

TOW LINE



AUGUST, 1953



ON THE COVER—

For a salutary "change of pace" in watercolorists, we give you this time another action-at-sea picture by Rockwell Brank, whilom Californian, now a Cape Verde Islander, and no stranger to *Tow Line* outside or inside, as regular readers must be well aware. His stuff has appeared often herein.

An imaginary scene? In a way, yes; in another way, no. Obviously, no working-press craft to sketch from would be available to even the most eager-beaver artist interested in off-shore rescues, and our ocean tugs wait for no "super-cargo" before shoving off on such assignments. They go (period).

But here, ostensibly, is what our young Mr. Brank is showing you: the inbound leg of a rescue at sea under not too bad, not too good weather conditions—a more or less routine job, the like of which abounds in tug logs and other records in the bulging files of Moran HQ, New York.

Plodding toward "the nearest safe port" of legend, presumably making satisfactory time in the late afternoon, you see our 143-foot, 1,900-horsepower, diesel-electric Kevin Moran—self-sustaining for as long as a month at sea—with a disabled freighter in tow. Next stop, New York? . . . Baltimore? . . . Newport News? . . . Charleston? . . . Jacksonville? In painting tug and ship on the crests of high waves, Mr. Brank was not exercising artistic license necessarily. That is what happens, and that is what ingeniously devised towing-engines are for—to absorb terrific hawser strains. Let's say the rescued ship has a broken tail-shaft.

(For an outstanding Kevin Moran job of the kind, see August and December, 1948, issues of *Tow Line*, especially the latter, having to do with this tug's extraordinary job on the twice wrecked British S.S. *Leicester*.)



Moran's European Agents: ENGLAND: James A. McLaren & Co., 65 Bishopsgate, London, E. C. 2; SCOTLAND: Henry Abram, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Shipping Services A/S, Fridtjof Nansens plass 4, Oslo; Birger Gjestland A/S, Kong Oscars Gate 62, Bergen; DENMARK: Jorgen A. Rasmussen, 33 Amaliegade, Copenhagen K.; SWEDEN: A. B. Sandstrom, Stranne & Co., Packhusplatsen 3, Gøttenburg; FINLAND: A. B. Lars Kragius & Co., O. Y., S. Magasinsgatan 4, Helsinki; BELGIUM: Wm. H. Mueller & Co., S. A., 21 Rue de la Bourse, Antwerp; GERMANY: Ernst Glässel, Altenwall 22 Bremen; SPAIN: Rafael Navajas Aguirre 8, Bilbao; ITALY: O.S.I.A.M., Via C. R. Ceccardi 4-26 Genoa; GREECE: The Saporta Agency Co., Ltd., P.O.B. 21, Piraeus.

TOW LINE



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17 Battery Place, New York City

R. M. MUNROE, Editor
Vol. VI

LUCILLE CHRISTIAN, Associate
No. 4

'Tow Line,' Ending Sixth Year, Takes Stock

As *Tow Line* approaches the end of its sixth volume (year), a station to be appropriately marked by our Christmas issue with its usual striking front cover—in this instance extra-special, the preliminary Charles G. Evers work indicates—this space is preempted for a spate of long overdue stock-taking.

For a company magazine launched without benefit of sage editorial advice, minus a production blueprint of any sort, and with a bare minimum of professional know-how, both management and publication staff take what may be regarded as pardonable pride in the fact that it has come a long way. This is not to suggest that it hasn't possibly an equal distance to go—perpendicularly, if not horizontally.

Vol. I, No. 1, of *Tow Line*, dated December, 1947, was far from being the apple of anybody's eye, least of all that of its inexperienced editor and his hastily recruited associates. Only about 750 copies of this trial-run number were printed, and relatively few of these got into general circulation.

It was a lot easier to determine what was wrong with the product than what was right; whereupon a general overhaul was initiated. We like to think improvements are still going on in these editorial premises.

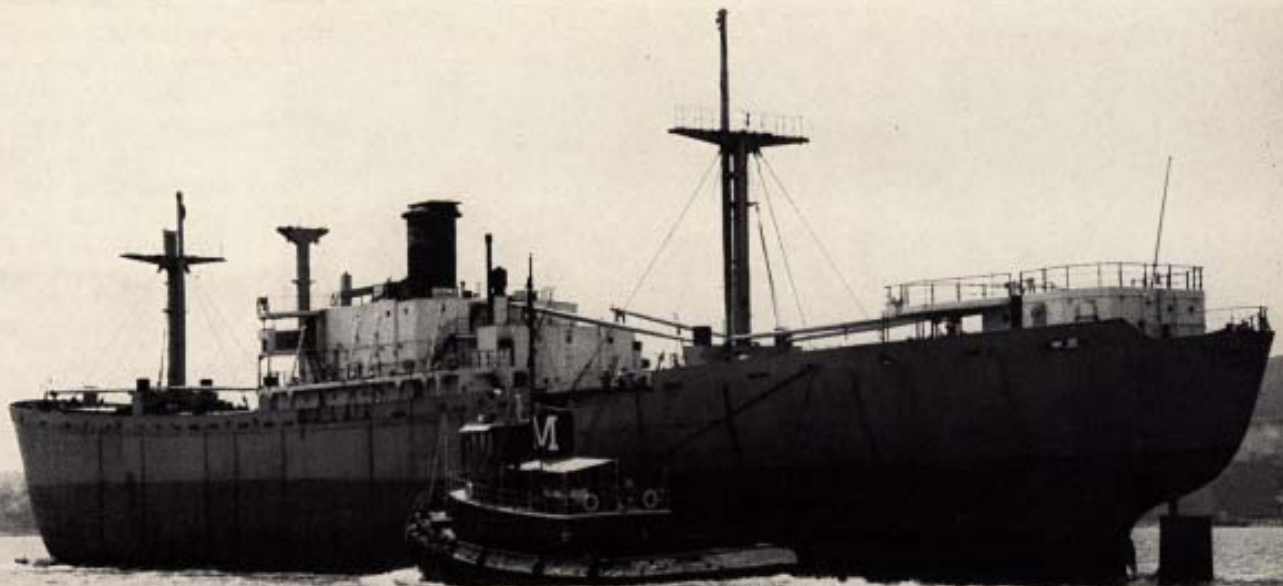
As this not-too-brown (let's hope) study is being reduced to typewritten copy, indications are that Belmore Printing Co. will be required to run off more than 6,000 copies of Vol. VI, No. 4, this issue, to supply the demand. If the foregoing figures do not represent a circulation increase of 800-odd per cent, sue the adjacent mathematical wizard who provided the answer. *Addendum:* There is very little of what is known in the trade as "spinach" in our current circulation; if it is not hand-picked it is self-selected, which is even better—and it is a pleasant and continuing surprise how many people, in how many walks of life, ask to have their names added to our mailing lists.

Now then we come to the point of these editorial maunderings: it is our ambition to keep on improving *Tow*

Line as we go along (that is, to make it more interesting and instructive to more readers), and this is by way of soliciting presumably the best advice available, considered opinions from the readers themselves.

What else would you like?... What don't you like?... More variety or less?... Shorter items or longer?... You name it; we *might* have it.

FAMILIAR SIGHT—Moran tugs do a lot of this sort of thing, transporting dead ships to and from the U. S. Maritime Administration reserve fleet anchorages. In this instance it was the Liberty ship *Timothy Dwight*, and she was being taken from the Jones Point base, 37 miles up the Hudson River, to Pier 15, Hoboken, N. J.—one of 50 such vessels being utilized by the Department of Agriculture for grain storage. Capacity, approximately 225,000 bushels. That's the *Barbara Moran* on the hawser, the *Carol Moran* alongside. The time was mid-June. No stranger to such chores, the *Timothy Dwight*, operated by Eastern Steamship Lines, Inc., as agents for U.S.M.A., carried grain to Europe from August 1951 to May 1952; but for the time being at least she's merely a "bin." The National Shipping Authority announced on June 30 that the grain storage program was progressing satisfactorily, and that thirty-nine ships had been loaded.



Two Tugmen Visit New York (Moran)

Capt. Leo H. Wuesthoff, master and pilot, Alameda, Calif., presently skipper aboard the 97-foot, 1,000-horsepower diesel tug Sea Scout of the Red Stack Line, San Francisco, seems to have a better than average understanding of a father's responsibilities. Ask his son (and pal), young Max.

Late in June after Max graduated from Alameda High School, the pair set out on a 6,500-mile transcontinental junket — a promised reward for the boy, an extra-special vacation for both — and the best part of one day of it was spent aboard the tug Carol Moran as she went about her business in New York Harbor.



They saw the world's busiest port from two extremes, sea level and the top of the Empire State Building; but, according to the captain, "it was Moran Towing & Transportation Co., not New York, that was the high spot of the trip for us."

They wanted to "see the wheels go 'round" and they did. The captain got more pleasure out of the time they spent in the company's dispatching office, another day; but those hours aboard the Carol with Captains Hayes, Valley and Young were enjoyed equally by both. Max was all eyes and ears. He is an apt student.

He is working for Red Stack himself now, "and has, I'm sure," Captain Wuesthoff says, "a fuller appreciation of the business of tow-boating." If he hasn't, it is no fault of his father's . . .

MANHATTAN TRANSFER — Off Twenty-third Street, Manhattan, Capt. Chester Evans, one of Moran's ace docking pilots, climbs 20 feet of ladder from the deck of a Grace-class harbor tug to enter a side port of the arriving S. S. United States, as both vessels move up the North River at about six knots. He proceeds to the bridge deck, greets the master and the Sandy Hook pilot, and takes over as agreeable to both to get on with his docking operation, having given all working tugs their respective positions before coming aboard. From now on it's a matter of whistle signals — and skill. (Photo by David Atherton.)

'The Port Is My Story' Program Worth Seeing

[BROOKLYN EAGLE, JUNE 10, 1953]

By BOB LANIGAN

STEADY AS YOU GO: When you were a very little boy, did your Pop ever take you down to the Battery to "watch the boats come in"? Mine did, and more than once, too. I guess it was sometime during these visits to New York Bay that I fell in love with ships, boats, and the myriad sights, sounds and smells that are so much a part of the Port of New York.

Any youngster should thrill to the sight of a huge ship coming up the Bay from some far off land; a ride on the Staten Island Ferry; the fireboats tied up at, or near Pier 1, and the tugboats. I was no exception.

I don't believe I was more than 7 or 8 years old when Pop showed me my first tugboats which were moored at the Battery. Spic and span they were and the yearning to go aboard was stronger than any other desire. There's nothing sissy about a tug, and it wasn't necessary for the owners to post a "No Children Allowed" sign to make me realize that tugs were very much a man's world and no part of mine.

It must have been then that my vicarious attachment for tugboats began and to this day my affection has never wavered. If any of my high school books are still in circulation at Manual Training my sketches of tugs will be found on the fly leaves. After all, who could possibly keep his mind on Latin I when the shrill whistles of tugs were being wafted up from the Narrows to 7th Ave.

Sure, I've always wanted to go aboard a tugboat and see the Port of New York as few have been privileged to enjoy it. But how? I never found out over the years, and never went. But a more "harbor happy" landlubber you never saw.

My dreams were finally realized recently when Bob Fuller of WCBS-TV invited me to go aboard the tugboat "Doris Moran" in connection with a new Channel 2 show being produced in co-operation with the Port of New York Authority. He said something else, but I never heard a word, I just gasped, "Yes!"

Now, after many years, here I was at the dockside of Pier 1, gazing up at the beautiful lines of the tugboat "Doris Moran". I knew as anyone must know who thinks about such things, that the "Doris" had enough muscle to put the biggest "ship" entering New York Harbor in its place in short order. I happily clambered aboard.

Soon, lines were cast off and we headed south toward Buttermilk Channel to "lend a hand" in docking the Swedish ship "Floria," if necessary. It wasn't. We changed our course after receiving instructions from the Moran office via short-wave radio, and headed up the Hudson River to await the arrival of the "Kamikawa Maru," a Japanese ship making her maiden voyage. The "Doris" and a couple of other tugs eased the "Jap" into a Hoboken pier with all the gentleness of a mother placing her new-born baby in its crib.

Oh, there was more work to be done, and other sights to see, but this was a working tug and in less time than it takes to tell it, we were in midstream, busily at work nosing the freighter "American Planter" into her berth on the Manhattan side of the River.

Ed Osmond of the Port of New York Authority, Capt. Ole Ericksen and Ed Hennessey of the Moran Tugboat Lines were my wheelhouse companions and what they didn't know about "The Port" has yet to be learned.

I wish it were possible for everyone who is reading this to enjoy one day this greatest of all harbors as I did, but, unfortunately, that isn't quite feasible. If you'd care to "come aboard," however, you may do so by tuning in Channel 2 any Saturday at 10:30 a.m. and witnessing "The Port Is My Story," which is narrated by Bill Leonard, and produced and directed by Frank Harms. It's your port, y'know, and although you may have missed last Saturday's premiere, the show will be on tap for some time to come.

Thoroughly Enjoyable Ride

Dear Mr. Bull:

Once again I wish to thank you for your kindness in arranging the tugboat ride, which was thoroughly enjoyed by all of the invited guests. As you well know, the elements this year were very good to us, and everyone more than made up for last year's bad luck. I must commend very specially Messrs. Moore and Hennessey, who really went out of their way to render every possible assistance and to look after each little detail to insure the success of the party. Your generosity in providing on this other occasions for these little sails is sincerely appreciated.

LUIS E. GUBLER
(Chilean Line, New York.)

The Lights of Matadi (Belgian Congo)

Golden globes from the hill shine
down,
A gold wharf skirts the lower town,
Where lie the proud and handsome
ships,
Their names like lyrics on the lips,
"Apsara," "Lindi," "Anversville,"
Clean-gilded now their skins of steel,
Gilded the sky and gilt below,
A selvage of the mighty flow,
And golden all my dreams must be
As Congo hurries to the sea.

JOHN ACKERSON
(S.S. African Patriot)

-From the New York Herald Tribune, June 23, 1953.

95 Years Young

Dear Mr. Moran:

Thank you so much for your kind letter. It is a long time since we have met, but I hear of you often from my juniors. And how well I remember your father—fifty, yes, sixty and seventy years ago. It is seventy years since I entered the office of Hill, Wing & Shoudy. I hope you are enjoying a fine old age. I have lost my sight through cataracts and an unsuccessful operation, but I cannot complain. God has given me many more joys than sorrows, and I am sure you have the same feeling that I have.

Gratefully and sincerely yours,

C. C. BURLINGHAM
(860 Park Ave., New York.)

Editor's note: Mr. Charles C. Burlingham is dean of the admiralty bar in America. Besides his ninety-fifth birthday, the special occasion noted in a letter addressed to him by E. F. Moran, Sr., chairman of the board of this company, was his presentation with the medal of the Association of the Bar of the City of New York.

Cunard Sailings, 1954

The Cunard Steam-Ship Co., Ltd., has announced an extended transatlantic schedule for next year. Twenty-two sailings from New York from January 16 through April 9, and twenty-four return sailings between January 2 and March 27, were listed. Also, three calls at Bermuda are scheduled—the Britannic in mid-January, westbound, and the Media in March and April, eastbound.

Liked June Issue

Dear Sirs:

I certainly appreciate your *Tow Line* issue of June with the piece about the pilots. Could you possibly send me two more copies? I am a retired pilot and would appreciate a couple of extras for my family. Very good article. Thank you.

CAPT. DAVID BEINERT
(159 Contestoga Trail, Sparta, N. J.)

house windows) Maurice-Edmond Senecaux and Adolphe Haus; (on deck) Pierre Flechet, Jose Fleury, Jean Bernheim, Jann Coudoux, two unidentified interpreters from the French Embassy in Washington, Christian Dubruel, Jean Amiot, and Tom Bishop of the Moran organization. The team returned to New York in mid-July.

Inland Waterways Items

According to American Waterways Operators, Inc., there are forty-eight barge lines moving freight on the New York State Barge Canal System.... The same organization is our authority for the related intelligence that a new record for vessels passing through the Chesapeake & Delaware Canal was established this spring, 373 in May.

Opened by "Mistake"?

Dear Sir:

I was surprised to receive from you an envelope which had nothing in it—apparently an oversight in mailing *Tow Line*. The weather being what it is, I was not surprised; I'm lucky that I got the envelope! At any rate, I'd appreciate it if you'd send me the latest issue. I'm not a company officer, traffic manager, or anything in the way of a substantial Moran customer, but merely an ex-mate who finds *Tow Line* a thread of connection to the industry which doesn't seem able to offer stable employment. In fact, as bleak as the outlook is today, I am wondering if the American shipping industry won't be a colorful memory to the present generation when they reach old age....

ROBERT M. HARRIS
(Royal Oak, Mich.)

Bailey Honored

Frazer A. Bailey was honored June 30 at a luncheon given by the Propeller Club of the United States, Port of Washington, D. C., on the occasion of his retirement as president of the National Federation of American Shipping. His guidance will be missed.

Material Forwarded

Dear Sirs:

For the Hooimeijer Publications ("Culture Series," published by Hooimeijer Biscuit-Bakeries, Barendrecht, Holland) I want to write about your company. For this purpose I need some particulars. Can you help me with: (a) a short history, some dates and names of ships; (b) a review of the present fleet; (c) some photos or artist-impressions of your newest ships or buildings; (d) folders and other publications? Thanking you beforehand,

G. J. FRANS NAEREBOUT, Editor
(Youth and Sea, Rotterdam, Holland)

LAST BOSTON FERRIES—The two photographs below, by Gene Dixon of the well known and justly famous New England photographic family, were made at Boston early this summer, when our ocean tug Eugenia M. Moran (Capt. Leonard Goodwin, Jr.) took under tow the ferries Daniel A. MacCormack and Charles C. Donoghue for Baltimore, Md. The last two vessels of their kind in Boston, they had been purchased by James Hughes, Inc., New York. "The end of ferry service there and subsequent removal of the ferries was an occasion for considerable fanfare and lamenting among old-timers on the waterfront," according to Capt. Frank J. Hughes, marine superintendent for Moran. In the picture on the left, Captain Hughes, Captain Goodwin and William E. Blynn, for 38 years superintendent for Moran (left to right), are shown discussing the method of towing the units out of East Boston harbor. In the one on the right, the crew of the Moran tug is shown placing on the deck of the Donoghue an intermediate hawser employed on the tow. The ferries arrived in the Maryland port on schedule, and in good condition.



Shoving Off

Ray Chanaud, chief photographer for Moore-McCormack Lines, Inc., took to the air when the S.S. Brazil sailed recently from the north side of Pier 32, North River, and DPR James F. Roche thought the resulting pictures might make an interesting sequence for *Tow Line*—as don't they? Here you see the Good Neighbor Fleet vessel being assisted by a Grace Moran-class harbor tug in backing out of the slip at the foot of Canal Street, with that section of lower Manhattan looming impressively. In the far background, Brooklyn-Queens.



Turn Around

With the Moran Towing & Transportation Co. tug still helping, here the Brazil has reversed her engines and is seen going ahead on them, presumably with her rudder at hard right. As soon as she is parallel with the shore line she will take off down river—through the Narrows, past Ambrose Lightship, and southward to sea. Thirty-eight-day cruise itinerary: Trinidad and Barbados, B.W.I.; Bahia, Rio de Janeiro and Santos, Brazil; Montevideo, Uruguay; and thence back to New York. The ship cruises at about 18.5 knots.



Down River

Proceeding downstream at perhaps 10 knots, our "Moore-Mack" ship is seen here off Pier 13, foot of Cortlandt Street; and note the aforesaid Moran tug tying up temporarily at Belgian Line's Pier 14, adjoining on the north. Uptown architectural landmarks visible (highest towers) include, left to right, R.C.A., Empire State, and Chrysler Buildings. The World-Telegram & Sun and New York Telephone Co. Buildings face the Westside Elevated Highway and the waterfront on either side of east-west-running Barclay Street.



Island's Tip

Picking up a little speed as she goes, the Brazil is now in mid-channel off Battery Park at the extreme southern end of Manhattan, with Piers A and One visible over her stern, and off her starboard bow (if the photographic angle were reversed) the Statue of Liberty on Bedloe Island. The Barge office, South Ferry, is the last building seen on the North River waterfront, with a couple of car float tows and a light-running tug between that point and Governors Island, out of this picture at upper right... Bon voyage, Brazil!





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MORAN 'ANNUAL'

THE

"What is so rare as a day in June"—when a Moran outing for office workers is scheduled, as our Fourth Annual was on the 9th?

The Doris Moran, canopied and all spruced up, shoved off from Pier 1, North River, at 10 a.m. with 80-odd shoreside employees and guests, for Bear Mountain State Park. Party badges, seagoing caps and other holiday gear—including Hawaiian leis distributed by an appropriately costumed Muriel Murray—were much in evidence as the excursionists rallied for a late breakfast aboard. An excellent accordionist provided entertainment on the way upriver.

No complaints were heard regarding the roast beef dinner enjoyed by all hands at Bear Mountain Inn, in the course of which Messrs. Hennessey and Dowd, Miss Murray's mother, and Mary Samuels—her piano version of the Warsaw Concerto is worth traveling a lot farther than Bear Mountain to hear!—contributed impromptu entertainment.

At 5 p.m., following a layover for sightseeing, the cruise party started back—but let's not go into the boat-deck charades on the way down the Hudson—and debarked at Pier 1 around 10 o'clock, happily.

The accompanying photos? Well...

(1) A truly festive harbor tug, if anybody ever saw one! (2) Capt. Mark "Buster" Grimes and Marion Thomson of Sales. (3) Capt. Joe Dowd and Barbara Donohue of Accounting. (4) John Tedaldi, Ed Hennessey and Danny Grandone, in good company. (5) A score of relaxers on the after-deck. (6) Two of many tableful at the Inn. (7) Capt. Barney Scherer, Capt. Frank Hughes and Fred Schilling—worried about sump'n? (8) Miss Samuels doing her stuff, to the only too evident delight of all listeners. Extra dividend (below): Freddy Cosaglia and the aforesaid pianist.

—Photos by Harold Schefts.

Signal From Down Under

To the Secretary:

Please accept my sincere thanks for forwarding the April issue of *Tow Line*. From issue time onwards this household anxiously awaits the postman and, believe you me, the *Tow Line* has now quite a large circulation on the New South Wales coast, and I think that each copy is slowly converting these "Steamboat Men."

Tow Line not only serves the young, as recorded about my namesake, Charles Abbott, but has rewarded me with a consistent correspondent, Capt. C. C. Sibie of Rotterdam, who is quite an interesting person.

Saw some delightful snaps of your tugs in Diesel Times, and found there something I have been curious about, the speed of Grace Moran—15 knots; but what about her bollard test pulling power, eh?

Under separate cover I will forward the Port of Sydney and Melbourne magazines, and I do hope that they are of interest to you and give you some idea of our harbours and working condition....

NEVILLE W. ABBOTT
(Hunter's Hill, Sydney, N.S.W.)

"Fustest With the Mostest"

From The Chief, a weekly newspaper devoted to civil service, issue of Friday, July 24, 1953:

"The Fire Fighter went to the rescue of the municipal ferryboat Pvt. Jos. F. Merrell, adrift near Governor's Island last Sunday afternoon, but two Moran tugs already had lines out and stopped the ferry from being beached... Incidentally, every Moran tug flies the American flag in good weather."

Can Do; Will

Dear Sirs:

I have been reading your magazine which is sent to the company that I work for (The Maritime Shipping & Trading Co.) with avid interest for the past three years. Now, I have to leave my employment to do my National Service, and will miss your most interesting magazine, *Tow Line*, greatly. And so, if you ever have any spare numbers I would appreciate it greatly if you could send me the occasional copy. In closing I would like to wish *Tow Line* many more years of wide circulation, which I am sure it will have.

K. M. WILLIAMSON
(East Ham, London E. 6, Eng.)

Those Bar Pilots

From Vol. XIX, No. 25 of the Bulletin, published weekly by the American Merchant Marine Institute, Inc., New York: "The June issue of *Tow Line*, published by the Moran Towing & Transportation Company, contains an article entitled, 'The Sandy Hook Pilots—How They Work.' The two-page feature is illustrated with pictures depicting different phases of their activities."

Fleet Safety Record

The safety record of the Moran Towing & Transportation Co. fleet has improved consistently during the past few years, which the following report helps to substantiate. However...

"It is still far from perfect," Joseph H. Moran, II, vice president, pointed out in a July 21 memorandum addressed to all captains and mates, "and there certainly is room for further improvement, but on the whole a good job is being done."

"(This note) is to commend those many captains and mates who have successfully avoided serious damages, and to impress on (the others) with a number of damage claims against their records how important it is that they improve in this respect."

"We recognize that we will never eliminate damages completely for any considerable period, but that must be our goal."

The following had no claims charged against them for the months of May and June, 1953:

Agnes A., E. Costello, H. Bickle, J. Petersen; Anne, P. Walling, G. Hayes, J. Guinan; Barbara, J. Sahlberg, G. Sahlberg, H. Wee; Carol, R. Hayes, W. Hayes, L. Thorsen, N. Larsen; Catherine, J. Costello, W. Karwoski, J. Burlingham; Doris, B. Scherer; Edmond J., W. Baldwin, F. Schwiegel, W. Mason; Eugene F., V. Chapman; Eugenia M., L. Goodwin, E. Dexter, R. Pace; Geo. N. Barrett, J. Todesk, J. Wilson; Grace, K. Buck, C. Sheridan, C. Morch, J. Cray; Harriet, F. Perry, M. Connor; Joseph H., II, F. Dezendorf, E. Myking, M. Scott; Julia C., J. Barlow, G. Ackerman; Kevin, J. Barrow, C. Vantrier, S. Abrams; Margot, M. Sullivan, R. Jones, C. Valley; Marie S., F. Duffy, A. Tucker, A. Duffy; Marion, G. Ashberry, J. Duprez, T. Melchior; Mary, M. Rodden, L. Tucker; Michael, H. Jacobsen, J. Johnson; Moira, B. Baker, H. Pedersen, J. Jorgensen, J. Martin; Nancy, F. Jonassen, J. Blaha; Pauline L., T. Trent, L. Langfeldt, E. Prendergast; Peter, J. Fagerstrom; Richard J. Barrett, G. Carlson, G. Larssen; Sheila, C. Parslow, T. Sweet, J. Chartrand; William J., E. Freeman; Relief Crew, H. Olsen, C. Carlson.

Say-It-Again Department

From the Wilmington, N. C. News: "It is not deep-sea ports alone that profit from water-borne commerce."

Delightful Experience

Gentlemen:

I wish to thank you for the courtesies extended to me and my son and his young friend for our tugboat trip... on the Pauline L. Moran with Capt. Tom Trent. It was a delightful experience, and we found Captain Trent and members of his crew a fine working group and very interesting in their explanation of tugboat operations and of their individual experiences.

ALFRED E. BUCK
(165 Broadway, New York)

50 YEARS AGO

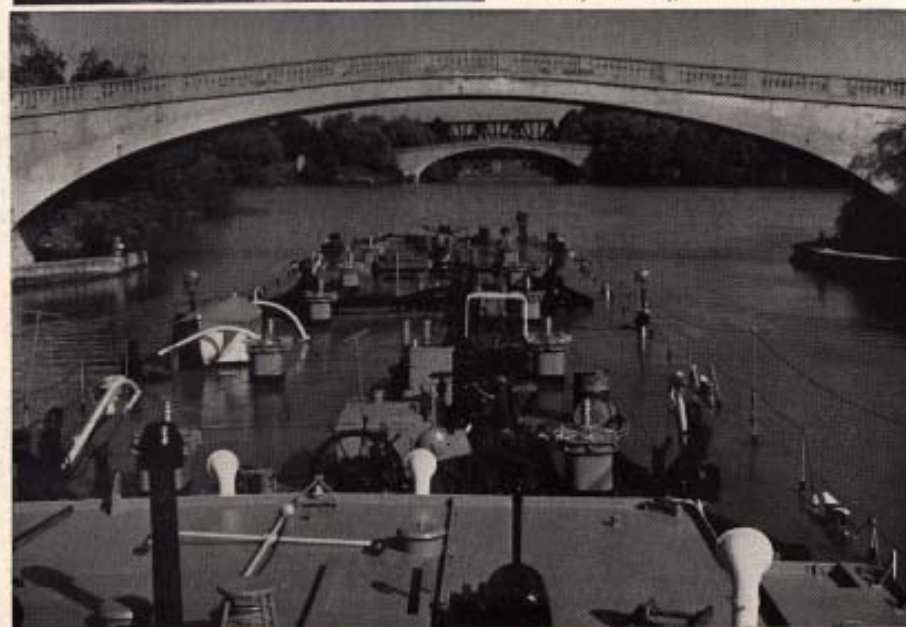
(The following items of interest were selected from files of the old New York Maritime Register by Capt. Karl C. Palmer of Moran HQ, president of the Steamship Historical Society of America, Inc.)



Scenic New York Canal

Few American inland waterways equal the New York State Barge Canal in pictorial interest—aside from its economic importance. A while ago Frederick C. Shipley, director of the summer session of City College, and a competent amateur photographer, made one of his periodic trips upstate aboard a favorite tug, the Marie S. Moran, and here is a trio of bright summer day scenes from his over-stuffed portfolio.

ABOVE: The Marie S. pushing Texaco Barge No. 396, approaching (east-bound) Lock 17 at Little Falls. LEFT: Passing under the guard gate at Lock 24, Baldwinsville. BELOW: The Genesee River crossing of the canal at Rochester, where the river (flowing from left to right in this picture) provides a water route to the city proper. The canal goes straight across in the general direction of Lockport, Tonawanda, the Niagara River and Buffalo.



JULY 8, 1903—A new system of official numbers for American vessels went into effect on July 1, when the Bureau of Navigation joined the Department of Commerce and Labor. The new series begins at 200,000 and hereafter new vessels will be numbered serially in order of application for official numbers, regardless of the initial letter of the vessel's name, rig or motive power. Thus the official number will indicate approximately the date of build... Arthur W. Palmer (tug) towing float No. 10 collided with steam barge City of Yonkers off the Battery July 7, and the barge has a large hole in her starboard side... John F. Gaynor (tug) struck a submerged rock off Matinecock Point night of June 29 and sprang a leak. The tug was run ashore off the Pratt estate near Glen Cove and passed City Island 30th in tow of wrecking str. Wm. E. Chapman.

JULY 15, 1903—(Wilmington, Del.) The steel river steamer C. W. Morse was launched at the H. & H. plant of the U. S. Shipbuilding Co. on Saturday, July 11. This boat is for service on the People's Evening Line between New York and Albany.

JULY 22, 1903—New York City's new fireboat, Abram S. Hewitt, was launched at Camden, N. J., July 11 and was christened by Miss Mary Thompson, daughter of Frederick Thompson, superintending engineer of the New York Fire Department... Haida (yacht) of New York stuck in the railroad bridge at Sydney, C.B., July 17, but was pulled out by a locomotive, a steamer having failed to free her.

JULY 29, 1903—Seaboard (ss) of the Joy Line, from Providence for New York, crashed into the wharf at Plum Island, N. Y., 6 a.m. July 22, damaging guards and rail... Steamer City of San Antonio, 1,204 tons, built at Chester, Pa., in 1872, was sold at New York recently to James Hughes. She will be converted into a coal barge... Brig. A. H. Small and schr. Unique were condemned July 25 by Judge Brown of the Federal Court, Providence, R. I., to be sold at public auction to satisfy government claims for fines imposed for carrying too great a number of immigrants to that port. The vessels ply between Providence and the Cape Verde Islands... (Boston, July 25) It is believed a new master and crew will be sent for the schr. Laconia, Addah for Boston, which put into Bermuda with Captain Jones dead. If a new crew cannot be shipped to replace the sick crew, a Bermuda tug offered to tow the schr. for \$2,000.

AUG. 5, 1903—Angela E. Maria (Ital. bk.), loading naphtha at the Columbia Oil Co.'s docks, Constable Hook, for France, was destroyed by fire caused by an explosion among the cargo, afternoon of July 30. Five of her crew were reported killed, two more injured... (Vineyard Haven, July 30) Barge Buttress was the vessel that collided with and damaged Cross Rip lightship, night of July 25. She was the last of a string of five barges in tow of tug Lehigh... Henry Steers (tug) was destroyed by fire in League Island Channel below Philadelphia, Aug. 3.

AUG. 12, 1903—Barges Bradley and Monarch, in tow of tug Mars, were unable to weather a gale Aug. 6 and foundered in about 100 fathoms 10 miles SE of Montauk Point. Both crews were saved by tug, which arrived Newport 6th.



"Moran Is Everywhere"

Dear Sirs:

I have just finished reading an excellent account in the April, 1952, issue of *Ships & Sailing* entitled "Moran Is Everywhere," by John T. Cunningham. I believe there are two Moran tugs working Portland Harbor, and we watch them from the Eastern Promenade daily. Have you any idea where I might purchase plans for a built-up model of a Moran tug? My idea is to build it to scale and power it with steam. Any publicity picture you may issue showing deck details and color scheme would be greatly appreciated.

JOHN J. O'BRIEN
(31 George St., Portland, Me.)



Note: From Sydney, Nova Scotia, comes a mild complaint to the effect that a picture of our Miss Christian in the June issue, with a group of

other faithful workers at Moran HQ who were awarded service pins, did not do her justice. Disregarding at least one other interpretation of the word "justice," we trust that the accompanying single snapshot of more recent vintage will pacify the complainant, who adds wistfully, "...but then, it's always difficult to catch charming personality too in a photo!" It is; it is indeed.

Editor.

Swivel-Chair Sailor

Gentlemen:

I have now been released from active duty in the Navy and once again must content myself with sailing ships from behind a desk. As I look forward to receiving each issue of your fine magazine, I would appreciate your changing my address on the *Tow Line* to the one shown below. Since I have been home I have been passing it around in our Marine Department, and reading it has now become a "must."

R. B. ACKERBURG
(Marsh & McLennan, Inc., Chicago)

← **VISITOR INSPECTS**—"Negative No. CP 7989; date taken, 6/23/53," an information slip attached to this Port of New York Authority photo stated. It was made during a tour of P.A. facilities here by Sir Henry Hobson, Consul General of Great Britain in New York (left), and Sir Alfred Shennan, Chairman of the General Council, Liverpool, England, and of the General Council of the Lancashire and Merseyside Industrial Development Association (right). Center, plainly enjoying himself: Eugene F. Moran, Sr., Port of New York Authority Commissioner and Chairman of the Board, Moran Towing & Transportation Co.

"Tommy" Davenport, 69, Veteran Riverman

Capt. Thomas Davenport, aged 69, died June 1 at his home in Athens, N. Y. He had served as day man aboard the tug William J. Moran; also aboard the Sheila Moran from January 14, 1946, to August 20, 1948, when he retired. Captain Davenport had followed the river all his life, and at one time was skipper of the steamer Isabell, running between Catskill and Hudson, N. Y.

**Morantows: Begum (CVE-36), Norfolk, Va., to Mobile, Ala., 1,450 miles.
... Three barges, New Orleans, La., to Maracaibo, Venezuela, 1,757 miles.**

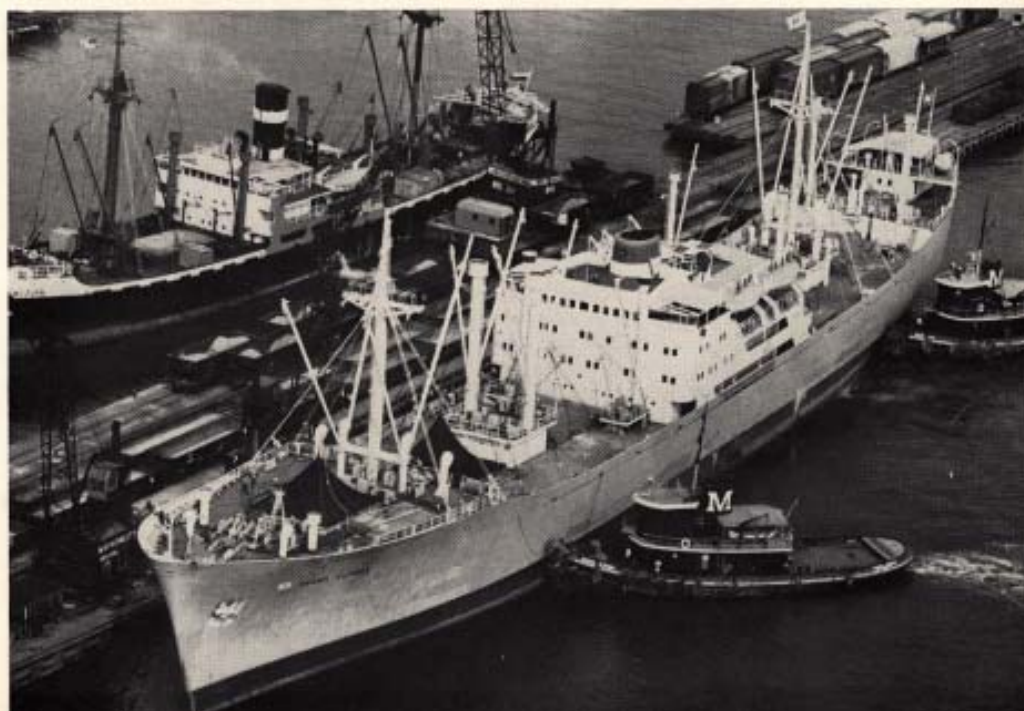
The Answer Is "Yes!"

To the Editor:

... We saw the tug William J. Moran pass through Lock 24 here with a gasoline barge, and do they know how!

LOUISE CONNELL
(Baldwinsville, N. Y.)

NEW FREIGHTER — The 9,477-gross-ton Hoegh Clipper (Hoegh Line, Oslo, Norway) at Pier 6, New York Docks, Brooklyn, where Moran tugs berthed her when she arrived here some time ago on her maiden voyage. The 495-foot ship has nearly 672,000 cubic feet of bale space, or more than 742,000 c.f. of grain capacity. During her trials the guaranteed speed of 17 knots, loaded, was exceeded considerably, it was said. On this occasion she arrived from New Orleans and sailed for Asian ports. Kerr Steamship Co., Inc., are the New York agents. ... On the far side of the pier in this photo: S. S. Triton (Royal Netherlands Steamship Co.), also handled here by Moran.



Unifruitco DPR

Edmund S. Whitman, associated with United Fruit Co. for the past 32 years, has been appointed director of public relations for that firm, K. H. Redmond, president, announced as July was drawing to a close. He will continue to supervise U.F.'s institutional advertising and publicity department.

(Sotto voce, to the new DPR: But what this organ of public enlightenment would like to know is whatever became of its request that U.F. undertake an official investigation and world-wide promotion of that delectable banana-on-beef specialty, steak a la Stanley.—Editor.)

It Is Too Late, Alas

Dear Sir:

Through the courtesy of Captain Palmer, I have been receiving *Tow Line* for over a year, so it's about time I said thank you. Your liberal use of illustrations has made every issue most enjoyable. The particular occasion of this letter is to express my admiration for the June '53 cover picture—the Joseph H. Moran, II, at sea, by Evers. Even in black and white it's a stirring picture and must be even more so in color. If I'm not too late I would like to suggest that you people consider using it for the 1954 Moran calendar.

JAMES WILSON

(215-28 47th Ave., Bayside, N. Y.)

P.S.—I completely discredit the foul rumor that the '54 Moran calendar will show a subway car.

Free Concerts Resumed

Noon-hour band concerts in Bowling Green Park, Manhattan, in the heart of New York's shipping district, were resumed on July 21. Featuring the Seventh Regiment Army Band (Maj. Francis W. Sutherland, conductor), the concerts are sponsored by Jacob Isbrandtsen, who succeeded his father, the late Hans, as president of Isbrandtsen Co., Inc.

Bluejackets Cruise On Barbara Moran

DAILY TUG REPORT

Tug Barbara Moran, June 27, 1953

Start, 0930; finish, 1015—Stand by, Pier 1, N.R.

Start, 1015; finish, 1030—Pier 1, N.R., to Pier 16, Brooklyn.

Start, 1030; finish, 1100—S.S. *Mormacsea*, south of Pier 16, Brooklyn, to stream.

Start, 1100; finish, 1210—South of Pier 16, to 53rd Street, Brooklyn.

Start, 1210; finish, 1240—S.S. *Christa*, stream to north of 53rd Street, Brooklyn.

Start, 1240; finish, 1300—53rd Street, Brooklyn, to Buoy 30.

Start, 1320; finish, 1410—S.S. *Steel Architect*, Buoy 30 to Berth 1, Erie Basin.

Start, 1410; finish, 1430—Erie Basin to 30th Street, Brooklyn.

/S/ GEORGE SAHLBERG, CAPT.

The above excerpt from the log of one of our Grace-class harbor tugs, and the sequence of on-the-spot pictures in an adjacent column (*left*), indicate the variety of practical experience gained by a group of Junior Bluejackets of America sailors accommodated by Moran (for the second time in as many summers) on a June "training cruise" in the world's busiest port.

Nineteen youngsters in full regalia—exact replicas of U. S. Naval Training Station uniforms—under Lt. Joseph F. Krikawa, captain, and Lt. James McNaught and Ens. Joseph F. Krikawa, Jr., stood watches on deck and in the engine room and pilothouse as the Barbara Moran went about her routine business in New York Harbor.

Whenever and wherever possible and feasible, the regular crew of the tug permitted the JBA's to assist them in their operating duties, instructing or advising the boys; and, according to Lieutenant Krikawa, whose enthusiasm for his youth training avocation knows no bounds, it was a happy cruise—and an invaluable one.

The day's features included "chow" aboard, instruction in efficient use of a VHF radiotelephone (with which all such "M" tugs are equipped), line splicing, navigation, and the several tricks of seamanship JBA officers teach in theory at training stations during fall and winter months.

"As a result of practical training acquired on this and a previous cruise, CBM John Brozik, 17, has secured employment for the summer aboard a Wilson Line excursion vessel," Mr. Krikawa writes. Next year he plans to enter Kings Point or Fort Schuyler.

We wish him and the others fair winds and following seas.

Mutual Defense Project

Dear Admiral Moran:

The Mutual Security Agency, Productivity and Technical Assistance Division, wishes to express appreciation for arrangements by members of your staff for the French Inland Waterways Navigation and Transportation Study Group during their recent inspectional study of both the Port of New York Authority and the Port of Albany facilities.

Both Mr. J. J. Metzner . . . and Mr. Tom Bishop accompanied the group on their visit to New York Harbor installations aboard your tugboat Doris Moran and answered their many important inquiries regarding operations.

Mr. Bishop gave members of the group their first view of American home life, then accompanied them to Albany, where he further strengthened Franco-American relationship through his genial goodfellowship and by arranging for them to board your tug Marie S. Moran at Waterford, New York Lock 2.

Please accept this Agency's thanks for the cooperation which assisted in the success of this very important Mutual Defense Project.

COL. CHAS. W. KERWOOD, Proj. Mgr.

(Mutual Security Agcy., Washington)

Federal Agency PIO

Charles H. Godsoe, formerly editor of the monthly magazine *Marine Progress*, New York, has been named public information officer for the U. S. Maritime Administration, Atlantic Coast Division, succeeding August E. Gill, who recently resigned to become associated with the public relations firm of Carl Byoir & Associates.

Dockside

Here in these coastal towns, where fog rolls in
Smelling of salt, is always heard the sound
Of surf that calls to mind how next of kin
Waited in vain for sailors homeward bound.
Often in churchyards is a weathered stone
Telling with stoic, simple brevity
Stories whose endings never can be known—
Legends of ships and stout men "Lost at Sea."

But there are ancients who survive to sun
Themselves at dockside, who are beached at last.
Nobody listens now when tales are spun
Of decks a-wash, typhoon and splintered mast.
Our alien ways are hard to understand
By those whose epitaphs read: "Lost on Land!"

LESLIE NELSON JENNINGS.

—From the *New York Times*, July 27, 1953



Items Concerning Moran Equipment and Operations Competing in Public Prints

So many items concerning Moran Towing & Transportation Co. and its equipment and operations have appeared in the public prints recently, it has been suggested that *Tow Line* take editorial note of some of the more outstanding articles and illustrative material.

(Writers and photographers assigned to the always new Moran story, as well as researching free-lancers intent on turning out such a newspaper or magazine feature "on spec," please note. The following will save you a lot of trouble.) Thus:

Steel Horizons, Vol. 15, No. 3, Fortune-type magazine published quarterly by the Allegheny Ludlum Steel Corp., Pittsburgh, Pa.—A three-page article entitled, "If It Floats, Moran Can Tow It," profusely illustrated with photographs, watercolor paintings, and drawings, including two scenes in color. Quote: "Admiral Moran can be justly proud of his miniature Navy and the aggressive towing prowess it displays throughout the world."

Tugging Into Port—Full newspaper page of action photos issued by King Features Syndicate, depicting various aspects of a typical transatlantic liner docking operation in the Port of New York, with captions and other explanatory text. The matted page was distributed to all K. F. clients for publication early in July.

Newsday, an evening newspaper published in Hempstead, Long Island, N. Y., issue of June 24.—More of same: two-page, center-fold layout of pictures and text; story by James O'Neill, photos by Nightingale.

Real — the Exciting Magazine for Men, Vol. 2, No. 5, August, 1953. — "Tugging Is Rugged," by Capt. Percy L. Walling, as told to Bud Kane. This is a five-and-a-half-page feature story derricked out of the skipper of our tug Anne Moran, more than adequately illustrated with photographs not altogether painlessly extracted from company files and those of the U.S. Coast Guard Public Info. Office, New York.

Motorship, Vol. 38, No. 7, July, 1953. — Article, "Moran Tug Completes Trans-Atlantic Tow," and a two-column picture accompanying a James Hughes, Inc., news release, showing our Pauline L. Moran towing from Albany to New York half a dozen deck scows loaded with U.S. Army tanks.

Bolex Reporter, Vol. 3, No. 3, summer of 1953, a magazine issued quarterly by Paillard Products, Inc., New York.—"Operation Elizabeth," by Joel

Jacobs and Ben McCall; the familiar Moran docking operation yarn, this time involving R.M.S. Queen Elizabeth, largest liner afloat, illustrated with both aerial and surface photos.

Norwegian Journal of Commerce and Shipping, a daily newspaper published in Oslo, Norway, issue of April 9, 1953.—Particularly penetrating and well written interview with Rear Adm. Edmond J. Moran, president of Moran T. & T. Co., Inc., by the paper's New York correspondent, Rolf K. Hasner.

About New York, Meyer (Mike) Berger's off-beat column in the New York Times, Aug. 1, 1953.—Item from *Tow Line*: how Mrs. Julia C. Hartley, a Brooklyn artist, expressed her gratitude to this firm for providing her with working pictures of its tugs.

Oil, Lifestream of Progress, Vol. 3, No. 3, July, 1953, published quarterly by the California Texas Oil Company, Ltd., New York.—"The 'Sitra' Goes to Sea," a three-page, photo-illustrated account of the 9,000-mile voyage of ex-Christine Moran from New York to Sitra, Bahrain Island, in the Persian Gulf. (See also April *Tow Line*.)

Marina, April, 1953, official Spanish-language magazine of Liga Naval Argentina, published in Buenos Aires.—Front cover featuring one of Stanley Rosenfeld's "Where the Going's Rough—" photos of Moran tugs in heavy weather at sea, in this instance the Eugene F. Moran.

The Lookout, Vol. 44, No. 7, July,

1953, published monthly by the Seamen's Church Institute of New York.—"Big Train," all about our ocean tug Kevin Moran towing three U.S. Army barges from Charleston, S. C., to La Pallice, France.

TV Guide, Vol. 1, No. 13, June 26, 1953, magazine published weekly by Triangle Publications, Inc., New York, in the interests of that branch of the entertainment industry.—"The Port Is My Story," announcing a new series of television shows explaining "the workings of a great harbor in personal terms," including Moran operations.

UF Report, No. 2, 1953, published bi-monthly by United Fruit Company, in Spanish and English.—"UF's Banana Express," an illustrated article on the world's greatest banana termi-

received from M. A. Moore of Central Wharf Tugboat Co., Portland, an "M" operation.



Ashore and Afloat



The Capt. John A. Browns—he is Moran's port captain, working out of the company's maintenance base, Port Richmond, S. I.—became the parents of another boy, Kevin McKenzie, August 1 at St. Vincent's Hospital on the Island. Weight: seven pounds, thirteen ounces.



Freddy Coseglia of our Accounting Department, proudly exhibiting pictures of his new nephew, didn't slight the *Tow Line* editorial cubicle. Young David, son of Freddy's brother-in-law and sister, Mr. and Mrs. Peter Sanicola, arrived in mid-February. . . . And as we were getting off to press this time, the elder Coseglis were celebrating their 25th wedding anniversary. Congrats, all around!

Something to Smile About



When the American Export liner S.S. Independence sailed from New York on July 23, this unmistakably happy family group was aboard, off on a well earned holiday—better still, as guests of the line itself. Thomas Collins, 2010 Newkirk Avenue, Brooklyn, was collecting part of his reward for 25 years of service with American Export. The rest, presumably, consists of the satisfaction of a job well done. That's son Raymond T. at the right, not quite 16, who took a leave of absence from his job as a Moran office boy to go along. He worked for the company during his 1952 summer vacation, too. Mrs. Collins and Thomas Jr., complete the picture.

It's a boy for the Eddie Balickys—Steven, who arrived July 13 at Beth Israel Hospital, Manhattan, tipping the beam at six pounds, thirteen ounces. The youngster was christened August 2 at St. Cyril and Methodius Church in the Greenpoint section of Brooklyn. The Balickys reside at 192 Huron Street, same borough.

Belated congratulations and best wishes from all hands to Marvin Scott, second mate aboard the tug Joseph H. Moran, II, on his marriage earlier this year to Miss Delrose K. Scott at Cayman Brae, British West Indies. (Regular readers of *Tow Line* will remember an account in the October, 1952, issue of Marvin's heroic efforts in securing a line aboard the broken-backed and all but foundering tanker Foundation Star, off the storm-lashed coast of North Carolina.) As soon as the bride can come Stateside they hope to make a home in Staten Island.



Capt. Frank J. Hughes, Assistant General Manager and Marine Superintendent for Moran, has been accepted for the 24th session of the Advanced Management Program, Harvard University Graduate School of Business Administration. The 12½-week session, beginning September 16, is an intensive course of study for experienced executives. During the course Captain Hughes and officials of other companies representing a cross-section of American business will exchange experiences, plans and ideas, seeking improvements in their respective industries and better mutual understanding of management and its problems.

They Got Results



When this quartet of fishermen, all Moran men, takes dead aim at such bottom feeders as fluke, which was the order of the day on this occasion in July, you can see for yourself what happens. Wetting their lines from Capt. John A. Bassett's 40-foot, twin-screw cabin cruiser Broadbill off Asbury Park, N. J., and using live shiners and squid for bait, they hauled in approximately twenty of this species, the largest around 12 pounds. Left to right: Capt. Gustave E. Carlson, skipper aboard the tug Richard J. Barrett; Captain Bassett, veteran docking pilot; and Capt. Joe Dowd and Danny Grandone, dispatchers.



On your left, ladies and gentlemen: the first official photograph of little Miss Diana Louise Moran, daughter of Mr. and Mrs. Joseph H. Moran, II, at the age of four and a half months, with her mother. "She is growing in health, beauty and wisdom," our correspondent reported with obvious enthusiasm. . . . The youngster's proud parents sailed July 18 aboard the French liner Ile de France on a combined business and pleasure trip to England. They expected to leave Southampton August 21 on their return voyage.

Lubrication



It takes all kinds of know-how to keep floating equipment operating at peak efficiency. The man behind the grease gun in this instance is Frank C. Mletzko, 89-48 One Hundred and Thirty-fourth Street, Richmond Hill, Long Island, N. Y. He is second engineer aboard the inland waterways tug Marie S. Moran, and is in his third year as a company employee.

—Photo by F. C. S.

Note: Employees of Moran and others interested in the personal intelligence published in these pages again are requested to send in news items. . . . We can't dream them up!

Watchful Waiting



Across the imposing facade of the United States Postoffice in Denver, Colo.—if no changes have been made since your editor was foot-loose in those parts—the following sound advice is chiseled in kingsize Roman lettering: "If Thou Desirest Rest, Desire Not Too Much." Which is not to infer that deckhands Joseph J. Flannery, 528 Seventy-third Street, Brooklyn, (left) and William Sorenson, 7715 Fourth Avenue, same borough, snapped by their fellow townsman David Atherton in a quiet interval aboard the Barbara Moran, are guilty of exceeding their quotas. The harbor tug was under way with a tow at the time; and a fellow is entitled to take it easy when he gets a chance, isn't he?

Printed in U.S.A.

Museum Items

The Seamen's Church Institute, 25 South Street, New York, has opened a permanent marine museum in its East River front building. It houses a wide variety of ship models, lithographs and paintings, as well as curios assembled from ports around the world. It is assumed the Institute would welcome worthy contributions to the collection. . . . The Museum of the City of New York will continue through October 5 its current marine exhibition, "The Sea and the City," marking 300 years of the Port of New York.

From the Danish newspaper, *Nationaltidende*, published in Copenhagen, issue of April 7th:

The largest towing company in the U.S.A., the Moran Towing & Transportation Co., Inc., has . . . installed a controllable pitch propeller on the tug "Nancy Moran." This is the first time this type of propeller has been used on an American tug. The decision to try this type of propeller in the Moran fleet resulted, among other things, from the trial trip which the company's president, Edmond J. Moran, made during a visit in Copenhagen last summer, when he had an opportunity to accept an invitation from the Copenhagen Harbor Authority to inspect their new tug "Grane," which is equipped with a controllable pitch propeller.

A propeller which can be controlled as to speed, and which is equipped with blades which can be controlled, as to the pitch and direction, from the pilothouse, offers tremendous advantages in a tug where maneuverability is paramount in importance.

The "Nancy Moran," built in 1941, and equipped with a diesel-electric propulsion plant developing 1,000 shaft horsepower, has undergone extensive trials with the new propeller . . .

New York Harbor Dredging

Deepening of two congested sections of New York Harbor is scheduled to get under way soon now that federal funds for the work have been specifically allocated, the Army Corps of Engineers announced early this month. The project will make Gowanus Creek Channel and part of the middle reach of the New York-New Jersey Channel available to deep-draft vessels, which have been penalized by having to wait on wind, tide and traffic to reach berths in those areas.



WHEN THE 287-TON Day Line sightseeing boat Gotham, with 191 passengers aboard, grounded herself (good and hard) in Spayten Duyvil near the northern tip of Manhattan, July 17, thousands lined the slopes of Inwood Hill Park and the cliffs of Riverdale to watch rescue operations. A police helicopter and two launches, a Coast Guard patrol boat, the fireboat Duane, two emergency service trucks, and a radio patrol car sped to the scene—as our tug Moira Moran pulled the vessel free.

(From the Syracuse Herald-Journal, Aug. 6th)

THE CLAIRE MORAN, a tugboat out of New York City, used its own power to get out of a ticklish position in the Barge Canal locks at Baldwinsville yesterday afternoon . . .

The tugboat, pushing a barge filled with gasoline, passed through the first lock easily enough. It floated . . . between the locks, waiting for the water to rise and the second lock to open into the Seneca River.

However, the first lock failed to close. An obstruction at the bottom of the sill prevented it from shutting.

Walter Chapman, chief operator at the locks . . . took a 12-foot hooked pole and climbed down to the bottom rung of the lock. . . . Time and again he would lower the pole, to locate whatever was blocking the lock.

However, after two hours of tiresome searching with the pole Chapman gave up.

As a last means, it was decided the tugboat should race its engine in order to churn up the water. This might wash away what was on the bottom of the lock sill.

The engine started. Soon it had churned up enough water to make a Titanic proud.

Chapman and the kibitzers on the bridge and the tugboat crew watched breathlessly as the lever was pressed to close the locks. Had the . . . tug made enough commotion to remove the obstacle? They would soon see.

Apparently it had, as the locks met and smoothly closed.

The Claire Moran gently pushed its barge out of the locks and headed into the sunset that flooded the Seneca River.

S.S. LOIDE-PANAMA, 5,408-ton Brazilian freighter, and Gulftrade, 10,195-ton tanker, collided in peaspow fog the night of June 28 off Barnegat, N. J. Our inland waterways tug Anne Moran happened to be immediately available in New York, and although she is a shade light for such work, and certainly was not equipped for it at the time, she took the Loide-Panama in tow promptly and brought her safely to New York, assisted into port by Grace, Nancy and Carol Moran.



MORAN SERVICE: Offshore, Harbor, Canal

