

# TOW LINE

*Fall 1972*



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## ON THE COVER—

**M**EDITERRANEAN BOUND in the weekly New York service of the Atlantica Line is the Italian-flag member of the tri-flag consortium—Fassio Line's full containership *Atlantica Genova*.

The smart-looking *Atlantica Genova* (her maiden voyage to New York was last December) is dramatically captured in the brilliant light of a summer's afternoon in this newest painting by Tow Line cover artist Albert Brenet.

In New York's Upper Bay the sturdy \$6 million containership turns seaward after undocking from the new Global Terminal located in the Bayonne and Jersey City area of New Jersey.

*(Reprints of this Brenet cover, suitable for framing, are available by writing to: U.S. Atlantica Containership Agencies, Inc., 17 Battery Place, North, New York, N.Y. 10004.)*

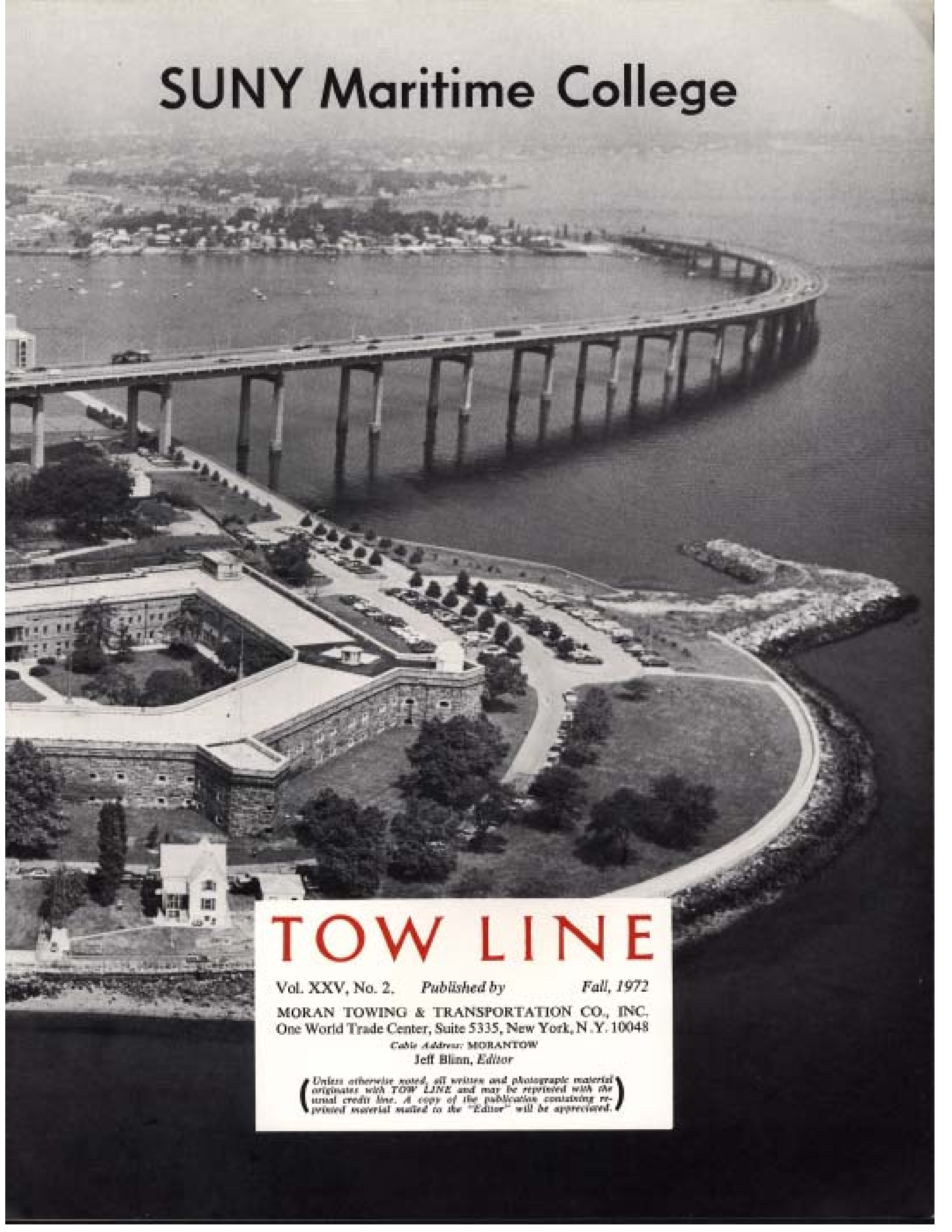
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# SUNY Maritime College

An aerial photograph of the SUNY Maritime College campus. The college buildings are situated on a peninsula, with a large stone fortification in the foreground. A long, curved bridge with many tall, rectangular piers extends from the campus across the water. In the background, a city is visible on the opposite shore.

## TOW LINE

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# SUNY

## Maritime College

*"As the State University of New York Maritime College — the largest of the five state-sponsored maritime schools in the nation — faces a second century of service, I am sure we will continue to be considered one of the most progressive and important degree-granting maritime schools in the nation. As we face the challenges of an expanding maritime industry, we will continue to train our graduates in the very latest scientific skills and provide them with the most recent knowledge about our rapidly changing technology."*

**Rear Admiral Sheldon H. Kinney,  
President**



### SUNY MARITIME COLLEGE APPOINTS NEW PRESIDENT

REAR ADMIRAL SHELDON H. KINNEY, USN (Ret.) succeeded Rear Admiral Edward J. O'Donnell, USN (Ret.) as President of the State University of New York Maritime College on September 1, 1972. Prior to his appointment by the State University of New York's Board of Trustees, Admiral Kinney was Commander of the Pacific Fleet Cruiser-Destroyer Force. He has also served as Deputy Chief of Naval Personnel (1970-71), Assistant Chief of Naval Personnel for Education and Training (1968-69) and Commandant of Midshipmen at the U. S. Naval Academy (1964-67). He joined the Navy as an enlisted man but graduated with honors from the Naval Academy in 1941. He served in a variety of capacities at sea, including command of the USS *Branstein* in 1943, and received the Navy Cross and Legion of Merit among other honors during World War II and the Korean War. The study of law at George Washington University, while assigned to the office of the Judge Advocate General, led to a Master of Arts Degree in International Affairs and the Juris Doctor Degree. At the university Admiral Kinney was a member of the Law Review staff and was elected to the National Legal Honor Society. A frequent contributor of articles for naval publications, he was also editor of the *United States Naval Institute Proceedings*, the Navy's professional journal.

**O**F ALL THE MEMORABLE EVENTS in the four-year academic life of a State University of New York Maritime College cadet, his summer embarkations on the school's Training Ship *Empire State IV* is one of the most exciting.

Berthed at the SUNY Maritime College's 600-foot pier at its Fort Schuyler campus in the Bronx, the *Empire State IV* was the focal point of attention for hundreds of cadets, their families and friends on the morning of July 21st.

At 1300 hours (1:00 P.M.), the 12,000-ton, steam-powered former

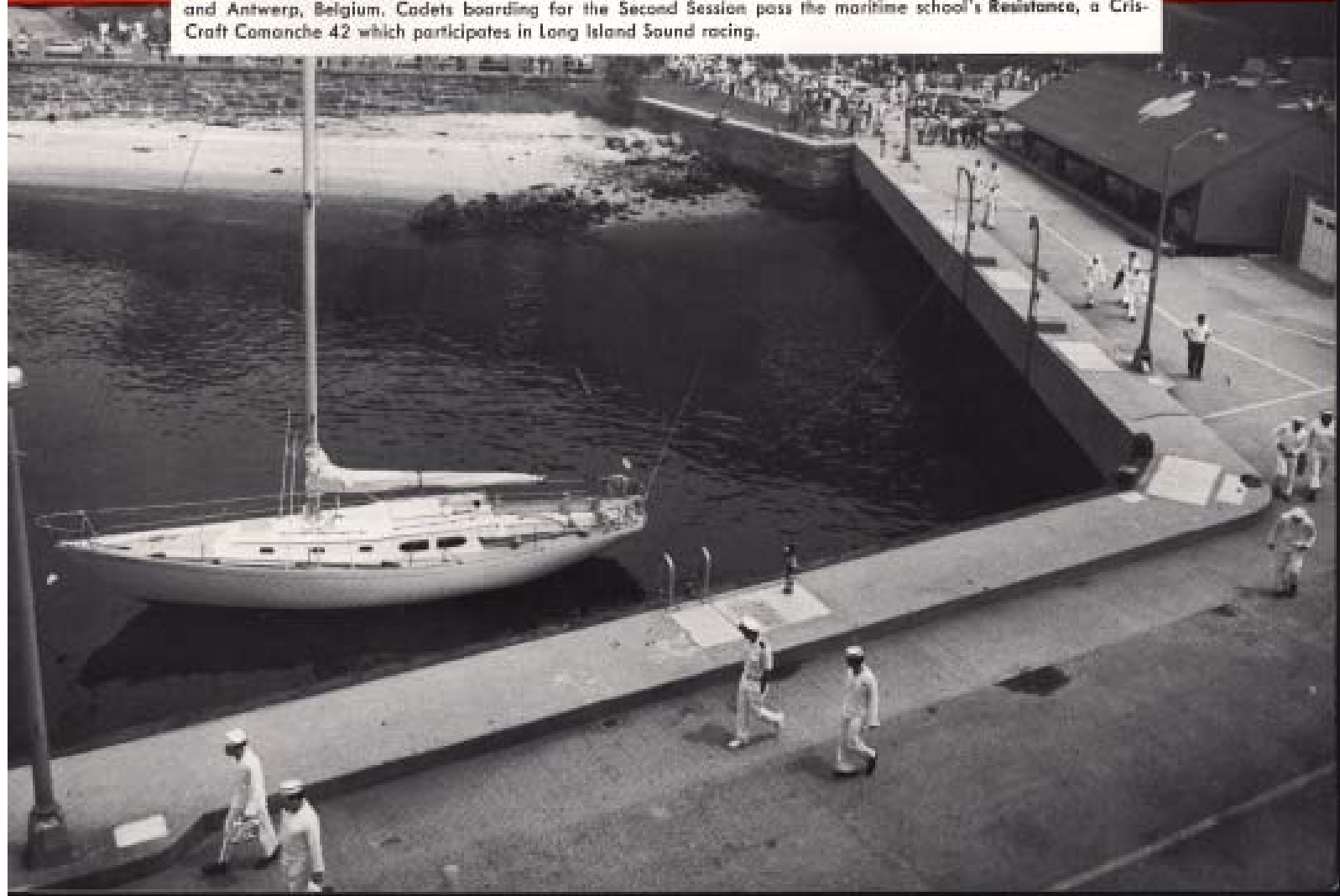
troop transport would sail with 274 First (Senior), Second (Junior) and

*(Continued on Page 6)*





ALL ASHORE! / ALL ABOARD! — T. S. Empire State IV's arrival on July 17th from Genoa, Italy and Palma de Mallorca, Spain (Top photo) was followed by departure on July 21st (Bottom photo) for Edinburgh, Scotland and Antwerp, Belgium. Cadets boarding for the Second Session pass the maritime school's Resistance, a Cris-Craft Comanche 42 which participates in Long Island Sound racing.



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## SUNY...

(Continued from Page 4)

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Third (Sophomore) Classmen and nearly a hundred officers, crewmen and instructors aboard.

### Summer Sea Terms

The Summer Sea Term—a part of the Maritime College's curriculum consists of two successive voyages of the *Empire State IV*. Each qualifying cadet receives academic credits upon completion of this practical, on-the-job training program which is combined with formal shipboard class instruction.

The first six-week voyage of the *Empire State IV* begins early in June, following the final Spring Semester examinations.

The sailing today would be the second "session"; the vessel having returned from the first cruise on July 17th.

### Academic Adventure

During his final three years of study at SUNY Maritime College, the cadet is required to "lay aboard" for four Sea Term sessions: one each summer in his second and third year of study and two in his senior year.

While diligent study, actual watch-standing and practical shipboard work are required of the cadet during the six-week sessions, it is a time of adventure — particularly for the Third Classmen who will be going for the first time.

Their first voyage as a cadet may well be their first experience at sea. The *Empire State IV*'s ports-of-call may be their initial introduction to foreign shores.

This year's first voyage of *Empire State IV* carried some 300 cadets to Genoa, Italy and Palma de Mallorca, Spain where five-day visits were made

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WITHIN THE NAPOLEONIC FORT — Fort Schuyler's library includes more than 55,000 volumes, hundreds of periodicals and nearly a thousand albums of recorded music, drama and the spoken arts. It is the center of the school's popular library lecture program and educational communications.

to each port.

The cadets aboard for this "second session" cruise will visit the bonnie braes of Edinburgh, Scotland and the continental port of Antwerp, Belgium.

### Schoolship Heritage

The State University of New York Maritime College had its beginnings on a schoolship.

Established in 1874 by the City of New York as the New York Nautical School, SUNY Maritime College is America's oldest maritime school.

Its first cadets lived, attended classes and trained in the *USS St. Marys*, a sloop-of-war.

The sloop was manned by U.S. Navy officers on active duty who also served as instructors but the school's supervision was vested in the City of New York.

The *USS St. Marys* served as New York's schoolship from 1874 until 1908 when the sailing ship was replaced by a combination sail and steam-propelled vessel; the *USS Newport*.

Supervision of the maritime school was transferred to the State of New York in 1913 and, early in 1929 its name was changed by Legislative Act to the New York State Merchant Marine Academy.

The *USS Newport* was still the academy's schoolship when Governor Franklin D. Roosevelt declared the vessel obsolete in a request to the Secretary of the Navy, Charles F. Adams, "that a modern ship be secured" for the growing academy.

Included with his request were specifications for a diesel-powered training ship "bark rigged but limited



to top-gallant sails with double top-sails and double top-gallant sails and with yard arm clewlines. Jib-boom to have at least 30 degrees angle with horizontal."

In spite of Governor Roosevelt's efforts the *USS Newport* was not replaced until 1931 when the first of a series of ex-Navy, steam-propelled ships was "loaned" to the school and re-named *T.S. Empire State*.

The current training vessel, the former *USNS Henry Gibbins* of the Military Transportation Service is the fourth since 1931.

#### **Move to New Quarters**

Through the courtesy of the War Department, the maritime school had been using a single pier on Bedloes Island (The site of the Statue of Liberty has been re-named Liberty Island) for its military, athletic and recreational purposes.

On the very day (April 2, 1929) that Governor Roosevelt requested a new training vessel for the academy he wrote to James W. Good, Secretary of War, for "at least a portion of Fort Schuyler as the shore base of the academy and the headquarters for the school."

It was not until 1938 that the Academy moved to its present, pleasant site at the confluence of the East River and Long Island Sound: the Throgs Neck peninsula in the Bronx with historic Fort Schuyler at its tip.

#### **Big Academic Step**

By 1948 the Academy had become a part of the State University of New York, its name was changed to the State University of New York Mari-

*(Continued on Page 12)*

**THE HEART OF THE CAMPUS**—The Throgs Neck Bridge approach crosses the SUNY Maritime College campus between Fort Schuyler at the tip of the peninsula and the H-shaped Vander Clute dormitories at its heart (Top photo). The Vander Clute dining hall and its newer extension (Second photo) includes the college's modern infirmary and is adjacent to the new, seven-story dormitory (Third photo). Riesenberg Hall, the long, multi-level building (Bottom photo) is the center for indoor sports and is adjacent to Newport field. The adjoining wings of Marvin Hall, with its rooftop Meteorology Laboratory, and Tade Hall are prominent in the lower right hand side of the photo.



# Five New Tugboats Nearing Completion

**FIVE OF THE FINEST**, most sophisticated tugboats ever to be constructed for the Moran organization in its 112-year history, are nearing completion at the modern shipyard of J. Ray McDermott & Co., Inc. in Morgan City, Louisiana.

The order for the building of these five, twin-screw/twin-rudder, air-conditioned, diesel-powered tugs was placed by Thomas E. Moran, president of the Moran Towing Corporation, in December 1971.

This order was the largest single contract for new tugboats ever awarded by the family-owned concern which has been noted for its building programs of fine tugs over the years.

The firm of John J. McMullen associates, Inc. of New York was chosen to design "five new vessels as general purpose tugs capable of harbor duty, ocean towing and push towing."

The sister-tugs are each capable of delivering 3,300 horsepower and will be classed by the American Bureau of Shipping for unrestricted towing service.

In addition to innovations and refinements in machinery, furnishings and design, the new tugboats will comply with the U. S. Coast Guard's most recent standards for stability.

## Overall Look

In outward appearance and internal arrangement the new vessels will have their own unique characteristics, although their profiles are similar to those of several of the thirteen, gracefully-designed, high-power tugs built for the Moran fleet over the past decade.

They will be somewhat shorter and broader than the tugs most recently placed into service. Their overall measurement is 107 feet, 2 inches and their molded breadth is 31 feet.

rising above it and the prominent, single stack is narrow in its thwartship dimension.

At the main deck level, access to the lower deckhouse is limited to three watertight doors; two are located forward on the port and starboard sides of the main deckhouse and the third opens into the upper engine room casing at its centerline, aft.

Initially, three of the new tugboats will be equipped with towing winches and on all tugs the main deckhouse is recessed in its after end to accommodate towing winches.

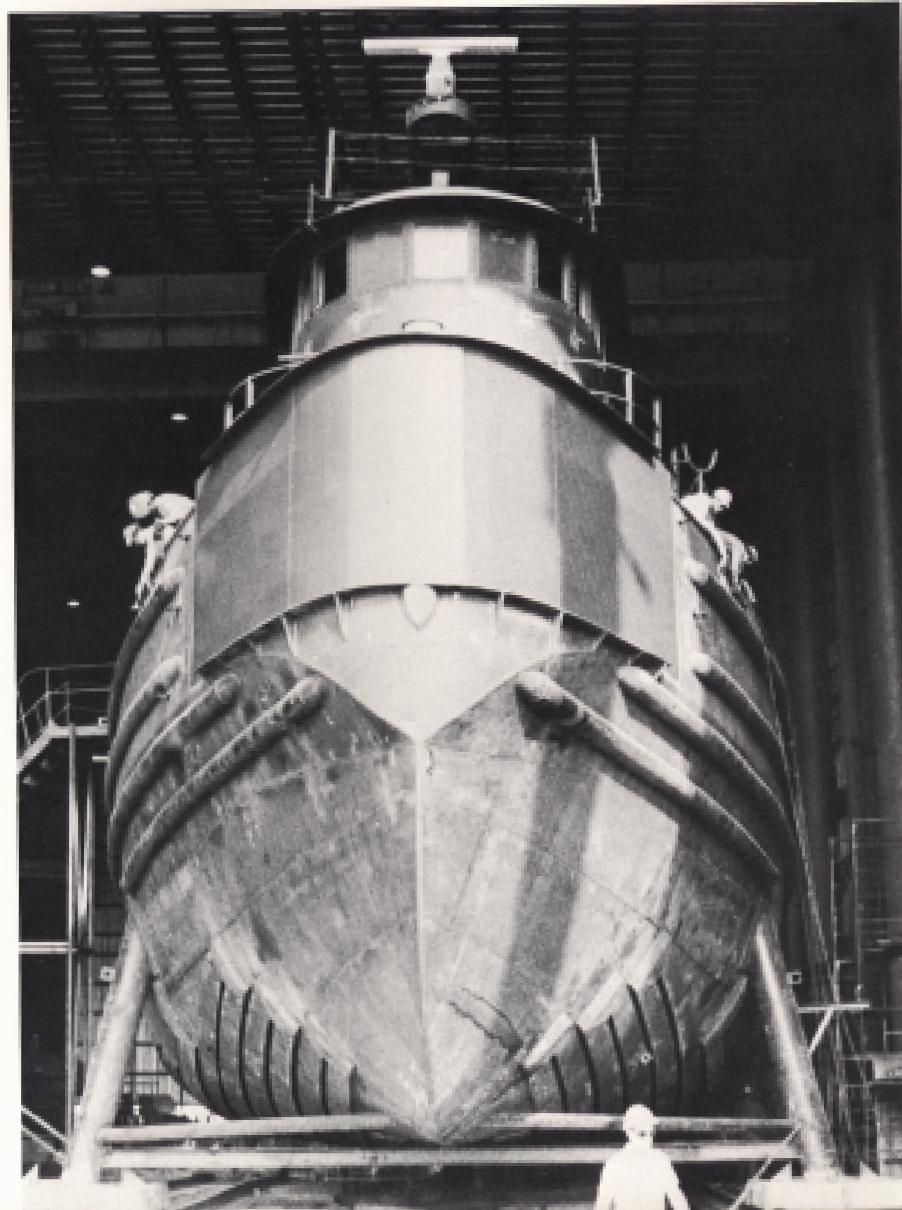
Facing the towing winch recess close to the centerline at the boat deck level, are located the port and starboard air intakes for the engine room.

On all the new tugs the main deck fittings include horizontal fairlead towing sheaves — for lashing into a barge notch — and aft capstans on the starboard side.

Three tugs will have both aft and forward-placed capstans.

Each tug's single anchor rests in a

The single main deck is heavily sheared with two tiers of deckhouses





niche in the main deckhouse on its starboard side, aft.

### The Boat Deck

The most prominent features rising above the boat deck are its single stack amidships and the deck house and pilothouse, forward.

An important installation on the boat deck involves two oil bath filters located on either side of the large stack. Through these filters combustion air is ducted directly to the two main engines below.

The tug's after main engine and steering control is contained in a console on the starboard side overlooking the stern deck. The deck machinery may also be operated from this point.

Conveniently located, too, on the boat deck are a life raft, the paint locker, the battery locker and — on the port side — one of two emergency escape hatches from the engine room.

The second emergency escape hatch exits from the forward engine room flat to the main deck forward of the deckhouse.

The Captain's quarters occupy the full width of the deckhouse aft of a thwartship passageway connecting two weathertight doors from the boat deck.

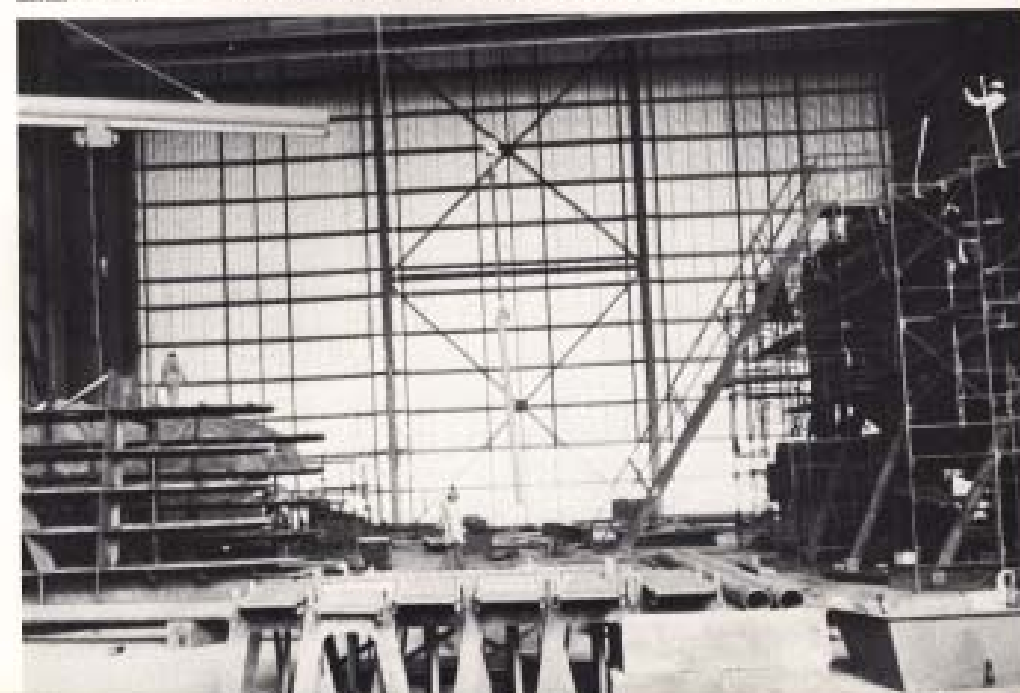
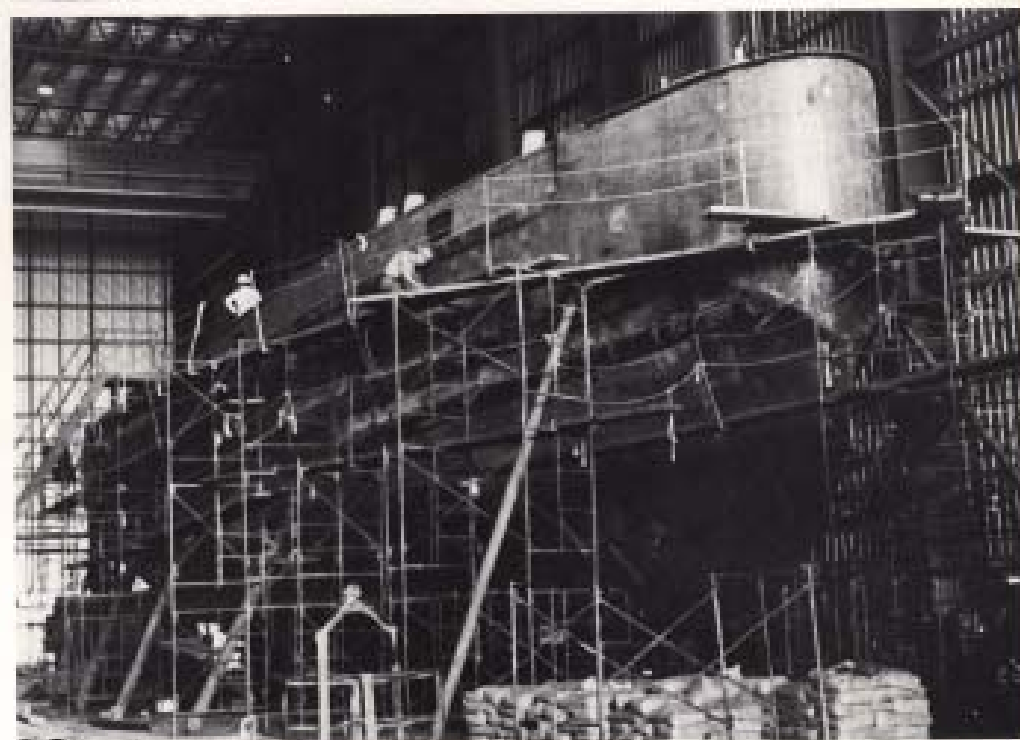
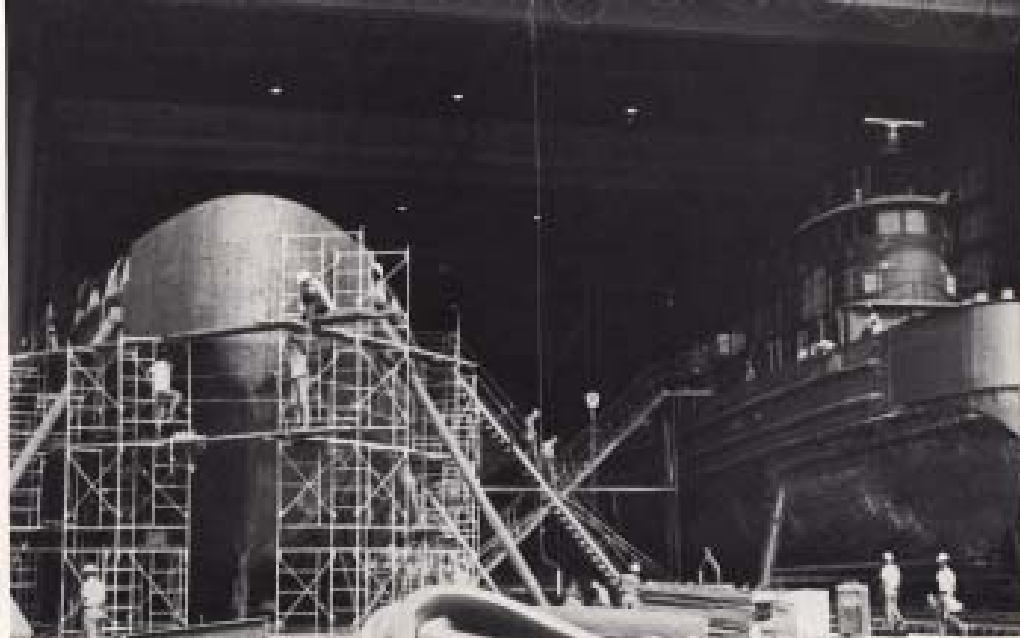
The tug's air conditioning machinery and engine room vents are housed on a flat forward of this passageway directly under the pilothouse.

Fashioned for maximum visibility,

*(Continued on Page 14)*

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**AT A POINT IN TIME** — One day in September 1972, the Moran Towing Corporation's five new tugs were caught by the candid camera in their various stages of building. At the J. Roy McDermott Shipyard in Morgan City, Louisiana Hull No. 176 (Photo, left) has received its deckhouses and pilothouse structures indicating that its main engines are installed and that its launching date is not far off. To the left of Hull No. 176 (In top photo, right), Hull No. 178 takes shape up to its bulwarks while, at the rear of the huge enclosed shed, Hull No. 177 — the second tug in line for launching — (Second photo, down) will soon receive its main engines and deckhouse structures. Hull No. 179 is not yet distinguishable as a tug (Third photo, down) with its components being assembled to the left of Hull No. 177. The bottom shell plating of Hull No. 180 — the fifth tug (Photo on page 14) awaits joining with its bow and stern modules.



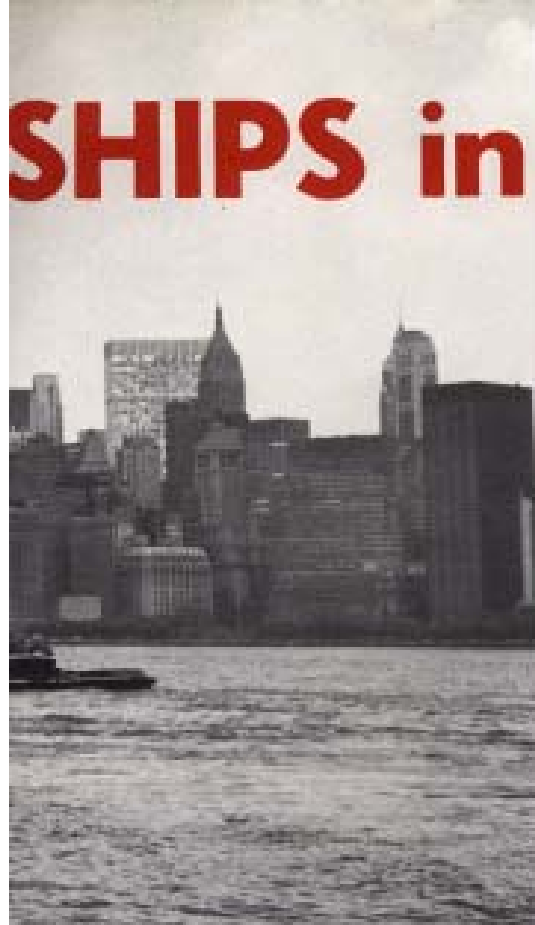


**NEW FROM THE ARGENTINE** — The *Rio Marapa*, in the U.S. East Coast/Canada to Buenos Aires direct express service, received the Port of New York's harbor welcome June 27th. The new vessel, built in Valencia, Spain in 1972, is fully air-conditioned with 480,000 cu. ft. bale measurement and 69,239 cu. ft. of reefer space. Four deep tanks carry 1,000 tons of liquid cargo. The Argentine Lines' vessels berth at Port Authority Pier 2, Brooklyn. Cosmopolitan Shipping Company, Inc. is general agent for the line in North America.

**JOINS ATLANTICA SERVICE** — French-flag Fabre Line's new *Atlantica Marseille* on June 26th joined the West German-flag Hansa Lines' *Atlantica Livorno*, *Atlantica New York* and *Atlantica Montreal* and the Italian-flag Fassio Line's *Atlantica Genova* (Featured on the cover of this issue of TOW LINE). Completed this year at the Dubigeon-Normandie yards in Nantes, France, the 537-foot-long containership *Atlantica Marseille* is fully automated and can carry 704 twenty-foot container equivalents. The general agent in the United States for the three-member consortium is U.S. Atlantica Containership Agencies, Inc.



# SHIPS in the NEWS



THE LARGEST FULL CONTAINERSHIP to berth at the new multi-million dollar Global Terminal & Container Services, Inc. facility in the Bayonne/Jersey City area was the new 807-foot-long *Tokbel Maru* of Yamashita Shinnihon Line. Official guests aboard tug *Nancy Moran* participated in the maiden arrival welcoming ceremonies including the Port of New York-New Jersey fireboat salute to the super-containership September 11th. The *Tokbel* (Translated: East America) *Maru* gracefully turned in the North River before the twin towers of the World Trade Center before proceeding to her berth. Observed among the deck cargo of the 35,492 gross ton vessel were containers of all five participating Japanese steamship lines in the new container service between Japan and the United States east coast, namely: Japan Line, "K" Line, Mitsui-O.S.K. Line, N.Y.K. Line and the Yamashita-Shinnihon Line. Six more 25-knot super-containerships capable of carrying 1,569 to 1,908 20-foot container equivalents will be added to the 16-day East-America/Japan service by mid-1973. American east coast and Gulf coast agent for the Y. S. Line is the Texas Transport & Terminal Co., Inc.



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# SUNY...

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time College and it could grant undergraduate degrees in Marine Transportation and Marine Engineering.

Additional curricula in Marine Nuclear Science and in Meteorology and Oceanography were approved in 1962.

By 1968 the cadet's fields of specialization had been expanded to include Naval Architecture, Electrical Engineering and Mathematics.

### Accreditation

Numbered among the foremost specialized colleges in the country, SUNY Maritime College is accredited by the Middle States Association of Colleges and Secondary Schools. The school is also a member of the College Entrance Examination Board.

New York's State Education Department recognizes the Bachelor of Science degree in the maritime school's Marine Transportation Science Program as satisfying the Court of Appeals' requirements for admission to the law schools of the state.

The Bachelor of Engineering curricula, registered with the N.Y. State Education Department's Division of Professional Education, permits SUNY's students to sit for the first two parts of the Professional Engineer license examinations.

Upon passing the examination, the student is officially designated as an Engineer-in-Training (E.I.T.).

After a third examination and acceptable professional experience, the SUNY engineering graduate can qualify for the New York State Professional Engineer (P.E.) license.

Regardless of his specialization, each cadet ordinarily follows courses leading to Federal licensing as a deck or engineering officer in the U.S. Merchant Marine and toward an inactive commission as Ensign in the U.S. Naval Reserve.

### Campus Growth

Many modern structures have blossomed on the Throgs Neck peninsula since old Fort Schuyler was acquired for the college in 1938.

Today some of the best facilities to



be found in any leading college have grown from the school's first classrooms, living quarters and laboratories re-modeled out of the interior of the Fort's Napoleonic military architecture.

The SUNY campus, set like a green pendant in the rushing confluence of waters of the East River and the Long Island Sound, has been well-planned in its development. The aesthetic beauty of the 1830's fort and its grounds has been preserved.

On the school's pleasingly-landscaped campus multi-story buildings housing all the essentials of a residential college have risen in an orderly fashion — function, beauty and convenience a part of the master plan.

### Academic Centers

The old, stone Fort Schuyler still houses classrooms, the library, labo-

ratories, the administrative offices, a planetarium and, on its roof, an astronomical observatory but the nucleus of the school's science and engineering studies is the Marvin-Tode Hall.

Constructed as adjoining wings, Marvin Hall and Tode Hall share a three-screen, audio-visual, 190-seat lecture hall and each has classrooms equipped with audio-visual facilities.

Marvin Hall's five-level science wing houses a two-story Nuclear Reactor Simulator and laboratory, an IBM 1130 computer system in its Digital Computer Laboratory and a top floor-rooftop Meteorology Laboratory and Weather Station among its up-to-date scientific facilities.

Tode Hall's multi-storied engineering wing is replete with modern laboratories with a plethora of equipment impressive to engineer and non-engineer alike.



An Aerolab supersonic wind tunnel in the Transport Processes Laboratory, an EAI 580 computer in the Analog Computations facility and an Auto-dynamics Model 501 Process Control Trainer in the Systems and Controls area are but a part of the total facilities available to the student.

The Training Ship *Empire State IV*, with its sophisticated instrumentation, is both a laboratory for Marine Engineering and a laboratory for Oceanography.

#### **Convenient Living**

Vander Clute Hall consists of two H-shaped, three-story residence halls, a separate dining hall — which includes the Ships Store and recreational areas for cadet activities — and encloses a quadrangle adapted for occasional ceremonial use.

A new 300-bed, seven-story dormitory and an extension to the dining hall which includes a well-designed and equipped infirmary were completed in 1971.

In their location at the center of the campus, the residence halls are contiguous to the academic centers.

#### **Athletics Important**

In pursuit of physical well-being, the State University of New York Maritime College cadets have captured their share of trophies and championships in a dozen varsity sports.

Three cadets won "All-American" honors.

Cadet William Imken qualified for the NCAA college division All-American swimming team. The Inter-Collegiate Yacht Racing Association included two Maritime College stu-



dents in its fifteen-man All-American sailing team for 1972: Gary Jobson (who was named for the second time) and Bob Martus. Cadet Jobson won the National Collegiate Championship single-handed competition. Cadets John Wolak and David Dombrowski won the New York State Championships in 2-oar shells at Orchard Beach Lagoon at City Island.

The school is a member of the National Collegiate Athletic Association, the Eastern College Athletic Conference, the Metropolitan Collegiate Swimming Conference, the Middle Atlantic Intercollegiate Sailing Conference and the Metropolitan Intercollegiate Rifle League.

Newport Field, with its baseball and softball diamonds, a cinder running track and regulation soccer-lacrosse area, is contiguous to Riesenbergh Hall — a long, multi-level building which is the center of indoor

sports. It contains a Olympic-size swimming pool, a gymnasium and a host of sports-oriented specialized areas.

The newly-constructed student activities building, McMurray Hall, is the center of both the Sailing Squadron which competes in varsity competition and participates in yacht club regattas and the shell rowing crews.

#### **Training for Leadership**

As all cadets of the Maritime College are working essentially toward becoming licensed officers in the American Merchant Marine as well as in the inactive U.S. Naval Reserve, the campus routine is conducted on a quasi-military basis.

The cadets wear uniforms (blues, khakis and whites), are responsible for administering their own discipline and daily routine through their own

*(Continued on Page 16)*



## FIVE TUGS . . .

(Continued from Page 9)

the pilothouse surmounts the deckhouse forward. Its thirteen windows, two with extra large panes at the rear of the pilothouse, afford the "man at the wheel" a panoramic view.

Prominent, in its position at the centerline atop the pilothouse, is the familiar, heavy steel support for the hinged mast and revolving radar sweep common on all the recent Moran tugs.

### Internal Access

Of prime importance in the design of tugboats is convenient access to all accommodation, engineroom and navigational areas. Dependent upon the machinery layout, internal access varies on different tugs.

In the five new tugboats internal access is provided by inclined ladders, thwartship passageways on the main and boat decks and a long, connecting centerline passageway at the main deck level.

The individual Chief Engineer's and Mate's cabins and two separate quarters for crewmen lie fore and aft of the thwartship passageway connecting the two watertight doors at the forward end of the main deckhouse.

Two inclined ladders, one leading up to the boat deckhouse and one leading down to the engineroom, adjoin the centerline passageway leading aft.

The new tugs' sanitary facilities include a self-contained system with holding tanks allowing no overboard discharge of wastes.

A port and a starboard toilet and shower room lie off the centerline passageway as it approaches the galley/messroom area.

The completely stainless-steel galley with its triple sink installation, electric range, freezer and refrigerator and adjoining paneled messroom are located amidships.

The centerline passageway continues from the galley through the upper engineroom casing to the main deck access door aft.

On the boat deck level, another inclined ladder provides internal access to the pilothouse.



### The Pilothouse

An added filip to the visibility afforded by the new pilothouse design is the inclusion of three windows in the overhead, a boon to the man at the wheel when the tug is working close to overhangs.

But one is also impressed at the excellent arrangement of the tug's controls, its navigational instruments and its work and stowage area.

Most prominent in the pilothouse is the all-metal console with its Decca steering stand and the gleaming, 40-inch diameter, stainless-steel steering wheel.

Set at the centerline and spanning three of the forward windows, the console incorporates the port and starboard dual engine controls, the binnacle, a gyro-compass repeater and the alarm panels for the tug's automated engineroom. Two of the new tugs will be automated.

At the touch of a finger the balanced steering wheel activates two rotary vane steering motors, hydraulically moving the tug's twin, oversized rudders.

A pilot's chair faces a Decca radar set deck-mounted next to the starboard side windows and a non-follow-up steering lever is within reach.

A large chart table nearly spans the width of the pilothouse at the rear.

The master gyro-compass, a bin for the stowage of charts and a lounge seat are adjacent to the automatic Radio Direction Finder and the LORAN unit.

### Underdeck Highlights

Commanding the viewer's attention in the engineroom are the two, General Motors (Model 12-645-E2) diesel engines equipped with Roots blowers.

Through a line of shafting and re-

verse reduction gears (with slip clutch control), the tug's power is delivered to two, four-bladed, solid manganese-bronze propellers nine and one-half feet in diameter.

Two diesel-powered auxiliary engines drive two 75KW generators to provide the tug's electric power while a third diesel-powered auxiliary engine drives a hydraulic pump for towing winch and deck machinery power.

An important innovation seen for the first time in Morgan tugs is the use of keel coolers. The jacket water for the two main engines and the three auxiliary engines will be cooled by circulating it along the hull below the waterline.

On the new tugs salt water will be used only for the air-conditioning machinery, the fire-fighting system and as a coolant for the reduction gear lube oil.

Two potable water tanks are carried at each end of the engineroom—capacity, approximately 5,000 gallons—and an oil-fired auxiliary boiler will supply both heat and hot water.

The natural exhausts of the engineroom—not the engine exhausts, which are vented only through the stack—escape both through the stack and through vents installed in the pilothouse structure.

The engineroom is insulated from the overhead crew quarters with thermal and acoustical materials and a fire detection system and a CO<sub>2</sub> flooding system are provided.

### Furnishings

All the joiner work on the five new tugboats is of fireproof material and all the accommodation spaces are insulated.

With an eye to comfort, pleasing appearance and safety, all the furnishings in the crew areas are constructed

of fireproof materials and — with the exception of a comfortable armchair — are firmly secured in place.

All the living quarters, the four separate cabins on the main deck and the Master's quarters on the boat deck, are similarly furnished.

Each contains a lavatory, a secretary/bureau with formica top, an armchair, metal lockers and a large, metal bunk with mattress and springs and two stowage drawers below. While the Master's quarters are furnished with two single bunks, the other cabins each have a double bunk.

The messroom, which adjoins the galley on the port side, has a 9-foot, 3-inch settee installed against the aft bulkhead facing two, single-pipe pedestal mess tables with melamine tops and lee rails. Four pedestal-type mess chairs are deck-mounted opposite.

#### Modular Construction

Moran, for the first time, has departed from the traditional fashion of building its tugboats on inclined ways and launching them with a splash — at least for the five current buildings.

Modular construction is the newest method used around the world today to build giant ships. The very same techniques, on a much smaller scale, were adopted to allow the five new Morgan tugs to be built simultaneously in the same yard.

Almost the first step taken by the modern McDermott Shipyard was to cut heavy steel plates to be incorporated into five basic modules for each tug on a production-line basis.

The fabricating of the many major and minor components in McDermott's two expansive, enclosed shops — where weather was not a factor — afforded both faster production and a greater degree of accuracy in welding than is possible on conventional, out-of-doors, inclined ways. More "downhand" welding is feasible when the units are handled separately.

As the completed modules are weld-jointed on the flat, the placing of major machinery in the hull is simplified and at the moment of "launching" the tugboat is about 80 percent complete.

The launching of the tug is not dramatic, however. The completed hull, supported on two steel rails, is placed on a floating drydock which



**IN APPRECIATION** — "In appreciation of delicate and effective service as Chairman of the Board of Directors of The New York Towboat & Harbor Carriers Association, 1970-72", reads this gavel-bearing testimonial plaque presented to Thomas E. Moran, President, Moran Towing Corporation, by Francis B. Bushey (left), President, Spentonbush Transport Service, Inc. and newly-elected Chairman. Re-elected at the Association's annual meeting on June 22nd were William E. Cleary (center), President; Michael G. Lorenzo, Treasurer; Thomas F. Moran, Secretary and Eugene J. O'Connor, Ass't Secretary.

is then lowered to float the tug.

Without a splash, the first of Moran's new-buildings is expected to

be afloat as this issue of TOW LINE

reaches its readers — with the others not far behind.

**EUGENE F. MORAN AWARD** — At the Convocation Awards ceremony for the Class of 1972 of the United States Merchant Marine Academy, Kings Point, New York, the Eugene F. Moran Award was presented to Midshipman Jere M. White by Lloyd R. Graham, Vice President, Sales on June 5, 1972.



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## SUNY . . .

*(Continued from Page 13)*

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Cadet Officers (upper-classmen) and participate in a wide range of extra-curricular activities.

There is a college band which is both a military and extra-curricular activity, a glee club, a sailing squadron and a member company of the National Society of Pershing Rifles that is the school's Honor Guard and participates in many formal, social and charitable events.

There is a college newspaper and many clubs are devoted to academic pursuits, social and spiritual interests and physical development.

### **Empire State IV Departs**

Hours early, the new Student Activities Building (McMurray Hall) and Shepard Avenue to the college pier began to fill with family, friends and well-wishers to see the cadets embark on their training cruise.

Many had come from out-of-state, and many came with picnic baskets and gathered in small groups on the green lawns in the shade of trees for it was an exceptionally warm, sunny day.

Cadets in their white uniforms mounted the gangway bearing baskets, parcels of presents and suitcases to stow in their quarters, only to return for final good-byes ashore.

By 1300 hours the boat deck rail of the training ship was lined shoulder-to-shoulder with cadets waving farewells to a multi-colored shoreline. Sweethearts wept, mothers cautioned unheard pleas and younger brothers looked-on in envy.

The grey, former Navy transport backed slowly and turned into the bright haze with her complement of future maritime officers and leaders.

### CHILEAN LINE MARKS CENTENNIAL IN 1972

ONE OF THE OLDEST and most notable steamship lines in existence today, the Compania Sud-Americana de Vapores (Chilean Line, Inc.), marks its centennial in name only. The famous firm was actually born in 1870 with the founding of the Compania Chilena de Vapores—the new name signalled only a change in policy and law. To go one step further, however, it may be noted that the Compania Chilena de Vapores incorporated the Compania Nacional de Vapores which was formed in 1864 and which, in turn, had absorbed an earlier steamship firm — the Sociedad del Vapor Paquete del Maule. In any event, the Chilean Line is saluted for its longevity by another centenarian-plus, the Moran Towing Company.

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**EMPIRE STATE IV HEADS SOUTH** — The SUNY Maritime College cadets on their second sailing of the Summer Sea Term, July 21st, received a sightseeing cruise down the East River and out the Narrows under the Verrazano Bridge. The usual departures of the *Empire State IV* from the school's Bronx campus are through Long Island Sound but two LCVP's (Landing Craft Vehicle Personnel), for oceanographic use, awaited pick-up at Norfolk, Virginia by the training ship before a course was set for Edinburgh, Scotland. Note the new Argentine Lines' new *Rio Marapa* at her Brooklyn pier.





## RECOMMENDED READING

**THE MALLORYS OF MYSTIC, Six Generations in American Maritime Enterprise** by James P. Baughman. Published for The Marine Historical Association, Incorporated, Mystic Seaport by Wesleyan University Press, Middletown, Connecticut 1972. Price: \$17.50.

**A SCHOLARLY WORK OF OUTSTANDING RESEARCH** is this business biography of a noted American shipping family who spanned the formative years of the American merchant marine and whose virtues of industry, thrift and efficiency led them to turn a profit over generations in a highly competitive environment. Deeply rooted in America—their principal forebear, Peter Mallory, had emigrated from England to Connecticut before 1644—the Mallorys grew in their belief in family-controlled private industry, in water-borne commerce as vital to the American economy and in the strong feeling that the success of American-flag ships hinged on competition and not on national legislation, subsidization or political administration. Author James P. Baughman is Associate Professor of Business History and Associate Director of the Division of Research at the Harvard Graduate School of Business Administration and wields his talents both as a researcher/scholar and writer to add much to American maritime history and present an interesting story of the Mallorys from their early days of sail-making and investment in whaling ships through their own ownership and management of vessels, shipbuilding for themselves and others, commercial banking for themselves and others and their establishment and operation of American-flag lines operating coastal, intercoastal and transoceanic. Numerous photographic illustrations add much to nearly 350 pages of text but the chapter-by-chapter notes, a long section of Tables and Figures and an appendix of vessels from 1822 to 1906 in which the Mallorys invested, are invaluable to the serious researcher. An eleven-page bibliography and a good index completes the work's 496 pages.

**MARK WELL THE WHALE!**—*Long Island Ships to Distant Seas* by Frederick P. Schmitt. Published by Kennikat Press, Inc., P. O. Box 270, Port Washington, New York 11050, 1971. Price: \$6.95.

**SEVEN SHIPS AND TWO BARKS** comprised the whaling fleet of Cold Spring Harbor, New York. This small and charming village on Long Island's North Shore emerged as a whaling port in 1836 with

the purchase of the three-masted bark *Mammoth* from Boston. Cold Spring rose to rank 25th among America's 19th Century whaling centers with forty-four whaling voyages to its credit. Cold Spring Harbor (the name was changed in 1826) possesses its own whaling museum; Author Schmitt is currently a director and assistant curator of the museum. In his Introduction, Mr. Schmitt expresses alarm for the survival of some species and "do(es) not necessarily condone" whaling. Especially, we gather, in light of the odds set against the whale by today's technology. We couldn't agree more. But his 150-page book is excellent. Original material in the form of unpublished local documents—actually, three collections—and careful research far afield has been masterfully woven into a colorful tapestry of the Golden Age of Whaling as "told" by the fading ink of historical accounts. Among the illustrations, the author has included black-and-white reproductions of paintings of all nine Cold Spring whaling vessels—all three-masters and a pleasure to have in the company of the text.

**THIS IS THE COAST GUARD** by H. R. Kaplan and Lt. James F. Hunt, USCG. Published by Cornell Maritime Press, Inc., Cambridge, Maryland 1972. Price: \$12.95.

**ONE HUNDRED EIGHTY-TWO YEARS** of United States Coast Guard history would be a formidable (and rewarding) task for a writer to place within the covers of several volumes. The activities and facilities of the present-day Coast Guard alone would justify volumes, and individual accounts of heroic exploits or careers of Coastguardsmen would seem to approach numerical infinity. Such being the case, the authors were faced with a monumental task in confining to something less than 300 pages of text in their 8½-inch by 11-inch volume adequate coverage of so extensive a subject. While not a definitive work, *This is the Coast Guard* does present a total impression of an extremely active service with a fine tradition and is especially valuable for its up-to-date reporting of the Coast Guard's latest endeavors. Considerable effort has been expended in acquiring superb photographic documentation but the quality of reproduction falls short of its target. A short bibliography is provided and an excellent index is an aid for quick reference. Author H. R. Kaplan is a freelance writer and an "old hand" in the field of public information. From 1955 until his retirement in 1970, he served as Public Information Officer and creative writer for the Coast Guard. *This is the Coast* is his fourth collaborative book. Lieutenant Commander James F. Hunt is a career Coast Guard officer and author of more than 100 articles published in national magazines and columnist for *Ocean Magazine*. *This is the Coast Guard* is his first book.

**BLUE WATER COASTER** by Francis E. Bowker. Published by International Marine Publishing Company, 21 Elm Street, Camden, Maine 04843, 1972. Price: \$7.95.

**A LATTER-DAY SAILOR** but certainly a devotee of the tall ship, Captain "Bill" Bowker came along a century late for the famous clippers and we, the readers, are the losers. For he writes well and we should be thankful for this account of sailing in some of the last schooners to ply the trade routes. Unfortunately for the eager youngster, only tired, old schooners (a handful over 700 gross tons of American registry) still eked out a small profit for their owners in the 1930's. There was little choice. Captain Bowker's accounts of two voyages—one in the *Alvern*, a 772-gross-ton four-master, from Newtown Creek in New York to Nova Scotia in the dead of winter and the second, in the *E. P. Theriault*, a 402-gross-ton three-master, from Lunenburg, Nova Scotia to Georgetown, British Guiana—and his "waiting" time ashore are credible and highly informative narrations of the "way it was". This book adds a factual record to North American maritime history and is entertaining to boot. Captain Bowker, for the past decade, has been Master of the Mystic Seaport's schooner school ship *Brilliant*.

**AMERICA'S LIGHTHOUSES, Their Illustrated History Since 1716** by Francis Ross Holland, Jr. Published by The Stephen Greene Press, Brattleboro, Vermont 1972. Price: \$15.00.

**A BOOK TO WHET THE APPETITE** of lighthouse buffs, of photographers and of mariners in general is this first, fine, comprehensive history of America's most notable lighthouses—of the East, Gulf and West coasts, the Great Lakes, Alaska, Hawaii, Puerto Rico and the Virgin Islands. Francis Ross Holland, Jr. is an historian in the National Park Service and this well-illustrated, large format volume speaks well for his years of devoted research on the subject. The author, in giving us only the most pertinent facts in his historical descriptions, has not failed to bestow the fascinating flavor of this most human enterprise. Ample consideration is given to the early development of the light as an aid to navigation and to our own early colonial lights. The contributions made by Captain Winslow Lewis and the incomparable Augustin Fresnel are adequately covered while the thirty-two year reign of the Fifth Auditor of the Treasury, Stephen Pleasonton, is more thoroughly treated as an example of mis-administration of our Country's lighthouses until the year 1852. Of considerable value is the author's inclusion of seven pages of chapter-by-chapter reference, a bibliography and an index. Redundantly speaking, the sketches, line drawings and the fine photographs illustrating Mr. Holland's clear text are superb.

# ASHORE



# AND AFLOAT

**CAPTAIN RODNEY M. JONES**, Moran tug master and husband of Evangeline V. (Little) Jones of Coventry, Rhode Island died August 26, 1972. Burial was in St. Peter's Cemetery in Sandwich, Massachusetts.

Captain Jones was born sixty-three years ago in Fairport, Virginia, a son of the late Benjamin and Corine (Dodson) Jones.

The mourners of Captain Jones' death are many. They not only include his family but extend to his numerous associates in the Moran fleet to the Moran shore-side personnel who knew him and to those TOW LINE readers who have vicariously shared a part of the drama of his long professional career through the printed page.

Nearly thirty years ago Captain Rodney M. Jones, already a licensed tug master and veteran tugman, chose to join Moran in its fleet of off-shore-working tugs.

Over the years as Master in Moran tugs, Captain Jones was both respected and highly valued for his competency and skill in his demanding career. But he was also admired for his constant good nature, not only at those times when he was faced with the stresses of ocean towing, but at all times.

He was a most agreeable man.

### *A Master of Towing*

During the long span of his Moran years, Captain Jones was responsible for the successful completion of routine and not-so-routine sea tows too numerous for mention.

In his earlier years as a Moran tug master a number of ships in distress in the stormy Atlantic were rescued by Captain Jones' towing hawsers. One such rescue received recognition in a TOW LINE center-spread story ("Rescue of French Freighter *S. S. Caen*", December, 1949 Issue).

Typical of Captain Jones' off-shore tug activities can be found in the log of tug *Pauline L. Moran* for a 10-week period in 1954:



Captain Rodney M. Jones

"May 12, departed New York for Portsmouth, New Hampshire; May 15, under tow with *U-505* (Ex-Nazi submarine now on exhibit at the Museum of Science & Industry in Chicago) for Port Colborne, Ontario; June 10 thru June 20, at work in New York harbor; June 24, left Savannah, Georgia with two barges for Kingston, Jamaica; July 2, left Puerto Barrios, Guatemala with two barges for Mobile, Alabama; July 15, left Jacksonville, Florida with an *LST* for Moorehead City, North Carolina; July 19, under tow with *Omar Babun* (An ex-Navy net tender rescued from the beach near Rodanthe, North Carolina) for Norfolk, Virginia; July 21, returned to New York."

### *Two Busy Decades*

During the past twenty years, at one time or another, Captain Jones

commanded some twenty-five different Moran tugs in a variety of assignments.

His off-shore work was still punctuated by sea rescues of ships in distress but his regular work remained in Moran's tug-barge concept for moving cargo up and down the coast.

For the Atlantic Cement Company and the Eastern Gas & Fuel Associates Captain Jones herded cement and coal-filled barges to ports from Boston, Mass. to Tampa, Florida.

In 1968, as master of the 4,300 h.p. tug *Elizabeth Moran*, Captain Jones brought the largest cargo of sugar ever to leave Puerto Rico to Baltimore, Maryland in the new barge *Caribbean*.

The power barges for the Consolidated Edison Company of New York (Reported in TOW LINE, Summer 1971 Issue) were towed from Newport News, Virginia to Brooklyn in April, May and June of 1971 under Captain Jones' supervision. And in September and October of 1971 the huge prefabricated tunnel sections for the Metropolitan Transportation Authority's 63rd Street, East River tunnel were brought from Norfolk, Virginia on Captain Jones' towing hawsers.

At the time of his illness in February 1972, Captain Jones was master of the *Grace Moran* on the Orange, Texas/New York run towing module-loaded barges of fabricated steel for Seatrain Shipbuilding's 230,000-ton tankships under construction in the former Brooklyn Navy Yard.

### *"A Fo 'Castle Cadet"*

"A Fo 'Castle Cadet", is the description Captain James M. Little (Rodney's brother-in-law) gives Captain Jones' early tug training.

In a letter to Captain Percy L. Walling, Moran's Marine Superintendent, Captain Little lists a number of tugs in which Rodney Jones began his training as deckhand from 1926 to 1939: *Baldrock*, *Montrose*, *Samson*, *Goliath*.

"In those days there were not many days off", continues Captain Little, who with his father were

Masters of most of these Eastern Transportation Company tugs, "and these were the largest of the coastwise tugs of their day."

Captain Jones decked until 1939 and received his first license on tug *Neptune* of Neptune Lines, Inc.

On tugs *Neptune*, *Jupiter*, *Waltham*, *Honeybrook*, *Plymouth*, *Nottingham* and *K. Whittelsey* Captain Jones enlarged his experience in coastwise towing until, in late 1940's as Mate on tug *Samson* of T. J. Hooper he entered the Sea Rescue Service in World War II and, eventually, into the Moran employment.

Captain Rodney Jones' background was firmly established in sea towing when he joined the Moran fleet.

No tugman has been more thoroughly experienced nor more capable than Captain Rodney M. Jones in the exacting profession of towing master in the one hundred and twelve year history of the Moran organization. He is greatly missed.

#### A BI-STATE NAME FOR A BI-STATE AUTHORITY

Fifty-one years after its founding, the Port of New York Authority's name has been changed by the legislatures of New York and New Jersey to reflect its "bi-stateness". At 12:01 A.M., July 1st the agency's official name became THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY.

#### NEW VEENDAM AND VEENDAM

Already scheduled for West Indies, Western Europe and Western Mediterranean cruises in 1973 are the former luxury cruise liners *S. S. Argentina* and *S. S. Brasil*. Newly acquired by Holland America Cruises from the Moore McCormack Lines, the vessels will soon be re-named *S. S. Veendam* and *S. S. Volendam*, respectively. Both vessels are being renovated and redecorated, each with an individual decor, and are undergoing a rebuilding of their Promenade Decks. Public areas will be considerably enlarged as will a number of their already spacious cabins, 90 percent of which are outside state-rooms. Due to this spaciousness long cruises have been planned for a capacity of 500 passengers and a crew of 366. With the addition of the *S. S. Veendam* and *S. S. Volendam* to its passenger fleet, Holland America Cruises has become the largest in North America.



**NORWEGIAN GIANT** — The huge VLCC (Very Large Crude Carrier) *Raila*, owned by Hagb. Waag of Oslo, Norway, is the largest ship ever to call at the Port of New York. On time charter to Shell International Petroleum, Limited, the *Raila* had carried a full cargo of crude oil from the Persian Gulf to Canada before ballasting to a draft of 38 feet for entering New York's Narrows. Anchoring above the Verrazano-Narrows Bridge, the *Raila* took-on bunkers while in port. Officials from the Port of New York and New Jersey Authority and Moran Towing visited the great ship on June 6th. Among the highlights of the visit was the inspection of some of the vessel's sophisticated operational and safety equipment including a computerized, radar-locked anti-collision system. An automated pumproom and an inert gas system designed to maintain the environment of all cargo tanks well below the lower explosion limit when the vessel is in ballast was also shown. Moran tugs attended the 218,860 dead-weight-ton oil carrier while in port, looking minuscule alongside the 1,075 foot long vessel. Captain Ole M. Angell is the Master of the *Raila* and, upon leaving New York, set course for Lisbon, Portugal where the *Titan* will be drydocked.

**IT'S A BOY? IT'S A GIRL?** — As TOW LINE goes to press we don't know but Moran's IBM Data Processing Department personnel made sure the gifts would please the new arrival(s). Joan (Mrs. Joseph) Cusumano, an IBM Key Punch Operator for Moran since August 1971, smiles her pleasure at the array of baby-care accessories. Not shown here but beaming their good wishes were Joan's co-workers: Supervisor of the department, Nora Laszari; Computer Operator, Joan Gaanach and Key Punch Operators Dina Weidman, Mary Ellen Szcutkowski, Linda Shulman and Loretta Fries.





ATLANTICA LINE