

Tow Line

NUMBER TWO—1986



POWER TO MOVE ENERGY

ON THE COVER

"POWER TO MOVE ENERGY"

The **AMY MORAN** pushes the coal barge **BRIDGEPORT** through the upper bay of New York Harbor on the way to the United Illuminating Company's Bridgeport Harbor Station Unit 3 power plant. The latest addition to the Moran fleet, **BRIDGEPORT**, was specially built for supplying coal to UI's 375-megawatt power plant. Dedication story of the **BRIDGEPORT** on pages four and five.

Photo Credit: Tow Line Aerial Photo, Helicopter Pilot Tom Olivo



A stern view of the **AMY MORAN**, with her pilot house raised to see over the barge **BRIDGEPORT**, shows how the barge was designed to receive the tug as an integral unit.



IN THIS ISSUE

Ferryboat ALICE AUSTEN	3
BRIDGEPORT'S Dedication.....	4
JUDY MORAN Makes	
Hell Gate Rescue.....	6
Keeping New York City Clean	7
Tom Olivo, Helo Pilot.....	8
Nedlloyd Lines New Service	8
Finished With Steam	
On the QE2	9
S/S ROYAL ODYSSEY Centerfold	
Ships in the News	12
Ashore & Afloat	14
Steam tug LYTTELTON	16
"God's Tugboat".....	16
Recommended Reading	17
ALLISON LYKES	18
Sea Guards Retire.....	18
Moran Port Listings	19
QUEEN ELIZABETH 2 ... Back Cover	

Moran's Overseas Agents ENGLAND: James A. McLaren & Co., Ltd., Baltic Exchange Chambers, 28 St. Mary Axe, London EC3A 8DE/DENMARK: Danish Maritime Service, 1 Skoleback, DK 3050, Humleback; FEDERAL REPUBLIC OF GERMANY: Menzell & Co. SCHIFFSMAKLER, Hamburg 11/37007-1, Alter Wall 67-69; GREECE: G.A. Kondoulis Shipping Company Ltd., 150 Kolokotroni Street, 185 36 Piraeus Greece; FINLAND: O.Y. Lars Krogus A.B., P.O. Box 13301, Helsingfor 13; HOLLAND: F.A. Voight & Co., N.V., 4 Javastraat, 3000 BD, Rotterdam; HONG KONG: Wallem Shipping (Hong Kong) Ltd., 183 Queen's Road East, Hopewell Centre-46-48 Floors, P.O. Box 40; IRELAND: Leinster Shipping Company, Ltd., 23 Fitzwilliam Square, Dublin 2; ITALY: Paolo Scerni, 10 Piazza Portello, Genoa; NORWAY: Henning Astrup, Fridt job Nansensplass 4, Oslo; Birger Gjestland, Kong Oscars Gate 62, Bergen; SCOTLAND: Henry Abram, Ltd., 17 Sandyford Place, Glasgow, C3; SPAIN: Joaquin Davila & Cia., S. A., Hermosilla 30-2, Madrid 1.

Tow Line

Vol. XXXIX

NUMBER TWO -- 1986

PUBLISHED BY

© MORAN TOWING & TRANSPORTATION CO., INC.

Two Greenwich Plaza, Greenwich, CT 06830

Cable Address: MORANTOW

Francis James Duffy, Editor



ALICE AUSTEN joins the City of New York's Department of Transportation's Staten Island Ferry fleet, making her maiden voyage between Manhattan and Staten Island this past July. The *AUSTEN* and her sister ferry, *JOHN NOBLE*, were built by the city primarily for use as off-peak passenger-only carriers having no facilities for vehicles. The new ferryboats are powered by Caterpillar 1,410 bhp engines, are 207 feet long, with a beam of 40 feet and have a maximum passenger load of 1,280 people.



Mr. Edmond J. Moran, Jr.



Mr. George Edwards



Mayor Thomas W. Bucci



Mrs. Florence Edwards prepares to break the traditional bottle of champagne over the bow of the **BRIDGEPORT** in the dedication ceremony, at United Illuminating's Bridgeport Harbor Station. (L to R) Mr. George Edwards, Mr. John Buffa, Congressman Stewart McKinney, Mayor Thomas W. Bucci and Mrs. Florence Edwards.



Mr. David Hoskinson



Mr. Richard J. Grossi

BARGE BRIDGEPORT DEDICATED



The bulk barge **BRIDGEPORT** crosses New York Harbor's upper bay on the way to the East River and Long Island Sound.

The latest new-building for the Moran fleet is the dry bulk carrier, 474,924 cubic foot cargo capacity, barge **BRIDGEPORT**. Designed by Moran's Construction and Repair Department, **BRIDGEPORT** was launched in June of this year from the McDermott Shipyard, Morgan City, Louisiana, a firm that has built many other vessels now sailing in the Moran fleet.

Unique Design

BRIDGEPORT was designed primarily as a coal carrier to supply the United Illuminating Company's 375-megawatt Bridgeport Harbor Station Unit Number 3 generating plant in Connecticut. The 302-foot-long, unobstructed cargo hold has no transverse bracing to hinder coal handling, making **BRIDGEPORT** one of the most unique dry bulk carriers now afloat. When ready for sea the hold is sealed with 14 water-tight hatch covers. The hatch covers are handled by an on-board crane when working cargo.

Savings in Sea Miles

Although smaller than some of the other bulk barge in the Moran fleet, **BRIDGEPORT** was built to make it possible to unload directly under the coal handling equipment at United Illuminating's dock on the west side of Bridgeport Harbor. Using larger vessels for the transporting of the coal would necessitate off-loading into smaller barges before discharging into the power plant's automatic unloader.

The smaller barge also makes it possible to bypass the longer trip around Long Island and sail directly through New York Harbor and the East



The **AMY MORAN** positions the barge **BRIDGEPORT** under the automatic unloader at United Illuminating Company's Bridgeport Harbor Station.

River to reach the plant on Long Island Sound. This route eliminates a longer trip to and from Virginia, saving time and sea miles for moving the barge.

Benefit to Consumers

United Illuminating's Bridgeport Harbor Station started to burn coal in December of 1984. The use of the new barge will give an immediate saving of \$4 a ton in transportation cost of supplying the plant, a saving UI will pass on to consumers.

The low-ash, low-sulfur coal used in Bridgeport is mined in Pike County, Kentucky by the Pittston Company. The coal is moved by rail to Norfolk, Virginia, where it is loaded into the 418-foot long, bright orange hull of the **BRIDGEPORT** for the trip north. The barge has been designed to operate as an

integral unit with the **AMY MORAN**. Normally the round trip between Bridgeport and Norfolk takes under six days.

BRIDGEPORT'S Dedication

Mrs. Florence Edwards, wife of United Illuminating president Mr. George Edwards, was the sponsor of the barge. Mrs. Edwards cracked a bottle of champagne over the bow of **BRIDGEPORT** while it was docked under the automatic unloader at the power plant in Bridgeport. Bridgeport's Mayor Tomas W. Bucci, UI's president Mr. George Edwards, and Moran's vice-president Edmond J. Moran, Jr. were among the speakers at the ceremony. Guests also had the opportunity to board the **BRIDGEPORT** and the **AMY MORAN** at the dock.

JUDY MORAN MAKES HELL GATE RESCUE



Captain Paul Mahoney

DEPARTMENT OF TRANSPORTATION UNITED STATES COAST GUARD



Public Service Commendation
IN RECOGNITION of notable services which have
assisted greatly in furthering the aims and
functions of the Coast Guard

This certificate is awarded to

Tugboat Judy Moran

Executed this 24th day of November, 1986

at Governors Island, New York

D. C. Thompson
Vice Admiral, U. S. Coast Guard
Commander, Atlantic Area

GAO. 27 THOMP. 1986. 08. 0011. 1077

One of the most dangerous waters in the Port of New York & New Jersey is the area known as "Hell Gate," a maelstrom of conflicting currents, eddies, resulting whirlpools, and tides fighting for dominance coming from the East River and Long Island Sound. Mariners have always respected these waters and even after the U.S. Army Engineers removed most of the rocks and reefs in 1876, vessels have been lost in this area. On the night of July 4th, 1986, at 2330 the Moran tug **JUDY MORAN** and the pleasure boat **ITALIAN CONNECTION** were passing through the Hell Gate waters.

Fire On Board

The yacht **ITALIAN CONNECTION** was one of the estimated 35,000 vessels that had come to the port to celebrate the Liberty Weekend and was returning from watching the last event on the water, the fireworks spectacular in the upper bay. The boat, owned by Mr. Arthur M. DeLuca of Rockaway, N.J., had fifteen people on board, including seven children under the age of twelve. While under the Triborough Bridge, in one of the most dangerous

parts of the Hell Gate waters, and with heavy traffic all around, the **ITALIAN CONNECTION** had engine trouble which resulted in a fire on board the boat.

Captain Paul Mahoney Makes Rescue

Captain Paul Mahoney, in command of the **JUDY MORAN**, was passing through the "Gate" on his way to the Bronx when he saw the **ITALIAN CONNECTION** and went to its aid. He took all fifteen people off the boat, which was on fire at that time. The boat was taking on water and if the **JUDY** had not been in the area, all on board would have ended up in the Hell Gate waters. The **JUDY** took the fifteen passengers from the boat and landed them at the foot of 85th Street in Manhattan.



Public Service Award

At this writing the U.S. Coast Guard is making arrangements to present the Public Service Award to Captain Paul Mahoney and his crew. The crew of the **JUDY MORAN** is listed below.

- Paul Mahoney** - Captain
Staten Island, N.Y.
- Eric Johnson** - Mate
Commack, N.Y.
- Charles Ramsey** - Chief Engineer
Gorham, Maine
- Ronald Ruiz** - Ordinary Seaman
Central Islip, N.Y.
- John Hassard** - Ordinary Seaman
Tuckerton, N.J.
- Alvin (Jack) Combs** - Cook
Peconic, N.Y.

KEEPING NEW YORK CITY CLEAN



Aerial view of the Fresh Kills landfill area on Staten Island's west shore, located off the Arthur Kill waterway. The landfill area takes garbage from 20 barges a day.

A never-ending procession of barges filled with garbage moves from the transfer stations around the city to the Staten Island landfill area at Fresh Kills.



There were Tall Ships, Navy ships, historic vessels and thousands of spectator boats in the harbor during the Liberty Weekend this past July Fourth, but many onlookers were shocked to see Moran tugs crisscrossing the port's waters moving garbage scows throughout the festivities. The constant parade of garbage scows was necessary, even during this great holiday celebration, just to keep up with the refuse from the city.

Cleanup Cost City \$1.05 Million

New York City is known for many records in size and amounts and this holds true for the daily production of garbage too, 18,000 tons a day. This figure is not an estimate for the New York City Sanitation Department weighs all trucks before they dump their loads. The trash just from the Liberty Weekend was 2,079 tons, in addition to

the normal amount generated by city residents. The famous ticker-tape parades New York City gives to heroes also produces tons of paper refuse along the route too. The Liberty Weekend cost the City of New York \$1.05 million for the clean up.

The Sanitation Barge Fleet

Prior to 1934, garbage from the city was placed aboard scows and towed to be dumped outside the entrance to the harbor at sea. Many people seeing the Moran tugs with the garbage scows operating over the Liberty Weekend thought that this was still the method of disposal. The city collects the garbage at one of nine transfer stations where trucks dump it into the fleet of 22 barges. Each barge takes about 600 tons of garbage and a Moran tug moves up to four barges to the landfill area. The city contracts out for four tugs a day for the work.

Fresh Kills Landfill

The tugs tow the barges around to the west shore of Staten Island to the Fresh Kills landfill, which has the distinction of being the largest dump in the world. The landfill site is the last such area in the city and the hill of garbage grows daily as it quickly becomes the highest spot on the east coast after the Cadillac mountain in Maine. The barges are unloaded by a giant crane that takes ten tons in its jaws and transfers it to steel-treaded wagon cars that are pulled by bulldozers for placement in the 3,000 acre landfill. The garbage is covered with fresh material, that must be trucked to the landfill, as the mountain grows.





Since **Tow Line** receives many compliments for the aerial photos it's time we introduced one of the most important people responsible for these pictures, helicopter pilot Thomas Olivo, chief pilot for Wall Street Helicopters, Inc. Tom is a veteran of over twenty-five years of flying, including combat service in the U.S. Marines, and his skill and knowledge piloting the Bell Jet Ranger helo make the successful aerial photos possible.



The ***NEDLLOYD ROCHESTER***, pictured above, is one of four RoRo ships placed in Nedlloyd Lines new North America Service to the port. The ship discharged her first cargo on July 15, 1986, completing the Lines missing link for global service.

THE QE2 FINISHED WITH STEAM

The Cunard house flag on passenger ships has been part of the scene in the Port of New York & New Jersey since 1847. The company was started in 1840 by Nova Scotia merchant Samuel Cunard to service a contract with the British Admiralty for delivery of the mail across the Atlantic Ocean by steamship on a regular schedule. Side-wheel paddle steamers sailed twice-monthly from Liverpool, England to Halifax, Boston and later New York. The fleet of Cunard steamers grew to meet the demands for service, but continued for many years to also carry sails as insurance against the not too uncommon breakdown of engines or running out of fuel.

S/S BRITANNIA

The first steamship of the Cunard line in the trans-Atlantic service was the wooden-hull *BRITANNIA*, which made the voyage in July of 1840, carrying 115 passengers, 225 tons of freight, on a passage from England that took 14 days, 8 hours. Over the ensuing years Cunard became a leader in scheduled passenger service, building larger ships with the latest designs. Wood was first replaced by iron hulls and then steel, reciprocating steam engines gave way to the faster steam turbines, the screw propeller eliminated the paddle wheels, while oil fuel did away with the back-breaking hand-fired coal boilers. The steam machinery advanced to the point that sails were no longer installed, but the propulsion plants remained steam on the great trans-Atlantic liners of Cunard.

S/S QUEEN ELIZABETH 2

On October 20th of this year, Reynolds Pilot James Fagerstrom took out the *QE2* on a routine departure from the New York Passenger Ship Terminal on Manhattan's West Side, assisted by the *JUDY MORAN* and the *DOROTHY MORAN*. This was to be a historic sailing, however, for the *QE2*, which is the only passenger ship still in trans-Atlantic scheduled service out of New York, was making her last crossing using steam propulsion. No longer would vapors of steam leave her funnel, or an efficiency haze drift after her as she sailed the harbor waters. Passing ferryboats, tugs and excursion boats saluted the *QUEEN*, knowing she was ending a great era in maritime history. After 146 years of Cunard steamships

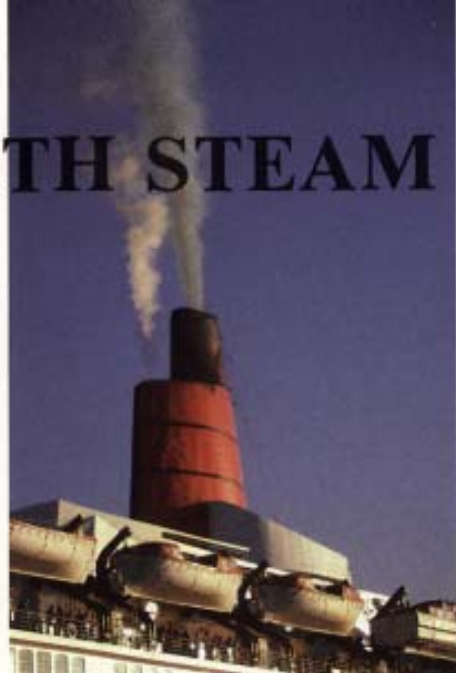
on the Atlantic, steam lost out to diesel, and never again would a Cunarder have the prefix S/S in front of the ship's name.

QE2 SAILS ON

This would not, however, be the end of the *QE2* for she was going to Bremerhaven, Germany, to the Lloyd Werft Yards to be transformed into a motorship. The 67,139-ton passenger vessel will undergo a refurbishing and reengining that will cost Cunard \$130 million, an amount that exceeds what many companies pay to have a new ship built. The steam turbines and boilers will be replaced with a diesel-electric propulsion plant of nine MAN-BMW diesel engines. The *QE2* will still be the fastest passenger ship afloat with the new engines, sailing at speeds up to 32.5 knots.

Sailing Into The 21st Century

Although most of the bill for the overhaul will be spent on the reengining, there will be eight new suites added along the top deck of the *QUEEN*, the Double Down Room will be rebuilt, and the Princess and Queens grill rooms redecorated. All first class cabins will be fitted with VCRs, stereo systems and safes. A new multi-tiered swimming



Steam vapor and an efficiency haze drift from the funnel of the *QE2* for the last time in New York Harbor.

pool, International Food Bazaar and extended shopping center will be added. The exterior of the ship will have a radical change with a new funnel similar to the new *MV HOMERIC*.

When the *QE2* was launched in 1969 she cost \$80 million, but Cunard hopes that the reinvestment in the rebuilding will add twenty years to the life of the ship. There is even a rumor that with her new engines *QE2* might try and recapture the famed "Blue Riband" for the fastest crossing of the Atlantic, an award now held by the *S/S UNITED STATES*. Moran looks forward to welcoming back the *QUEEN* when she returns to New York on Monday, May 4th, 1987 as the *M/V QUEEN ELIZABETH 2*.



The boiler control room of the *QE2* will be removed as part of the reengining to a diesel electric propulsion plant.





S/S ROYAL ODYSSEY arrived in the port this past September on her maiden voyage from Piraeus, Greece. Many ladies change their names and appearances over the years and ships are no different. Actually this is the fourth maiden voyage for the ship, having first come here in 1964 as the *SHALOM*, in 1968 as the *HANSEATIC* and in 1974 as the *DORIC*. The ship has been rebuilt by Royal Cruise Line and the familiar twin funnels aft have been removed. Moran was pleased to greet an old friend and wish her well with her new name and appearance.

Photo Credit: Tow Line Aerial Photo, Helicopter Pilot Tom Olivo

SHIPS in the NEWS



C.V. GEORGE WASHINGTON BRIDGE - Kawasaki Kisen KK (K-Line), Japan, Maiden Arrival August 1986.



C.V. GUARICO - Compania Anonima Venezolana de Navegacion, Venezuela, July 1986.



C.V. VODICE - Torm Line, Norway, Maiden Arrival October 17, 1986



M.V. TROPICAL MORN - Castle & Cook, Honolulu, Hawaii, Maiden Arrival November 12, 1986



C.V. CAPE CHARLES - Nippon Yusen Kaisha (NYK) Maiden Arrival November 1986



C.V. BARBER TONSBURG passes the sail trainer *CHRISTIAN RADICH*, in a classic picture of past and present.

(Photo by Flying Camera)

Ashore and Afloat

SERVICE AWARDS

THIRTY-FIVE YEARS

Jean Cuff

THIRTY YEARS

Odd Vinnelrod

TWENTY-FIVE YEARS

Thomas Britt
Capt. Richard Holt

TWENTY YEARS

Dirk VanOostendorp

FIFTEEN YEARS

Edmund Bracken
Kenneth Cashin
Steven D'Esposito
Jimmy Papis
Martin Rossini
Ken Ruiz
Thomas Warden

TEN YEARS

Vincent Ammann
Stephen Crosby
Gerry Molina
Stanley Petro

FIVE YEARS

Christopher Bodkin
Edmunc Bracken
Matthew Cote
Betty Crow
Lawson Doughty
Michael Flynn
Timothy Hogan
Timothy Hynes
Stephen Kelly
Peter P. Leone
Robert Riddle
Frank Schmitz
William Seigh
Robert Sherry



George E. Minton, Jr. (R) was hosted to a retirement dinner at the Richmond County Yacht Club on Staten Island on Friday, November 14, 1986. Vice president of operation, Captain Russel G. McVay, presents a special gift for George, who completed thirty-five years of service with the company, a mail box that will help him remember the fleet with the big "M" on the stacks.



Captain Russel McVay (R) congratulates Michael Flynn on receiving his five year service award in the operations department.



William R. Seigh (L) is presented with his five year service award by Robert M. Loftus, vice president of construction and repair.

MEMORIAL



CAPT. WILLIAM (JERRY) LEVEEN

Captain William W. LeVeen, assigned to the AMY MORAN, died of a heart attack on September 18, 1986, in Bridgeport, Connecticut. He was relieved from the AMY MORAN in a crew change and was returning to his home on Long Island at the time of his untimely death.

Captain LeVeen was a 1961 graduate of Dartmouth College and served in the U.S. Coast Guard. He first worked on Wall Street before changing for a career afloat on Moran tugs. Jerry started as a deck hand on the MOIRA MORAN and worked his way up to receive his Coast Guard license to sail captain.

A resident of Speonk, Long Island, Captain LeVeen was 46 years of age. He is survived by his wife, Michele Hopping, three daughters, Julie and Lauren of Westhampton, Long Island, and Jennifer of Speonk, and his mother Virginia Earle LeVeen of Port Washington, Long Island. Captain LeVeen was buried from the Grace Episcopal Church in Riverhead, Long Island, with the Rev. Kell Morton officiating.



CAPT. DEAN DELLMER FRANK

Moran Captain Dean Dellmer Frank died on September 28, 1986 in the Riverside Hospital, Newport News, Virginia. He had made his home in the Newport News area for 19 years.

Captain Frank was a U.S. Army veteran of both World War II and the Vietnam conflict, retiring from the service after 20 years as a Chief Warrant Officer in the Transportation Corps, Fort Eustis, Virginia. He was buried with full military honors at the Veterans' Memorial Gardens, Hampton, Virginia. Chaplain David W. Willett, the Catholic Chaplain from Fort Eustis officiated at the services.

Captain Dean Frank was last in charge of the MAUREEN MORAN. He is survived by his wife, Anna Mae, his mother, Mrs. Pauline Frank of Fontanelle, Iowa, two daughters, Ms. Gloria Frank of Hampton, Virginia, Mrs. Cheryl Richards, of San Diego, California, three sons, Steven Frank and Michael L. Frank of Newport News, Virginia and Richard A. Frank of Grafton, Virginia.



LYTTELTON is one of the few tugs left in the world that is still powered by steam, using a hand-fed coal burning boiler. The 124-foot long tug, with a 1,000 h.p. twin compound reciprocating engine, was built in Glasgow, Scotland, in 1907, sailing under her own power to New Zealand where she worked

for the Lyttelton Harbor Board for the next 63 years. The Lyttelton Preservation Society took over the vessel in 1972, obtained a certificate to carry passengers, and now maintains and operates the tug with volunteer members.

Photo Credit: Howard W. Serig, Jr.



SUNBEAM is a mission boat operated by the Maine Sea Coast Missionary Society of Bar Harbor, Maine. The 60-foot boat, which is based at Northeast Harbor, Maine, serves spiritual and temporal needs of 13 islands off the Maine coast and is known as

“God’s Tugboat.” During the winter months, **SUNBEAM**, and her minister, are often the only contact island residents have with the mainland.

RECOMMENDED READING

Merchantman? or Ship of War

Available from Ensign Press, P.O. Box 638, Camden, Maine 04843. Price is \$18.75. Include \$1.25 postage for the first book and \$.75 for each additional book.)

Author Charles Dana Gibson has served the merchant mariner well by providing a history of sacrifices made by these sailors since the American Revolution. His thrust is the historical role of the merchant mariner in time of war. I particularly commend him for good organization, an excellent table of contents, and a good index. These features make this work easy to use as a reference tool.

The real strength of the work is the materials presented for the two World Wars. Mr. Gibson gives a good description of merchant marine administration and some operational activities during these wars. The author does not limit his research to the American experience but also includes information about allies and enemies when it is germane to his subject.

I do believe that the author needs to share more information concerning the sources that he used, particularly for 18th and 19th century materials. For example, on page 4 he cites an outstanding quotation from *Memoirs of John Adams* as to the value of the merchant marine, but he does not tell us the page location within this large work. Also, while addressing the 19th century, Mr. Gibson makes some broad generalizations, which may be true, but do need to be supported with source citation. For example, on page 7, he states "[merchant mariners] were highly successful, providing more of a harassment to Britain [during the War of 1812] than did our Navy." On pages 19-20, Mr. Gibson states, "Peace Negotiations [to end the Spanish-American War] started on the first of October of 1898, just four months following the start of

hostilities." This cannot be. The MAINE blew up on 15 February, a blockade of northern Cuba was proclaimed on 22 April, and the Battle of Manila occurred on 1 May. All of these events occurred more than four months prior to 1 October, and at least one of these must be a hostile act.

This work is a usable research tool for the individual who can balance its information with that from other sources.

Reviewed by Dr. Robert L. Scheina, U.S. Coast Guard Historian

Captain's Album

Swedish Shipping Gazette, P.O. Box 53090, Gothenburg, Sweden.

A photo album of b&w photos, \$22 plus postage direct from the publisher.

Captain's Album is a most unusual book. It measure 8½x12 inches and contains 84 of the finest old maritime photos that I've seen in a long time. For the sailing ship buff this book is a "must." The photos depict both square rigged vessels and schooners alike and show vessels under construction, under sail, at various wharves and at anchor, plus many shots taken on board ship.

The pictures are of a good quality and are printed on smooth, heavy stock paper. Strangely, there is only one page of text. There is no credit given to the person or persons who put this book together. The reader is informed that the book was a product of the Swedish Shipping Gazette. Each of the pictures is captioned, although some of the captions are rather short in length and would be better served with more informative descriptions.

Review by Paul C. Morris



OTHER BOOKS RECEIVED

The New York Harbor Book by Francis J. Duffy and William H. Miller TBW Books, Falmouth, Maine, 1986, 208 pages, Softcover \$12.95, Hardcover \$22.50. A light history of the great Port of New York & New Jersey. Stories about the people that make the harbor run, pilots, fireboat crews, harbor police, coast guard and others. Chapters on the great liners of the past, containerization, and the decline of the passenger fleet.

Schooners and Schooner Barges by Paul C. Morris, Nantucket Nautical Publishers, 5 Mill Street, Nantucket, MA 02554, 160 pages, 150 photographs and artwork by the author. Hardcover \$25, plus postage and mailing of \$2. This book deals with an aspect of maritime history that for the most part has gone unnoticed by nautical historians. The schooners and schooner barges were the last of the wind-driven vessel and had a great role to play, on both coasts in building America by hauling the bulk cargos.

A Canalboat Primer by the Canal Museum staff, Syracuse, N.Y. 13202, 37 pages, photos and drawings, \$4.95 plus \$1.50 postage. Here's a delightful little book that tells the story of the wooden canalboats that operated on the New York State Canals in the 19th century. Although the book is the result of two years of research it doesn't bore the reader but gives the facts in an interesting fashion about these boats sailing on canals that are still important waterways today.



Lykes Brothers Steamship Company inaugurated a new service to South America with the arrival of the *ALLISON LYKES*, photographed above, on November 14th, 1986. Three ships, including the *MALLORY LYKES* and

STELLA LYKES, with capabilities to carry 715 20-foot equivalent units, will provide full container service out of the port every fourteen days.



HH-65A DOLPHIN

Next to sea gulls, one of the most common sights in the skies over the nation's waterfronts is the U.S. Coast Guard's HH-52A Sikorsky Sea Guard helicopters, in service since the 1960's. Many mariners owe their lives to the quick response of these



HH-52A SIKORSKY SEA GUARD

helicopters, but they will soon fade from the skies. The U.S. Coast Guard is placing in service 96 new HH-65 Dolphin helicopters to take over the search and rescue work and operations from the Coast Guard cutters at sea.



Moran Towing Corporation

Two Greenwich Plaza □ Greenwich, Connecticut 06830 □ (203) 625-7800
(And its affiliated towing companies.)

New York/New Jersey

Moran Towing & Transportation Co., Inc.

Two Greenwich Plaza
Greenwich, Connecticut 06830
Captain Russell G. McVay, Vice President
Operations
Mr. W. Anthony Watt, Vice President Sales
(203) 625-7800

Tug Dispatch—24 Hours
(212) 466-3636 or (203) 625-7838
TELEX (TWX): 710-474-0051
(MORANTOWNG NYK)

Esther Moran	6,300HP*
M. Moran	6,300HP*
Doris Moran	5,000HP*
Sheila Moran	4,700HP*
Elizabeth Moran	4,290HP*
Amy Moran	3,300HP*
Judy Moran	3,300HP*
Dorothy Moran	3,300HP*
Margaret Moran	3,300HP*
Miriam Moran	3,300HP*
Maureen Moran	2,360HP
Motra Moran	2,360HP
Harriet Moran	2,360HP
Nancy Moran	1,800HP
Carol Moran	1,750HP
Claire Moran	1,750HP
Cynthia Moran	1,750HP
Diana L. Moran	1,750HP
Eugene F. Moran	1,750HP
Georgia Moran	1,750HP
Lambert Point	1,750HP
Margot Moran	1,280HP

Portland, Maine

Moran Towing of Maine, Inc. (Formerly Central Wharf Towboat Company, Inc.)

72 Commercial Street
P.O. Box 191
Portland, Maine 04112
Mr. Carl Weilborn, Vice President &
General Manager
(207) 772-8319
TELEX: 950021 (MORANTOW, ME NH)
Kerry Moran 3,500HP*
Eugenia Moran 3,165HP

Portsmouth, New Hampshire

Portsmouth Navigation Division Moran Towing of Maine, Inc.

34 Ceres Street
P.O. Box 472
Portsmouth, New Hampshire 03801
Mr. Carl Weilborn, Vice President &
General Manager
(207) 772-8319
Captain Richard Holt
(603) 436-1209
TELEX: 950021 (MORANTOW, ME NH)
Patricia Moran 3,500HP*
Grace Moran 3,165HP
Bath 1,800HP
E.F. Moran, Jr. 1,750HP

*Twin Screw

Beaumont/Orange/ Port Arthur, Texas

Moran Towing of Texas, Inc.

Box 139
2300 Hwy. 365, Suite 570
Nederland, Texas 77627
Mr. Larry G. Eaves, Assistant Vice President
(409) 727-7020
TELEX: 5106011372 (MORAN TEXAS) or
Easy Link 62922409 (MORAN TEXAS)

Marion Moran	5,000HP*
Alice Moran	4,700HP*
Heide Moran	4,700HP*
Joan Moran	4,700HP*
Helen Moran	3,500HP*
Mary Moran	3,300HP*
E.M. Black	1,600HP
Stella II	1,600HP

Hampton Roads, Virginia

Curtis Bay Towing Company of Virginia

109 East Main Street
P.O. Box 3415
Norfolk, Virginia 23514
Mr. John P. Kuchta, Jr., Vice President &
General Manager
(804) 625-6000
TELEX: 87862 (CURTISBACO BAL)

Cape Ann	4,700HP*
Cape Cod	4,290HP*
Cape Hatteras	4,290HP*
Cape Henry	4,290HP*
Cavalier	2,360HP
Drum Point	2,360HP
Town Point	2,360HP
Cedar Point	1,750HP
Swan Point	1,750HP

Jacksonville, Florida

Florida Towing Company

North Regency One
Suite 460
9485 Regency Square Blvd.
Jacksonville, Florida 32211
Mr. William P. Muller, Vice President &
General Manager
(904) 721-7000
Cathleen E. Moran 3,500HP*
Ann Moran 3,300HP*
Mary M. Coppedge 3,200HP*
Helen D. Coppedge 2,850HP*
Powertul 1,800HP
W.T. Coppedge, Jr. 1,800HP
Barbara Moran 1,750HP
Julia C. Moran 1,750HP

Philadelphia, Pennsylvania

Curtis Bay Towing Company of Pennsylvania

1101 Market Street, Suite 2601
Philadelphia, Pennsylvania 19107
Mr. Paul P. Swensen, Vice President &
General Manager
(215) 928-3500
TELEX: 87862 (CURTISBACO BAL)

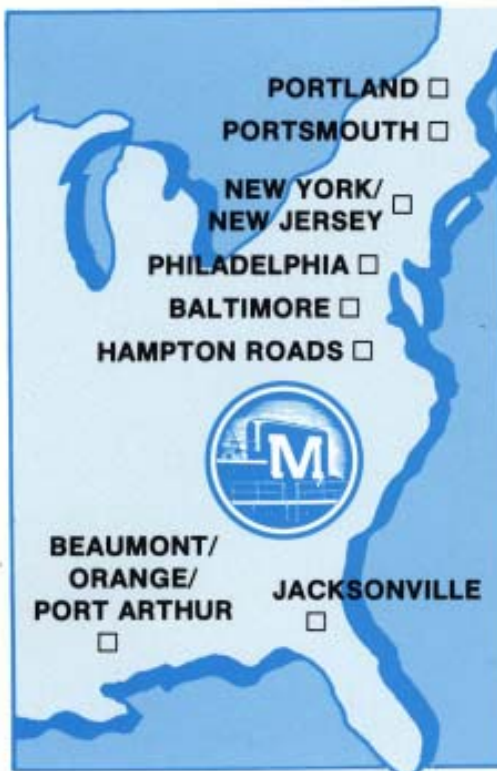
Cape May	3,300HP*
Reedy Point	2,400HP
Sewells Point	2,360HP
Carolyn	1,800HP
H.C. Jefferson	1,800HP
Wagners Point	1,750HP

Baltimore, Maryland

Curtis Bay Towing Company

The World Trade Center
Suite 800
Baltimore, Maryland 21202
Mr. Joseph J. Crist, Vice President &
General Manager
(301) 962-6500
TELEX: 87862 (CURTISBACO BAL)

Cape Charles	3,300HP*
Cape Romain	3,300HP*
Cape Henlopen	3,300HP*
Fells Point	2,400HP
Kings Point	2,400HP
Hawkins Point	1,750HP





S/S QUEEN ELIZABETH 2

On October 20, 1986 the *QE2* sailed from the Port of N.Y. & N.J. for the last time as a steamship. Story and details of the conversion of the Cunard ship on page 9.