knopf, New York, 1968. Price: \$4.95.

TO SOME PEOPLE, World War I was the biggest thing in their lives, and so it was with the author of this book. His memories of shipyard work, service on a Navy repair ship and in various Pacific outposts are here put down, with outstanding illustrations by Lorence Bjorklund.



VERY EARLY MORNING — The *Eugenia Moran*, partly obscured by the bow shadow of the sleek *Grace Line Santa Lucia*, is shown gently assisting the big cargo ship into her Port Newark berth. It is very early in the morning, and the brilliant rising sun is striking the ship. Thanks again, Jim Ankin.

MORE LINERS . . .

(Continued from page 17)

Fort Lauderdale, which can accommodate much larger ships than can Miami, has developed into a major debarking point for American travelers. Many major liners stop there and many others use it as a starting point for cruises.

A fleet of liners in miniature as well as some good sized vessels are operating in the Caribbean, with passengers being flown to them from various locations in the United States.

Among these are the *Stella Maris II*

and the *Stella Solaris* of the Sun Line; the *Romantica* and *Regina*, of Chandris Lines, and the *Dalmatia*, a Yugoslavian liner. The *Prinz Hamlet*, Finnish car ferry turned cruising ship, operates out of Brazil on cruises up and down the East Coast of South America, and is widely used by air tourists from the United States.

Still another new idea in ocean cruising is the development of a West Coast to Mexico cruise business. Long projected, this service is now supporting two fine vessels in the *Princess Italia* and the *Princess Carla*, familiar here formerly as the French Line's popular *Flandre*.

NEW OCEANOGRAPHIC SHIP — the USNS *Kellar* made her debut on May 22, National Maritime Day, at Pier 16 of the South Street Seaport, New York's new maritime museum restoration project. Built as a hydrographic survey ship she is operated with a civilian crew by the Navy's Military Sea Transportation Service. Her first assignment will be to support the Grumman-Piccard Gulf Stream Drift Mission of the research submarine *San Franklin*, according to Rear Admiral Walter F. Schleich, Jr., USN, the MSTC Atlantic Commander.





Brent