

# TOW LINE

*Winter 1974-5*



## ON THE COVER—

**O**UT OF THE VERY HEART OF THE PORT OF NEW YORK sails the *S. S. Stonewall Jackson*, one of Waterman Steamship Corporation's new "Big-3" LASH-vessels, with the greatest of ease — assisted by two Moran tugs.

In this TOW LINE photograph caught at 0720 hours November 27th, the crisp office towers of lower Manhattan — topped by the lofty twins of the World Trade Center — offer a suitable background, we feel, but the Waterman-LASH vessel dominates the scene with a full cargo of 89 barges.

The *S. S. Stonewall Jackson* and sister Waterman-LASH vessels, *S. S. Robert E. Lee* and *S. S. Sam Houston*, all call at the Brooklyn-Port Authority Marine Terminal in New York.

That's one of Waterman's large fleet of conventional vessels in the foreground, the *S. S. John Tyler*, and a single Waterman-LASH barge at the adjoining pier.



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# TOW LINE

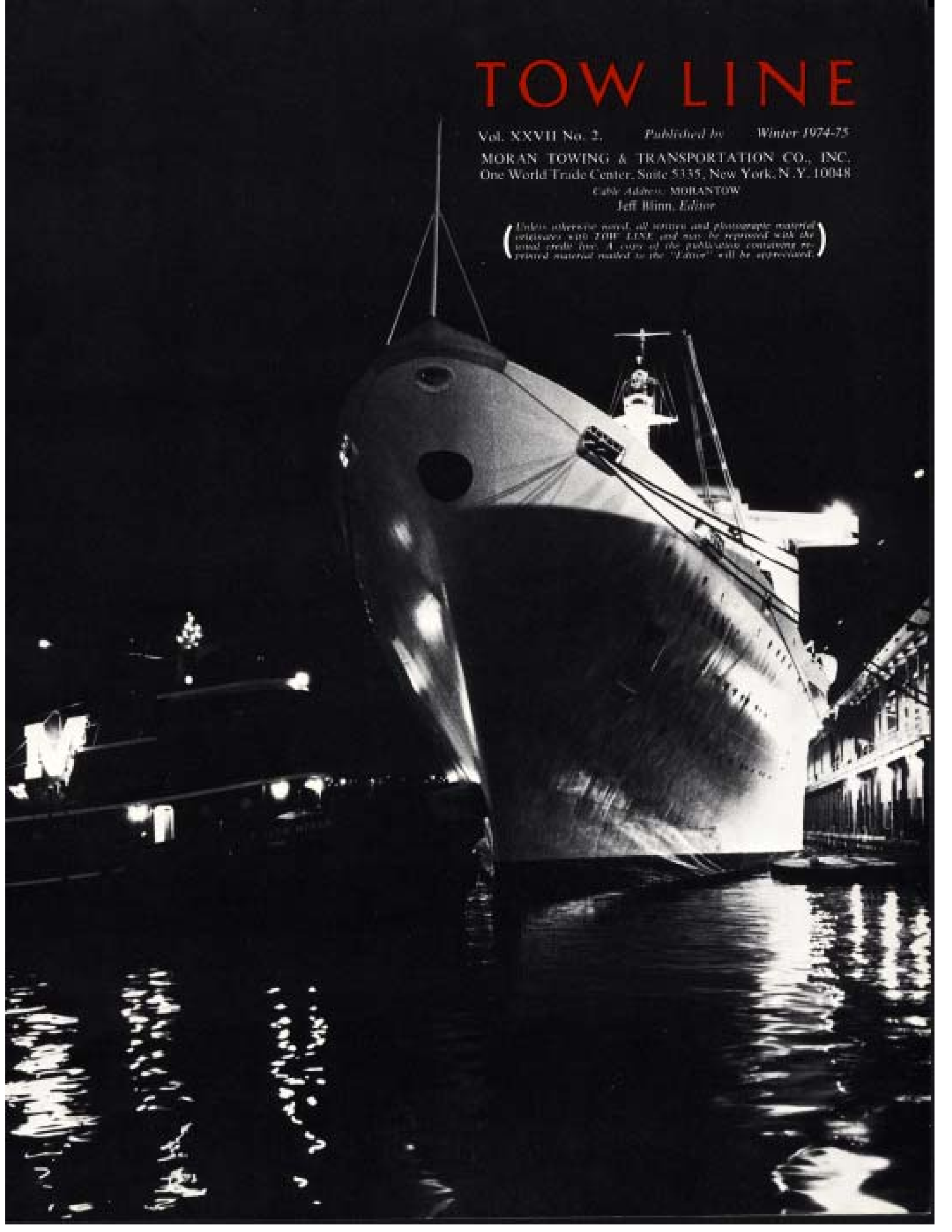
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# Waterman's New Frontier

## A Middle East LASH Service

*"Waterman has engineered a LASH program to improve and expand international cargo service to the American exporter. This system's unique combination of speed and cargo capacity will continue to set records for shippers to and from Gulf and East Coast ports and ports in the Red Sea, Persian Gulf, Arabian Sea and Bay of Bengal."*



H. N. Baker, Jr.  
Vice President LASH Operations  
Waterman Steamship Corporation

**W**ATERMAN STEAMSHIP CORPORATION'S far-sighted planning during the hectic containerization race of the 1960's, later Herculean efforts abroad to establish a LASH-vessel trade route, and a 100-million dollar investment in the Lighter Aboard SHip concept have opened brand-new Middle East and Sub-Continent ports to a wide range of shippers.

These exotic ports with strange-sounding names are today regular ports-of-call to the three large all barge LASH vessels now in service: Jeddah, Aqaba, Port Sudan, Massawa, Assab and Djibouti in the Red Sea area; Dammam, Dubai, Doha, Abu Dhabi, Bandar Shahpour, and Bandar Abbas in the Arabian/Persian Gulf; Karachi, Kandla, Bombay, Cochin, Colombo, Madras, Calcutta, and Chittagong in the Pakistan/India/Bangladesh range.

### *Waterman's BIG 3*

The present Waterman-LASH fleet, aptly called the "Big 3", was christened with names appropriate to the steamship company's founding by John B. Waterman in Mobile, Alabama on June 10, 1919: S.S.

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*Robert E. Lee, S.S. Stonewall Jackson, S.S. Sam Houston.*

Launched between the Fall of 1973 and the Spring of 1974 at the Avondale Shipyards of New Orleans, the huge Waterman-LASH vessels are 893 feet in length on a moulded beam of 100 feet. Their powerful steam turbines of a rated propulsion horsepower of 32,000 drive the vessels at a design draft service speed of 22 knots. At this speed an 18,500-mile cruising radius is achieved. Each vessel is equipped with a 446-long-ton crane capable of handling up to

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**SAFE STOWAGE** — From dockside, a heavy lift is loaded into a Waterman-LASH barge for delivery to a consignee in Saudi Arabia.

four LASH barges an hour.

Outstanding, too, is the great cargo-carrying capacity of these Waterman-LASH vessels. Each "mother-ship" has a total deadweight of over 41,000 tons and can accommodate 89 standard size lighter barges. To service the LASH vessels, a total of 450 new, improved second-generation Waterman-LASH barges have been built.

Waterman built its barges with the shipper in mind. For example, its second-generation LASH barge has a self-sealing cargo ventilation system and an improved system of three inter-locking watertight barge covers.



"I personally surveyed the unloading of cargo on Voyage One of the *S.S. Robert E. Lee* and found it to be in the same condition as when it was loaded—completely damage-free in all respects", commented H.N. Baker, Jr., Vice President LASH Operations, Waterman Steamship Corporation, when asked about the success of the first cargo outturn from the barges.

#### **Maiden Voyage**

On July 19, 1974 the first Waterman-LASH vessel departed Mobil, Alabama with a full complement of 89 barges containing upwards of 24,000 long tons of cargo.

The *S.S. Robert E. Lee's* first port-of-call was an incredible distance away—the Red Sea port of Jeddah, Saudi Arabia via the Cape of Good Hope is over 12,000 miles.

It was on this maiden voyage of the *S.S. Robert E. Lee* that the economic advantages of the LASH concept on Waterman's new trade route was proven.

In calling at ten ports from Jeddah, Saudi Arabia on the Red Sea and Persian Gulf, Pakistan and Indian coast ports to Colombo, Ceylon—a voyage distance of over 8,000 miles—the *S.S. Robert E. Lee* took only 25 days. The total voyage time represented a 40% reduction when compared to a conventional vessel. The LASH vessel's port time ranged from 23 hours in Kandla, India—where sailing was limited to daylight highwater—to 4 hours in Bandar Shahpour, Iran.

#### **Careful Preparation**

Unlike the United States' ports where LASH has been in operation for many years, Waterman's

*(Continued on Page 11)*

**NEW YORK LOADING** - At the Brooklyn-Port Authority Marine Terminal tug *Morpha Meron* places a Waterman-LASH barge for lifting by the 446-long-ton-capacity crane at the stern of the *Stonewall Jackson*. Looking aft from the mast of the LASH vessel—note the barge in lifted position, the oil barge bunkering the *Stonewall Jackson* and a single LASH barge, soon to be placed for lifting, at the adjoining pier (middle photo). The 893-foot-long *S.S. Stonewall Jackson* (bottom photo) is completely loaded with 89 LASH barges.



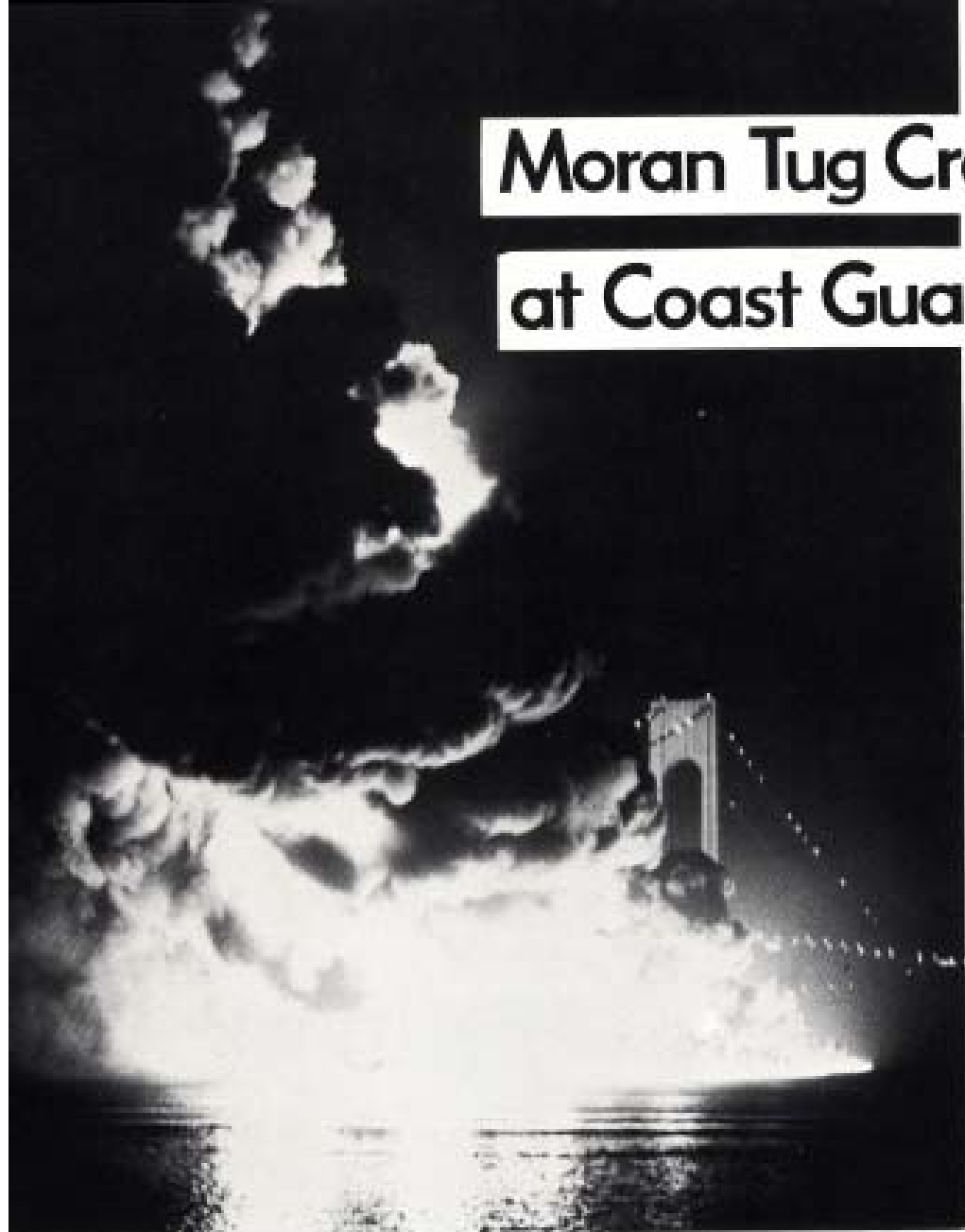
# Moran Tug Crews Honored at Coast Guard Ceremony

**S**EARCHING for survivors at the "Narrows", stated the logs of six Moran tugs on June 2, 1973. Additional notations were made in some log books but it is safe to say that no log entry could possibly describe the tragic scene following the midnight-hour collision and burning of the tanker *Esso Brussels* and the containership *Sea Witch* in the vicinity of the Verrazzano-Narrows Bridge.

Sixteen crewmen of the two vessels lost their lives in the holocaust but, more than likely, many more would have perished had it not been for the help of brave men who responded to the emergency without a second thought to their own danger.

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**INFERNO** — Moments after the collision, the *Esso Brussels* and *Sea Witch* are engulfed in flames north of the Verrazzano Bridge (Top photo by Moran Towing). The following morning in Gravesend Bay the *Esso Brussels* is moved away from the still burning *Sea Witch* (Bottom photo by The New York Times/Lee Romero).



These men were honored at ceremonies conducted by the Coast Guard before an audience of several hundred friends and relatives on November 7, 1974.

**Among the Awards**

Vice Admiral William F. Rea, III, Commander, Atlantic Area and Commander, Third Coast Guard District, presented the Department of Transportation Awards in the Schimmel Center Theatre of Pace University located in lower Manhattan, New York.

On behalf of the Commandant, U.S. Coast Guard, Admiral O.W. Siler, forty-four presentations were made to personnel of private, public and commercial vessels who aided in the rescue of sixty-nine persons and in protecting property from further damage.

In all, seventeen harbor tugs, six New York City fireboats, four New York City police launches, an Army Corps of Engineers patrol boat and a privately-owned pleasure craft were cited for their crews' actions during the fateful night and on into the following day.

Among the tugs assisting in whatever degree possible and receiving the Department of Transportation's Certificate of Merit for their individual crew members were:

**MAUREEN MORAN**

Mitchell Sullivan, Master  
Eugene Poissant, Mate  
Volney Lacy, Engineer  
Walter MacConnell, Deckhand  
Robert Stewart, Deckhand  
Vernon MacKay, Cook

**JUDY MORAN**

William Hennessey, Master  
George Sahlberg, Mate  
Robert Legg, Engineer  
Walter Anglim, Deckhand  
Anders Thorsvik, Deckhand  
John Barros, Cook

**PATRICIA MORAN**

John Blaha, Master  
Howard Flecker, Mate

George Ahern, Engineer  
Olav Tonnessen, Engineer  
Knut Johansen, Deckhand  
George Stitik, Deckhand  
Peter Frank, Cook

**MICHAEL MORAN**

Lawrence Fowley, Master  
Phillip Gaughran, Mate  
Arthur Montgomery, Engineer  
John Kriete, Deckhand  
Werner Olsen, Deckhand  
Hui Ming, Cook

**MARTHA MORAN**

George Ljutich, Master  
William Tuttle, Mate  
John Miller, Trainee  
Fred Hansen, Engineer  
John Becker, Deckhand  
Karl Petterson, Deckhand  
Arne Claesson, Deckhand  
Russell LaBombard, Deckhand  
Robert Hart, Cook

**CAROL MORAN**

James Fagerstrom, Master  
Rod Scholsberg, Mate  
John Joyce, Engineer  
Dennis Sanschagrin, Deckhand  
Louis Polewczak, Deckhand  
Candido Olivares, Cook

Congratulations and commendations from fellow employees, ashore and afloat!

**AWARDS** — Vice Admiral William F. Rea, III presents Certificates of Merit to crewmen representing six Moran tugs. With Admiral Rea in the Coast Guard photos (Top to bottom) are: Eugene Poissant, Walter MacConnell, Vernon MacKay of tug Maureen Moran; William Hennessey, George Sahlberg of tug Judy Moran; James Fagerstrom, John Joyce; Rod Scholsberg of tug Carol Moran; Becker, Fred Hansen of tug Martha Moran; John Blaha, Olav Tonnessen, Knut Johansen of tug Patricia Moran; (Photo below) Werner Olsen of tug Michael Moran.



# WATERMAN FRONTIER . . .

*(Continued from Page 5)*

"LASH Frontier Route" included many small ports whose personnel were less than familiar with either the LASH concept or its operation.

The credit for the success of LASH in the Middle East belongs to the management and staff of these ports for their spirit of cooperation and willingness to adapt to a new shipping concept.

Also contributing to the success of the *S.S. Robert E. Lee's* initial voyage and of others which followed was Waterman's careful planning and three extended tours by company experts in nearly two years of preparation.

Some twenty ports in the Red Sea, Persian Gulf, India/Pakistan/Bangladesh range were "made ready" for LASH.

## Pioneer Spirit

"With few exceptions, the *S.S. Robert E. Lee* was the largest vessel ever to call at the ports serviced on Waterman's trade route", continued H.N. (Herb) Baker, Jr., "and it was interesting to observe the good spirit of competition between ports in the area to make their LASH operation superior and more efficient than the next port."

H.N. Baker, Jr. has directed the domestic and overseas implementation of the Waterman-LASH program since joining the company in June of 1973.

Step-by-step planning in detail with each local port authority and port agents was necessary if a smooth operation of LASH was to be achieved.

LASH-vessel anchorages were determined, fleeting areas were established for the lighter barges, buoys were laid in many ports for barge use, stevedoring and labor forces were indoctrinated in the requirements of a LASH operation, and local port regulations and customs requirements were met.

Something akin to a pioneering spirit on the part of Waterman's LASH-operations experts helped to solve a multitude of problems unique to these Middle East and Sub-



HOOGHLY RIVER - Local tug Holland (1888 vintage) moves Waterman's LASH barge WA 1-0251 in India's Hooghly River, water route to Calcutta.

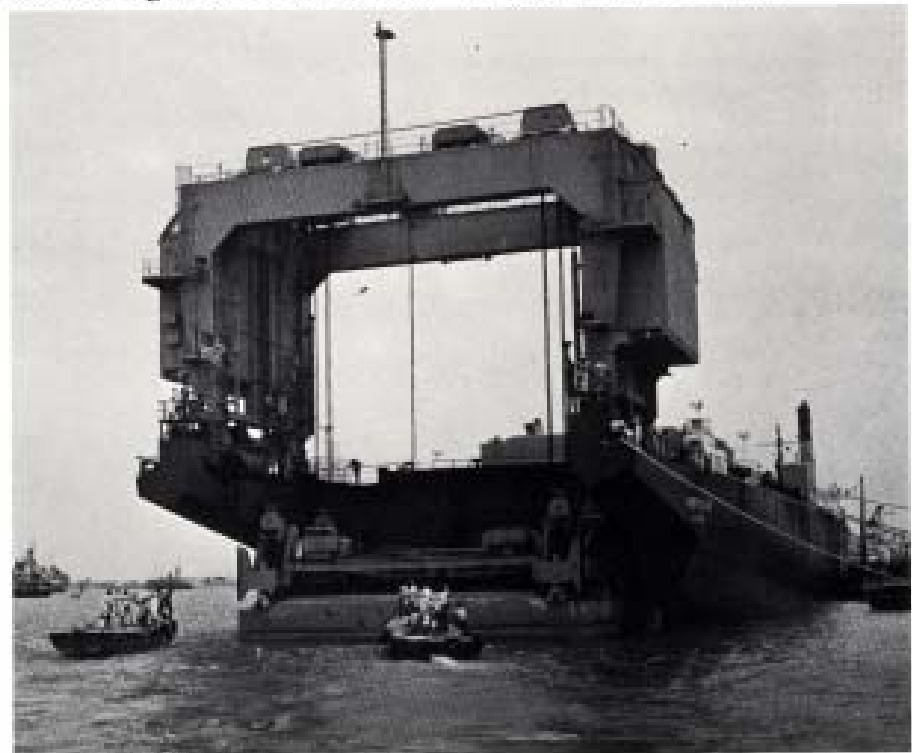
Continent ports "with strange-sounding names".

## "Local" Tug

"Towing services overseas is an essential ingredient to an efficient

LASH operation", Herb Baker adds, "and in its development Captain Leonard G. Goodwin, Moran Towing Corporation's Vice President of Operations, assisted in evaluating the suitability of local equipment."

KARACHI — In Pakistan the *S.S. Robert E. Lee's* first barge to be off-loaded in the port of Karachi was the WA 1-0284.





In Calcutta, India Herb Baker and Captain Goodwin toured the Hooghly River to find a tug capable of performing the necessary services in that port.

"It was first seen some miles up the Hooghly in a mud-graving-dock", Herb remembers, "and it had a crew of 32 men and a monkey as mascot."

The tug's name is *Holland*. Built in 1888, it may very well be the world's most senior tug still in active service.

It took nearly a year to put the *Holland* and her crew in shape for her LASH assignment—including the addition of a pushing bow and the rebuilding of her two, 750-horsepower engines.

Challenges such as these were met in many of the other twenty ports to be serviced by Waterman-LASH.

#### Perfect Match Service

"The flexibility of LASH is a perfect match for the Middle East and Sub-Continent", Herb adds, "in that it can service all sectors of the market in one voyage. Neo-bulk, unitized, break-bulk, heavy lifts, odd size pieces, and military markets can all be served by Waterman-LASH on a single voyage—each sector having its own individual compartment (barge) for stowage."

Each Waterman-LASH barge can lift up to 365 long tons in its 19,600 cubic capacity.

"The inherent advantages of the LASH system provides greater dependability of service; minimum port time allows us to maintain tight, consistent schedules and our 22-knot capability makes for shorter transit times", Herb points out.

#### Extensive Service

In the United States, the Waterman-LASH is connected to all Gulf ports from Panama City, Florida to Brownsville, Texas as well as to up-river ports on the Mississippi River and to the major Atlantic East Coast ports.

Waterman Steamship maintains a fleet of modern 21-knot Mariner-type vessels on its Far East and on its United Kingdom/Continent/USSR services.

From the Gulf, South Atlantic and East Coast ports of the United States, principle Far East ports include Bangkok, Hong Kong, Ka-



**CALCUTTA PORT CEREMONIES** - Captain W. A. Fleming, Master of the S. S. *Robert E. Lee* receives a commemorative plaque from P. C. Mitra, Chairman of Calcutta Port. H.N. Baker, Jr. (left) and M. L. Jha, Manager of the Angus Company Ltd. - Waterman agents at Calcutta - (right) look on.

**PUJA** - In India a religious ceremony is customary at the beginning of a new undertaking to invoke the blessing of the gods on the project and on all who are a part of it. Pandit Shibuvarayan Chakravarty invokes the blessings (photo, below) and chants the mantras (hymns) as M. L. Jha performs the puja ceremony. With coconuts sanctified by the mantras (photo, bottom) the first LASH barge is blessed before lowering into the waters of the Hooghly River. Attending dignitaries are marked with vermilion on their foreheads, garlanded by the Pandit and offered prasad (sweets). After prasad was offered to the gathering on the *Robert E. Lee*, to those watching from tugs, launches and from the shore, puja was declared accomplished and the first LASH barge was lowered and moved away.



obsiung, Keelung, Manila, Pusan, Saigon and Yokohama.

The Northern Europe ports of Bremen, Bremerhaven, Rotterdam and Antwerp are served from U.S. Gulf ports.

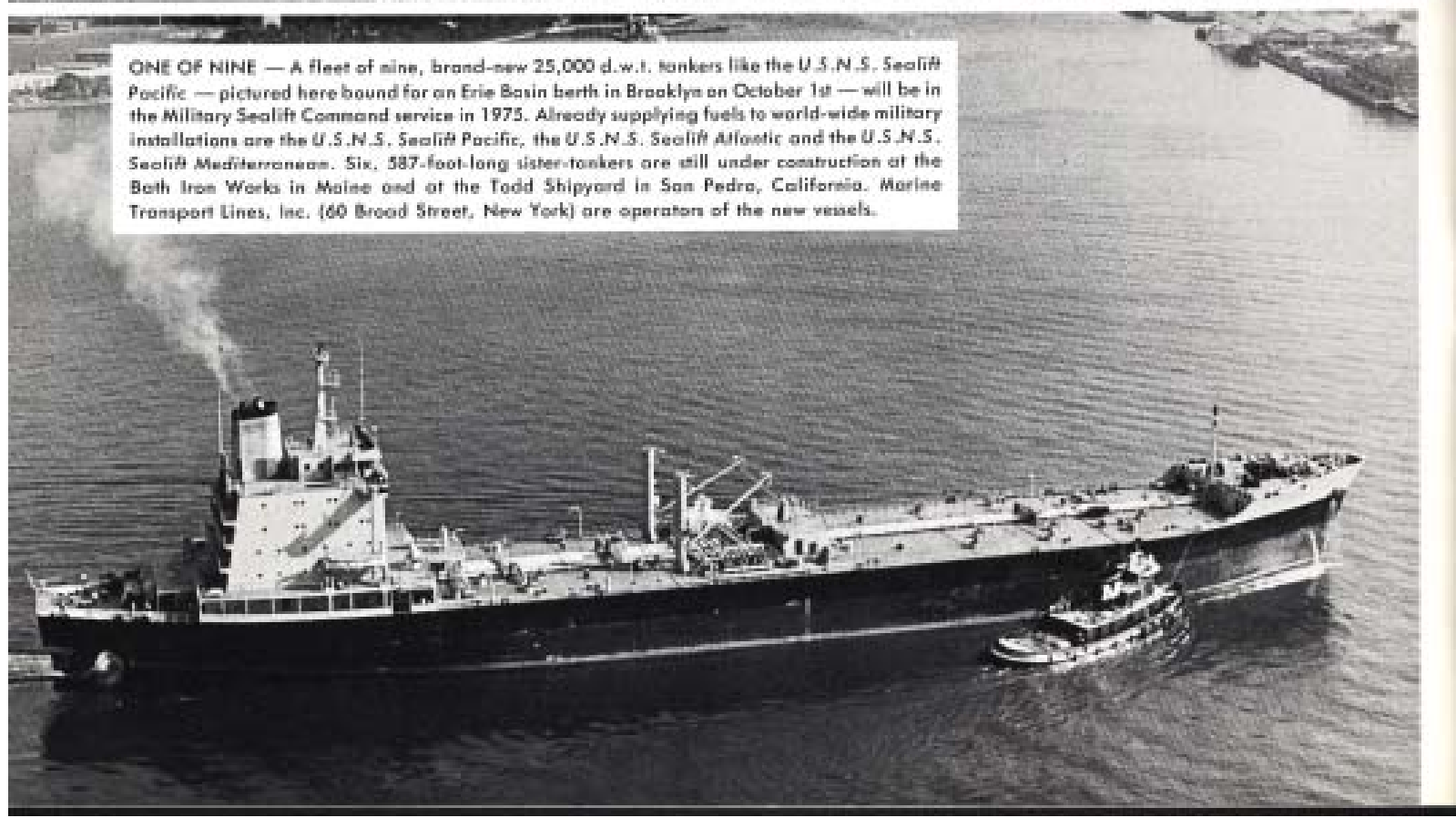
"Waterman's LASH is a 100-million dollar investment in a modern shipping system. It is a pledge to our trading partners overseas—and at home—that Waterman Steamship is committed to a long-range undertaking which will be mutually beneficial", H.N. Baker, Jr. concludes.



# SHIP



**SEATRIN'S SECOND** — Seatrain Shipbuilding's second 225,000 d.w.t. Very Large Crude Carrier (VLCC), the *T.F. Williamsburgh*, was christened August 9 in Brooklyn by New York City Mayor Abraham D. Beame's wife and moved by Moran tugs to an outfitting pier (See photo). October 28th, the *T.F. Williamsburgh* left Pier J, Brooklyn for four days of sea trials approximately 130 miles southeast of Ambrose Light under the command of Captain Leonard G. Goodwin, Moran Towing's Vice President of Operations.



**ONE OF NINE** — A fleet of nine, brand-new 25,000 d.w.t. tankers like the *U.S.N.S. Sealift Pacific* — pictured here bound for an Erie Basin berth in Brooklyn on October 1st — will be in the Military Sealift Command service in 1975. Already supplying fuels to world-wide military installations are the *U.S.N.S. Sealift Pacific*, the *U.S.N.S. Sealift Atlantic* and the *U.S.N.S. Sealift Mediterranean*. Six, 587-foot-long sister-tankers are still under construction at the Bath Iron Works in Maine and at the Todd Shipyard in San Pedro, California. Marine Transport Lines, Inc. (60 Broad Street, New York) are operators of the new vessels.

# in the NEWS

**HELLENIC FULL HOUSE** — A winning hand for Hellenic Lines, Ltd. shippers on October 1st was five ships at the Foot of 57th Street, Brooklyn. Discharging cargo at Pier 4 (left) were the *M.S. Hellenic Splendor* and the *M.S. Hellenic Sun*. At the adjoining pier (left to right) were the *M.S. Hellenic Destiny*, the *M.S. Athinai* and the *M.S. Italia* — all taking-on cargo. Hellenic's service from U.S. Atlantic and Gulf ports includes the Mediterranean, South and East Africa, Red Sea, Arabian Gulf, India, Pakistan, Burma and Ceylon.





**S**PACIOUS, WELL-ENGINEERED, convenient and attractive in its generous accommodations for voyager and visitor alike, New York City's costly, new Passenger Ship Terminal officially opened November 23rd.

Built by the Port Authority of New York and New Jersey at the request of the City of New York, the new terminal embraces the site on Manhattan's midtown Hudson River waterfront that was once the terminus of famous transatlantic liners.

Its three 1,500-foot-long finger piers provide berths for six large passenger liners and incorporate much of the accustomed luxury afforded today's air traveler. Completely air-conditioned and heated in the winter months, with comfortable visitors' lounges and service areas adjoining vast, well-lighted baggage halls and a unique, 1,700-foot-long cantilevered roadway system allowing quick access to each pier's street, mezzanine and roof-top parking areas places these passenger ship terminal facilities among the best.

**ON DEDICATION DAY** — Home Lines' Oceanic and Flagship Cruises' *Sea Venture* (Top photo) prepare to sail as the new New York City Passenger Ship Terminal is officially opened November 23rd. The Coast Guard cutter *Dallas*, New York City fireboats and Moran tugs are standing-by. AT BERTH 2 — The Italian Lines' *Michelangelo* (Bottom photo) was the first major passenger vessel to dock at the new terminal on November 21st. Arriving at 0700 hours, the *Michelangelo* was carefully berthed by Moran tugs under the direction of Moran's Captain Grover Sanschagrin, docking pilot. Note the custom-made gangways suspended at the side of each pier. Now called "pier-ways", the completely enclosed, crane-powered passenger access ways extend to a length of 60 feet.





**HEAVY LIFT, EAST RIVER** - Bound for Brazil, six locomotives (at 156,600 lbs. ea.) are placed on deck of Netumar Line's M.V. Diana at busy Pier 36 by the M.J. Rudolph Corp. crane R-13. Tug Harriet Moran placed the R-12 earlier, after towing the fully-revolving crane from Port Newark, New Jersey.



**IN NEW YORK AREA** — Seaboard Shipping Company, Moran's petroleum barge division, has added the Delaware to its fleet of petroleum carriers for operation in the New York area. The Delaware, with a capacity of 25,000 barrels, is assigned to delivering "clean petroleum products", according to Captain Russell G. McVay, Manager, Seaboard Shipping Company.

**COMMERCE EAST RIVER** — We offer this scene caught by Moran's flying photographer as worthy of "a thousand words". In the foreground a Moran tug pushes a fully-loaded Bouchar oil barge upriver; in the middleground two ships work cargo at the Brooklyn-Port Authority Marine Terminal Pier 2 and Pier 3; in the background against the Brooklyn Heights skyline traffic flows in two directions along the double-decked Brooklyn-Queens Expressway. A closer look will tell you that the deck area is check-a-block with maritime cargo and that one ship is bunkering fuel.



**EARLY ARRIVALS** — At the 48th Annual Convention of the Propeller Club of the United States and the 1974 American Merchant Marine Conference held in New York's Waldorf Astoria (October 15 thru October 18) Edward J. Heine, Jr., President, United States Lines, Inc. (Photo, right) is greeted by Lloyd R. Graham, Vice President, Sales, Moran Towing & Transportation Co., Inc., and his attractive wife, Ann. Edward J. Heine, Jr. and Lloyd R. Graham were Chairmen, respectively, of the American Merchant Marine Conference Sessions and the Early Arrivals Reception. (Photo by Flying General)

**TWINKLE TOES** — Gloria Bryan, Moran home-office secretary to Vice President Martin J. Carroll, culminated a Summer '74 vacation by returning with honors in dance. No less than six trophies decorated her desk at One World Trade Center — briefly, of course. Garnered at a Caribbean dance festival and competition at El Conquistador Hotel in Puerto Rico the attractive trophies represent two 1st Places (Waltz, Rumba), three 2nd Places (Fox Trot, Swing — new word for Lindy —, Tango) and one 3rd Place (Cha-Cha). Gloria hails originally from Barbados so its really no surprise.



### LETTER IN APPRECIATION

Admiral Edmond J. Moran,  
Chairman of the Board  
Moran Towing & Transportation Co., Inc.  
One World Trade Center, Suite 5335  
New York, N.Y. 10048

Dear Admiral Moran:

I feel highly honored to have been selected from my class just graduating from the United States Merchant Marine Academy for the Eugene F. Moran Award, and I want to take this opportunity to express my appreciation to you and your organization for making this possible.

No measure of words can express the pride and gratitude I felt upon receiving this award and I know it will continue to be an inspiration to me in my future career. I shall endeavor to live up to the kind of ideals and performance symbolic of the award.

Thank you very much.

Respectfully,

David W. Ivey



**EUGENE F. MORAN AWARD** — During the 1974 Awards Convocation at the United States Merchant Marine Academy at Kings Point, New York, Midshipman David W. Ivey was presented the Eugene F. Moran Award for demonstrated proficiency in small boat sailing by Lloyd R. Graham, Moran vice-president, sales.

**YOUNG LADIES JOIN THE RANKS OF SUNY'S MARITIME CADETS** — The State University of New York Maritime College at Fort Schuyler, The Bronx, graduated its first woman student and enrolled seven full-time, nautical-minded young ladies as cadets in 1974. Thus, the oldest institution of its kind in the United States (Founded as the New York Nautical School on December 10, 1874) begins its second century of preparing students for leadership in maritime related fields by keeping pace with the needs of tomorrow. Perhaps, 4/c Cadet Wendy Maddox (Photo, right), one of the young ladies seeking a solid education in the sciences, is typical of the group. Cadet Maddox is nineteen, a graduate of Northport High School — near her home in Centerport, New York — and is majoring in meteorology and oceanography at the maritime school. Opportunities for a young lady in the American merchant marine being somewhat doubtful, Wendy may seek a career in marine biology after graduate school, we hear. The pretty cadet in the Indoctrination Week photograph (Below) adds something more than historical significance, doesn't you agree?



## RECOMMENDED READING

*THE MARINER'S CATALOG, A Book of Information for those Concerned with Boats and the Sea. Published jointly by the National Fisherman and International Marine Publishing Company, Camden, Maine 04843, 1973. Price: \$4.95.*

**T**HIS INITIAL OUTSIZE VOLUME may well become a collector's item. It is not a catalog per se nor a compilation of essays or letters but something that may be considered as a book of information. Its editor is David R. Getchell, who has edited the *National Fisherman* since 1959, and its associate editors are George Putz and Peter H. Spectre. All are ardent small boatmen. George, an anthropologist, is operator of a salt water farm on Vinalhaven and Peter is an editor with International Marine Publishing Company. Their awareness of a widely scattered fund of valuable information within the hard core of traditional boatmen and the fact that too many new boat owners today are merely led to the water and made to drink led them to "experiment" with the publication of this volume of inducement to get "involved". Contributions are encouraged of the readers but those chosen are only there because the editors felt their product, service, sagacious words or whatever belonged in the catalog. Quotations, advertisements, tips on sundry subjects, book appraisals, advice on model-making, boat building, design, engines, sails, fittings, in short much of the "tried-and-true" tidbits it would take a lifetime to acquire are shared with you, the reader. True to the expected form of a catalog, this volume is soft cover and has that "feel". It is hoped that *The Mariner's Catalog* will find sufficient support to encourage its editors to continued effort. Its overall tenor is a delight.

*SHIPS OF THE GREAT LAKES, 300 years of navigation by James P. Barry. Published by Howell-North Books, 1050 Parker Street, Berkeley, California 94710, 1973. Price: \$10.00*

**M**ARITIME HISTORY OF THE GREAT LAKES begins with the fur traders in canoes and ends with the giant 1,000-foot bulk carriers plying today. But this generously illustrated, outsized volume is not merely of the development in size of the Great Lakes "boats", it is packed with fascinating tales of the Lakes, Archives, historical societies, museums, libraries, collections, artists,

companies and individuals provided a fantastic number of photographs and drawings to accompany Mr. Barry's lively text. A number of "firsts" find mention in this volume as well as unexpected literary and historic figures. The serious student of Canadian and American history will find the chapter-by-chapter bibliography a challenging source of information. The story of the building of the Welland and Sault Ste. Marie canals and the St. Lawrence Seaway are expertly woven into the fabric of the development of commerce. Quotes from source observers heighten the dramatic authenticity of episodes. Good reading. A must for your Great Lakes library.

*THE CHARLES W. MORGAN by John F. Leavitt. Published by Mystic Seaport (The Marine Historical Association, Inc.), Mystic, Connecticut 06355, 1973. Price: \$9.95.*

**I**N THE YEARS between September 6, 1841 and May 28, 1921 the *Charles W. Morgan* completed thirty-seven whaling voyages: twenty from New Bedford, Massachusetts, where she was built, and seventeen from San Francisco. During her active career of eighty years—spanning the peak and decline of New England's whaling industry—the *Charles W. Morgan* earned more money for her owners than any American Whaleship on record. Fortunately, the *Charles W. Morgan* was acquired by The Marine Historical Association, Inc. in 1941 and moved to Mystic Seaport where she has since been restored as a permanent floating exhibit. Today we may view and walk upon the deck of the only wooden whaleship to survive America's golden era of whaling—The *Charles W. Morgan* was designated a National Historic Landmark in 1967—and have recreated for us the drama of life aboard through John F. Leavitt's meticulously researched and deductive work. **THE CHARLES W. MORGAN** is not a technical treatise about whaling, nor is it a strict historical accounting, but it does draw a firm picture of the business, the ship and the life. The work's many fine illustrations and carefully selected photographs add "a thousand words" each to the text. Attesting to the author's skill as a marine artist as well, John Leavitt has illustrated the text with fine drawings and provided an excellent painting of the *Charles W. Morgan* as cover jacket. A chronological listing of the whaleship's thirty-seven voyages, a glossary of whaling vernacular, an index and an incredible listing of officers and men attendant upon each voyage "complete insofar as records presently known allow" are of particular interest to the marine historian. A beautiful

volume, written in clear, crisp language—an ideal gift for any age.

*BOAT REPAIRS AND CONVERSIONS by Michael Verney. Published by International Marine Publishing Company, Camden, Maine 04843, 1973. Price: \$8.95.*

**D**O-IT-YOURSELF BOAT WORK, particularly on what is available today in standard hull shells, is almost an economic necessity if one would have a worthy craft within modest means. Michael Verney is an authority, an author of books and articles on boat building and maintenance whose *Yacht Repairs and Conversions* has become a "standard" on the subject. This latest work includes both British and American terms, for products as well as dimensions, in its detailed instructions on how to acquire and fit out your dream boat. Tips on the selection of a hull, its conversion and repair, are followed by thorough instructions on almost everything you could possibly desire to make it seaworthy and comfortable. Engines, plumbing, wiring, rigging, fabricating and joinery are all considered in detail. A wealth of experience is contained in some 300 pages. The American enthusiast will note at once Michael Verney's practical viewpoint.

*CAPTAIN'S COMPLIMENTS by Captain B.E. Mariner. Published by Voyage Press, Inc., 516 West 34th St., New York, N.Y. 10001, 1974. Price: \$5.95.*

**M**ASTERS, MATES, cruise ships' crews in general and most of their passengers will recognize Captain B.E. (Blue-eyed) Mariner's cast of frolicking and rollicking characters aboard his "*S.S. Golden Eagle*" for an island cruise. B.E. Mariner is the pen name of a well-known shipmaster who climaxed a 25-year career afloat with commands on two of the finest cruise-passenger vessels ever to fly the American flag — neither of which was the "*Golden Eagle*". For the most part, cruise passengers thoroughly enjoy their voyages and visits ashore without causing an additional burden to the ship's Master. It's the few who cause the Master to wish he were back carrying freight and no passengers that this farcical tale is all about. The language is salty but appropriate as the Captain sees it, and realistic. In a "cruise" of twelve days, the author manages a full compliment of behind-the-scene and captain's quarters hilarity in a thoroughly readable style — a book to have with you on your next cruise.

# ASHORE



# AND AFLOAT

**A**WARDED for each five years of service, the Moran Service Awards for 1974 went to 60 ashore and afloat employees.

Symbolizing Moran's appreciation of years of loyal and continuous service, the attractive awards are received and worn with a measure of pride by both men and women who serve the finest tug fleet in the world.

For the men, the miniature, yellow gold reproductions of the famous Moran tug letter-M stack are mounted on tie tacs and tie bars. For the women, the same symbol is affixed to a necklace, a bracelet or a brooch.

Three jewels, set in a white gold rhomboid surrounding the tug stack insignia, form the code identifying the wearer's years of service: 5 years, 3 rubies; 10 years, 3 sapphires; 15 years, 3 emeralds; 20, 25 and 30 years a diamond replaces one stone in the same order; 35, 40 and 45 years two diamonds replace two stones; 50 years service is denoted by 3 diamonds.

The following shoreside and tug personnel are the 1974 recipients:

*45-years service*, Howard Nielsen.

*35-years service*, George Brennan, Oliveros Frank.

*25-years service*, Arthur Biagi, Emmanuel Bonforti, John Boyle, Martin Carroll, Joseph Meseck, Robert Perlitz, Ervin Rausch, Anton Smith, Knute Svenningsen, Ralph Tobiassen.

*20-years service*, William Hennessey, Ole Ingebretsen, Malcolm MacLeod, Torliel Ommundsen, Albert Shaw, David Vorek.

*15-years service*, Reynold Arata, James Carlton, Rudolph Hilland, Roy Nicholson.

*10-years service*, Daniel Anderson, Arthur Biagi, Jr., Robert Braisted, Vincent Cashin, Frederick Chase, Jr., Francisco DeRosa, Raymond Gaudette, Johann Gudmundsson, Lief Helgeland, Arnold

Larsen, Thomas E. Moran, James Pope, John White.

*5-years service*, Mary Castaldo, Alvin Combs, William Crusier, Julio De LosSantos, Neil Dickey, Kurt Frabel, John Graney, John E. Green, Jim Jenkins, Alfred Limson, George Ljutich, Paul Lockman, William McGarry, Russell McVay, John Murphy, Ron Obida, Kenneth Poestl, Marjorie Quinn, Richard Scarborough, Bernard Scheve, Anthony Vastano, Robert Volz, Ernest Wilgus, Leo Zeller.

**TO BE PUBLISHED**—A collection of essays entitled *The Atlantic World of Robert G. Albion* will soon be published by the Wesleyan University Press. Contributors to the essay collection honoring Dr. Albion will include distinguished historians—some were affiliated with the graduate-level Frank C. Munson Institute of American Maritime History at Mystic Seaport as visiting lecturers. Dr. Robert Greenhalgh Albion, one of the first scholars to make maritime history his speciality (*The Rise of New York Port*, perhaps his most important work, was first published in 1939), is Emeritus Director of the 20-year old Munson Institute. Currently, Dr. Albion is Gardiner Professor of Oceanic History, Emeritus at Harvard University where he taught from 1949 to 1963. Since the first summer course at the Munson Institute began in 1954, Dr. Albion has been a director and faculty member. Notable graduates of the institute include Gerald Morris, Director, Maine Historical Society and William Wilkinson, Director, Mariners Museum of Newport News, Virginia.

**PERSONAL PRESENTATION**—At Moran's shipyard in Staten Island "the man who knows where it's at", John J. Boyle, Parts Manager, receives a 25-year Moran Service Pin and personal appreciation from Eugene F. Moran, III, Vice President, Construction & Repair Department. In the key position when it comes to locating "that tug part", John keeps the C & R department posted as to his whereabouts week-ends, holidays, nights — phone number of the bowling alley, et al — "just in case". Not that his competent staff doesn't "know where it's at" but just to be sure no Moran tug is idle for lack of a part. John J. Boyle wears his 25-year service pin with a large measure of pride.





## Meet the Voice

ON THE TELEPHONE

**T**OW LINE INTRODUCES "the voice on the telephone" as a continuing feature in the desire to better acquaint our friends with Moran personnel on the other end of the line



(212)

466-3630

**Fred J. Coseglia** - Moran Purchasing Dep't., One World Trade Center, New York, N.Y., 10048.

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**Susan J. Farace** - Secretary to Moran Vice President, Operations, One World Trade Center, New York, N.Y., 10048.



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**Richard J. Deely** - Moran Sales Dep't., One World Trade Center, New York, N.Y., 10048.

### Frazer's Tug Model

This model of the Cathleen E. Moran is Alan Frazer's fifth of vessels seen on the East River in New York. (Alan's address is 675 Water Street, NYC) All built to the same scale, his earlier models included the NYC Fireboat Senator Robert F. Wagner, Penn-Central's railroad tug Pittsburgh with carfloat, Circle Line's excursion boat Circle Line XII and New York's Department of Sanitation sludge barge Owl's Head.



Alan D. Frazer's  
Tug Cathleen E. Moran

OF INTEREST to model-makers is Alan D. Frazer's own description of his superb model of tug Cathleen E. Moran: "The plans had to be scaled down from 42" long to 8 $\frac{3}{8}$ " (1/160th of actual tug size)... the hull, deck-house, roof and stack are built up of wood parts, mostly shaped on a power sander. Bulwarks and guards are laminated from several thin plys. Cap rails, pilot house shell and the 'M' stack devices are cut from Stratmore board. The pilot house is sawed and sanded from a solid block of clear acrylic plastic, well polished to give a clear window effect through the Stratmore overlay. The heavy base of the hinged mast is carved from acrylic while the mast is turned brass rod with detail soldered on. Deckhouse ladders and railings are fine brass wire. Upper deck mushroom vents are brass escutcheon pins. The details of the aft control station, lifeboat boom, searchlight and life raft are brass. The dinghy is carved of wood. Forward and main towing and rail bits are assembled of small wooden dowels. Deckhouse doors are cast in a rubber mold made from my own brass pattern. The bow fender is high-impact polystyrene, heat-formed around the curve of the bow and trimmed and scored to represent rubber blocks. Side fenders are formed by driving a carpet tack into the hull and building and shaping a blob of Art Metal around its head. The only commercial fittings are: stern cleat, deck sheaves, gypsy drum, running lights and masthead lights. Four life rings, turned from plastic tubing and painted orange, were added after the photograph (above) was taken. All paints used were Floquil and Fla-Paque (which are the same). The green for the hull and red for the houses had to be mixed while other shades of red (main deck), grey, white, black and silver are straight from the jars. The stern bulwark lettering is of small dry transfer letters (B-point is the smallest I have found) individually applied. Nameboards on the pilot house are photostat reductions of original 'artwork' made of dry transfers."



**TOM BISHOP RETIRES** — A hearty handshake from Thomas E. Moran (Photo above, right) follows words of sincere "best wishes" from his Moran associates attending a Whitehall Club luncheon December 20th. In Tom Bishop's left hand is a Seth Thomas mariner's ship's-bell-strike clock suitably engraved "In Appreciation." The clock was presented moments before by Lloyd R. Graham, Vice President, Sales on behalf of the company. Undoubtedly, Tom Bishop's scores of friends in the tugboat and steamship industries echo these same good wishes for a happy retirement. Most of Tom's long maritime career, from his start with the United Fruit Company in 1930 — rising to become general manager of its Refrigerated Steamship Line in 1946 —, through his joining Moran in 1951 and to his end-of-the-year retirement as Manager, Moran Port Newark Operations, has been managerial in sales and in operations. As an officer in the United States Naval Reserve, Tom served twenty years and retired in 1970 with the rank of Commander. As an enthusiastic yachtsman — a member of the New York Yacht Club since 1970 —, he actively participated in three Bermuda Races. In 1960, Thomas Bishop joined the well-known Rumson Country Club in New Jersey. In 1961, delightful Miss Alice Tunjian — then United Fruit Company vice president of public relations secretary — consented to become Mrs. Thomas Bishop. Now, as of the writing of this too, too brief a sketch, the Thomas Bishops are nearing departure for points "down under" — Australia: New Zealand. By ship, of course. Bon Voyage, Tom!

**STANLEY L. WAITZFELDER** brings to his new position as Moran's Shipyard Manager a broad wealth of experience. He's not a man to dally over past accomplishments. Stan came to Moran right after his June 30th retirement from the U. S. Coast Guard in 1974. Holding the rank of Captain, he was Officer in Charge of the New York Marine Inspection Office of the Coast Guard since 1970. His acquaintance with things maritime, particularly on the subject of marine engineering, predates his 34-year career in the Coast Guard. The mid-1930's saw him sailing as oiler and wiper for the American-flag Grace Line. This was followed by study at Nassau College in Garden City, Long Island and his enlistment as Apprentice Seaman in the Coast Guard in 1939. By 1943 he had become a Chief Petty Officer and a good candidate for the Service's Officers' Candidate School at New London, Connecticut. After various tours of duty as an Engineering Officer in numerous Coast Guard vessels, including Landing Craft during World War II's North Africa and Sicily invasions, Stan served in the Marine Inspection Office in Juneau, Alaska from 1951 to 1956. It was in Juneau that Stan met and married Miss Gayle Garrison of Minneapolis, Minnesota. Somewhere along the line he managed courses in management at Ohio State University and at the Hemple Diesel School of Long Island. Today he accepts the responsibility of keeping the Moran fleet of wide-ranging tugs in trim.

**KEY MEN IN MORAN'S CONSTRUCTION & REPAIR DEPARTMENT** - Three executive and administrative appointments within Moran's busy Construction & Repair Department were recently made by Thomas E. Moran, President. Robert M. Loftus was appointed Assistant to the Vice President, Construction & Repair. George H. Carlson, former Moran Shipyard Manager, was named Port Engineer for the Moran Towing & Transportation Co., Inc. Stanley L. Waitzfelder, who joined Moran after retirement from the U. S. Coast Guard, was named Shipyard Manager for the Moran Shipyard Corporation. (See short profile on Captain Waitzfelder, above.)

Robert M. Loftus



George H. Carlson



Stanley L. Waitzfelder





**JOYOUS HOLIDAY GREETINGS TO ONE AND ALL  
EXPRESSED AT MORAN'S DECEMBER 24 BUFFET**



