

TOW LINE



OCTOBER, 1953

"If Winter Comes . . ."

(See Page 9)



ON THE COVER—

(Note: In this instance we forego customary comment on our pictorial front cover, an ocean rescue photograph made from the deck of the disabled vessel itself, to refer readers to a related sequence of pictures from the same camera, on Page 9. If you are not a "good sailor," hold tight to the nearest stanchion when you turn to that tipsy layout. The likes of these salty action shots are seen all too seldom, even in this sometimes startling business... Bon voyage!)



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TOW LINE



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R. M. MUNROE, *Editor*
Vol. VI

LUCILLE CHRISTIAN, *Associate*
No. 5

Moran's New Chief Engineer: Mesnard

H. L. Mesnard, 109 Westervelt Avenue, Tenafly, N. J., has been named chief engineer and assistant to Howard C. Moore, head of Moran's construction and repair division, Joseph H. Moran, II, vice president of the company, announced recently.

A native of Humboldt, Kan., Mr. Mesnard was raised on a farm near Charlottesville, Va., and took his advanced technical training at the University of Virginia.

From 1926 through 1941 he was in the electrical contracting and construction business in and in the vicinity of Augusta, Ga.

During the war Hugh was employed at the Charleston Navy Yard, Charleston, S. C., first on construction of drydocks, later on shipbuilding and repairs.

In 1949 he joined the Cleveland Diesel Engine Division of General Motors Corporation, which almost immediately assigned him to a G.M. maintenance, overhaul and training program for U. S. Army (ground

and air) personnel at Okinawa. This "hitch," which lasted about a year, was largely concerned with diesel generating equipment.

Back in Cleveland, Mesnard was put on experimental work for another year before being sent to G.M.'s New York service department. His work here has been with tugs and ferries, principally, including various vessels of the Moran harbor, inland waterways, and ocean fleet.

Norwich State Hospital Gets First Barged Fuel

The first delivery of fuel oil to a brand new Thames River waterfront installation established by the Norwich State Hospital, Norwich, Conn., was made October 6 by the Moran Towing & Transportation Co. tug Nancy Moran (Capt. Fred Jonassen, Lodi, N. J.) and Seaboard Shipping Corp.'s barge No. 99.

The barge, carrying 19,200 barrels of "Bunker C," was picked up at 10 a.m. October 5 at 138th Street and East River, New York. It was tied up for unloading at 6:45 a.m. the following day at the new facility, 14 miles above New London.

Attention: Julia C. Moran

Dear Mr. Metzner:

Your letter of September 22nd, directed to Martin Carrig, Deputy Chief in Charge, Marine Division, Fire Department, has been forwarded to me.

I wish to take this means of thanking you and the members of the crew aboard the tug "Julia C. Moran" for the assistance rendered on September 17th, in towing the disabled fireboat George B. McClellan to Pier 6, Staten Island, and summoning an ambulance via radiotelephone.

I am sorry to report that Marine Engineer John D. McKean, of Engine Company 85, who was injured in the explosion aboard the Fireboat McClellan, died on September 22nd, as a result of injuries.

PETER LOFTUS, Chief
(City of New York Fire Dept.)

Moran Chapter In Derring-do Volume

One entire chapter, No. 8, of "Search and Rescue at Sea," a new true-adventure book by John J. Floherty, Port Washington, Long Island, N. Y., (J. P. Lippincott Company, Philadelphia and New York) is concerned with Moran Towing & Transportation Co. operations — principally offshore in the Atlantic and the Pacific, but in at least one instance in the Great Lakes port of Cleveland, Ohio.

The Moran section of Mr. Floherty's book—twenty-third in a series of what might be called, for lack of a better term, semi-juveniles by this veteran free-lance reporter — describes in some detail several outstanding ocean rescues in which the company's equipment and personnel have been involved. Kevin Moran, Foundation Lillian (at the time owned jointly by this firm and Foundation Maritime, Ltd., Halifax, N. S.), M. Moran, Marion Moran, and some of the V-4's operated by Moran during World War II as general agents for the U. S. Maritime Commission are among the tugs mentioned.

The inland waterways tug Anne Moran receives due credit for her role in helping to avert a threatened waterfront holocaust in the Lake Erie port.

One of several photographic illustrations in the volume shows the Margot Moran "topping a large swell as she steams to the assistance of a disabled ship."

For "many courtesies and invaluable assistance," the author acknowledges in a foreword that he is "deeply indebted" to Rear Adm. Edmond J. Moran, USNR, president of the company, among others, including high-ranking officers of the U. S. Coast Guard.



H. G. C. Sewell, Moran Agent in England, Has Represented Company Thirty Years

Heading a list of Moran's European agents on Page 2 of each issue of *Tow Line*, you will have noticed the name and address of James A. McLaren & Co., London, our alert and indefatigable representatives in England. The head of that business, a limited liability company, is H. G. C. (Guy) Sewell, "of whom presently," as the genealogists say. The McLaren firm was established in 1902. Sewell joined it in 1921, at the age of 19, and when John McLaren retired in 1934 he became the proprietor.

Those on this side of the Atlantic who know Guy Sewell well enough to have competent opinions refer to a pleasantly whimsical quality they see in him — a diagnosis at least indicated, you might think, by the accompanying photograph (*below*) some gremlin must have tucked into our October folder.



Born in Southgate, North London, on the 25th of July the same year the McLarens established themselves in business, in 1928 our man married Ella Dunlop Paton, and hence celebrated a silver wedding anniversary this year. It was a tennis club romance, it seems.

"Since he was honorary secretary of said club during the period of courtship — certainly the pun is intended! — he saw to it that they were, er-r-r, drawn together in mixed doubles tournaments," one of those Unimpeachable Sources can be quoted as saying.

During the general strike in 1926 Mr. Sewell joined the Special Constabulary, and on one memorable occasion was assigned to traffic duty in the Strand. Ever since then, he says, he has sympathized fully with "bobbies" who have to contend with people "asking damn' silly questions while they are in the throes of sorting out a jam." Later he accepted an appointment in the Admiralty (Naval Stores

Department) in the north of England, and served until shortly after the armistice with Germany.

Moran Towing & Transportation Co., Inc., has been represented over there by Mr. Sewell since 1923. (The like of his notorious fictional compatriot, Mr. Sherlock Holmes, is not needed to ascertain that the firm is more than pleased with this arrangement.)

One of his earliest personal memories in this connection, H. G. C. S. says, is Mr. and Mrs. Edmond J. Moran's honeymoon trip to London in 1925. He was present—"when not squiring Mrs. M. around the city's churches, the Tower of London, etc." — at negotiations for the purchase of the Moran-built tug *Foremost*, sold to British interests in 1916, which again made the Atlantic crossing, and which was renamed *M. Moran*.

And one of his latest personal recollections, he will tell you without the slightest provocation, concerns a certain barbecued steak prepared by Admiral Moran at his home on the first evening of Mr. and Mrs. Sewell's visit to New York in May, 1952 — "not surpassed by the many consumed subsequently during that trip."

Big moments during that New York visit: Their first view from the harbor-commanding windows at Moran HQ. . . . A tour of the harbor with John Bull aboard the *Doris Moran*, during which Mrs. Sewell was permitted to steer the tug into the Nieuw Amster-

dam berth at Hoboken. . . . A Brooklyn Dodgers vs. Pittsburgh Pirates baseball game, and the marked difference between this and a peaceful afternoon of cricket. . . . etc. (Thereafter they understood our Mr. Bull's failure to enthuse over cricket when they introduced him to that British game on one of his visits there — also Mrs. Bull's remark to the effect that the batsmen (not batters) might do better if they were to drop their bats while running between wickets.)

The Sewell hobbies include an occasional game of tennis and golf, gardening, and watching cricket when labors in said garden permit. They moved from Southgate in May of this year to a village in Sussex.

Our confidential agent reports Mr. Sewell's reading embraces ship movements, fixture lists (whatever they are) — "and of course *Tow Line*."

Yep, We Caught It

To the Editor:

Did you catch the three-page illustrated feature story by Bill Robinson, "Busy Jersey Waterways," in the September 27th Newark Sunday News? If you didn't the sub-head stated, "New York-New Jersey Maritime Tonnage Exceeded Only by That of Duluth, but Statistics Miss The Story of Added Navigation Problems Stemming from Traffic." And one of the accompanying photographs showed your tug Michael Moran ready to sail the freighter *Kanangoora*. Five other action pictures increased the reader appeal of the piece, especially for anyone already interested. . . .

J. B. M.

(South Orange, N. J.)

HAMBURG-AMERICAN — A newcomer to the Port of New York, and handled here by Moran tugs, naturally, *Hamburg-American Line's S.S. Braunschweig* is being operated between North Atlantic ports and Belgium, The Netherlands and Germany. The shelter-deck-type vessel is 522 feet long, with a service speed of 17 knots, and has a bale capacity of 634,993 cubic feet, plus eight deep tanks for carrying bulk liquids. She also has bedroom-sitting room accommodations for eight passengers. The ship was completed last May at the Hamburg yard of *Deutsch Warft, United States Navigation Co., Inc., 17 Battery Place, New York*, are the local agents.



Correction: That Was R.M.S. Queen Elizabeth!



Dear Editor:

I get much enjoyment from your magazine, *Tow Line*, which you send me every other month. I think it has very interesting articles, and many fine pictures of your tugs and the ships that make New York one of their ports of call. The August issue came in the mail the other day, and while reading it I noticed on Page 4, you have a Moran tug moving alongside an ocean liner. The explanation . . . says that the ship is the S.S. United States.

Excuse me for disagreeing with you, because I believe it is not. On the United States the white section of the hull below the promenade deck that extends along the length of the ship is only one deck high, thus taking in only one row of port holes. In your picture the white section is two decks high, taking in two rows of port holes. If you will look closely, the lifeboats along a dark strip, presumably brown, painted along the gunwales of the boats. The only ship line that I can recall that has this characteristic and ships of the size of the one in question is the Cunard White Star Line. I believe that has narrowed down the field quite a bit, because Cunard has only about three ships that could possibly fit the picture: *Mauretania*, *Queen Mary*, and *Queen Elizabeth*. The *Mauretania* is disqualified by the fact that her promenade deck does not extend out over the lower portion of the hull; the sides are straight up and down from the water-line to the boat deck. It is not the *Queen Mary*, because she has a houselike structure at the end of the bridge, and the ship pictured does not have this. That leaves the 83,673-gross-ton *Queen Elizabeth*, which I'm sure is the right ship.

I am enclosing a picture of the *United States* which, if I do say so myself, is at a pretty good angle. I took the picture as she was leaving her berth at Pier B6, North River, with the usual aid of Moran tugs.

ROBERT RUSSELL (Age, 17)

(319 Stegman Parkway, Jersey City 5, N. J.)

Editor's note: The foregoing indictment, so ably reasoned out and composed by young Mr. Russell, the first to call *Tow Line's* attention to this discrepancy, is all too true, alas. He not only hit the nail on the head, but drove it home with irrefutable logic and graphic evidence, and we salute his considerable powers of observation and deductive reasoning. In the following mail we received a polite note from Commo. Harry Manning, former master of the S.S. *United States* (who should know!), to the same effect. As of makeup time, no smoke signal from D. Atherton, Esq., the photographer concerned, has been picked up in Brooklyn Heights, his habitat. There will be other communications on this subject, however, scads of them, or we do not know the genus *Vox Pop*. . . . For the sake of continuing peace at Moran HQ, we will not put the finger on the source of our original information. To the hills, men - the dam's busted!

"Three Ardent Admirers"

Dear Miss Christian:

I am enclosing some photographs I thought you might enjoy seeing. . . . We would like to thank you and the crew of the *Grace Moran* for the wonderful time we had. . . . It was certainly a thrilling experience, taking the *Queen Mary* out. You can indeed be proud of the crew of the *Grace Moran*—they were so very friendly and courteous to us, we felt as if we were among old friends every minute of our trip. I'd also like to tell you how very much we at home enjoy *Tow Line*. My dad is a chief lock operator on the Erie Canal and he receives every issue. We agree that the photographs in it are especially outstanding and the articles most interesting. . . . May I say that I think Moran is tops in the transportation business, and that they have three ardent admirers upstate—my dad, my girl friend, and myself?

BARBARA BROSSMAN
(Palatine Bridge, N. Y.)

Morantow: CVE-46, Norfolk, Va., to Mobile, Ala., 1,450 miles.



Canal Shipments Up

Freight tonnage on the New York State Barge Canal System during the first seventeen weeks of the 1953 shipping season was eight per cent above that for the corresponding period in 1952. Cargoes included petroleum products, grain, miscellaneous agricultural products, pulp wood, scrap iron, manufactured articles, minerals, pig iron and billets, iron and steel articles, molasses, fertilizers, paper and paper products, clay, fruits, and vegetables.

Glad to Accommodate

Dear Sir:

I am extremely interested in boats and ships, and I would be very grateful if you could spare me any photographs or pictures of the ships belonging to your company. It is extremely difficult to obtain good pictures out here.

F. F. VAN DALEN
(Musgrave, B.C., Canada)

No Bother At All

Gentlemen:

I am building a model of a tow boat for a friend who lives in Portland, Maine. This friend is familiar with your boats, and so would appreciate it if you can tell me the various colors of the parts of your boats. I don't like to bother you with this, but it is the only way I can be sure of being correct. Thanks for any information you can give me.

FRED H. TOUCHTON
(2900 Rueckert Ave., Baltimore, Md.)

CONGENIAL FOURSOME—At the Rudder Club's annual golf outing, August 25, at the Knoll Country Club, Boonton, N. J., this foursome, including Moran-man Edward J. Hennessey, developed no cases of fresh air poisoning or anything noteworthy in the way of 18-hole scores. The boys had a bully time, though; and isn't that the chief purpose of these clambakes? Left to right: W. J. Tracy, General Manager, O.S.K. Division, American-Hawaiian Steamship Co.; Mr. Hennessey, Vice President, Olsen Water & Towing Company; Takao Ondo, representative, Osaka Shosen Kaisha, American-Hawaiian Steamship Co.; and Capt. M. Hegmann, Marine Superintendent, Norwegian America Line Agency.

50 YEARS AGO

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

SEPT. 2, 1903 — Tug C. J. Saxe was sold at a marshal's sale at New York on Aug. 25th to Mr. Kennedy for \$785. . . (Kingston, Jamaica, Aug. 17) Cyclone of morning of 11th inst sunk or stranded all small craft in the harbor, including the Hamburg-American tug Atlas and the steam yacht Whisper . . . H. M. Whitney (ss) from New York for Boston, ran down and sank sch. John Booth, from Long Cove for New York, with stone, just west of New Haven on the night of Aug. 26. The Whitney rescued the captain of the Booth, and str. Maine of the Stonington line saved a sailor; but five other men of the Booth's crew and a passenger were drowned . . . M. Moran (steam canal boat), laden with 800 bbls of lime, took fire in pilothouse while at Bath Beach, N. Y., on night of Aug. 29, and with cargo was damaged to the extent of \$2,100.

SEPT. 9, 1903 — City of Everett (ss), oil laden, is reported to have been destroyed by an explosion at Port Arthur on Sept. 8. . . New Jersey (barge, new) arrived at Providence Sept. 2 in tow of tug C. B. Sunford, and sprang leak early on 3rd and sank at her moorings in the harbor there. A fluke of her anchor had pierced one of her plates. . . No. 91 (barge) from Sabine Sept. 6 for New York in tow of str. Atlas, broke away during a heavy gale on Sept. 11 and stranded 12 miles south of Palm Beach, Fla. . . O. H. Hallenbeck (tug) and the new tug Freehold, owned by C. RR. of N. J., collided Sept. 10 off Communipaw, N. J. The Freehold was badly damaged.

SEPT. 23, 1903 — The Dutch tugboat Titan, now on the way here from Holland, has been engaged to tow the Italian ship Erasmo, of 2,175 tons register, from Philadelphia to Genoa, Italy, for repairs. A towage like the above with such a large vessel across the Atlantic stands unprecedented. It has never been undertaken in maritime history. . . James Kay (tug), while towing schr. Florence I. Lockwood through Hell Gate, N. Y., on Sept. 15, capsized and sank. Her crew of six men was picked up by Hell Gate pilot Raymond Lawrence, who accomplished the rescue with his 13-foot yawl. . . Spartan (tug) sank Sept. 16 six miles northwest of Delaware Breakwater. Captain Chandler and mate were picked up off the Capes late 17th by the pilot boat Philadelphia. The sinking was caused by a hawser washing off deck and catching in the propeller. Remainder of crew picked up and landed at Anglesea.

OCT. 7, 1903 — The steel tug John F. Lewis was launched Sept. 26 at the Dialogue ship yards, Camden, N. J. The tug was built for Hughes Bros. of Philadelphia and will be used in river and ocean towing. . . Dodge (tugboat), while passing up Newtown Creek Oct. 6 with a lumber barge in tow, collided with the Vernon Avenue bridge. Badly damaged. . . F. A. Churchman (tug) had house and engine room damaged by fire night of Oct. 10 at Pier 43, South, Philadelphia. . . Tug Buccaneer arrived at Norfolk Oct. 12 and reported that the barge Oracle, which she had in tow from Baltimore, foundered off Cape Henry, with Captain Cookson, three seamen and cook, all white.

OCT. 21, 1903 — R. B. Little (tug) was damaged by fire at Jersey City, N. J., Oct. 19.



Above: Tow Line's own picture of that photo-finish between Socony 11 and our Carol Moran (Capt. Robert M. Hayes, of Kingston, N. Y.) in the Class A race for tugs of more than 1,250 horsepower. Notice the two sterns; it was that close—only a couple of seconds, as a matter of fact. The Turecamo Girls placed third.

Annual Tugboat - Lifeboat Races

On Saturday, September 12, 1953, with weather conditions leaving something to be desired, the annual International Maritime Races (Port of New York Tugboat Races and International Lifeboat Race) were run off on the Hudson River, New York.

The Moran Towing & Transportation Co. entry in the Class A tug race, 1,750 h.p. diesel-electric Carol Moran, placed second to Socony-Vacuum Oil Co's Socony 11 by the traditional eyelash. The times were 10 min., 17.02

sec.; 10 min. 19.08 sec. The Turecamo Towing Line entry finished a considerably slower third.

Moran T. & T.'s Pauline L. Moran, originally entered in the Class B race for tugs rated at from 850 to 1,250 h.p., had to be "scratched" when it developed she could not finish an important offshore tow in time.

A stalwart crew of oarsmen representing Norway won the grueling lifeboat race, with a United States crew second, and an Iceland crew third.

Judges, timekeepers, committeemen, and other "VIP's" viewed the contests from our Doris Moran; and North River was literally full of boats — a truly gala day.

Right: The Carol Moran's 2nd-place bronze plaque, presented by Cleveland Diesel Engine Division of General Motors Corporation.



Below: This gallant Norwegian crew won the International Lifeboat Race. Second, the United States crew.



Above: Vice Pres. John J. Metzner, with the Carol's trophy — looking pleased, if not wholly satisfied.





Canal Lock Repairs

The New York State Department of Public Works will make general repairs on Lock 7 of the Erie Section of the New York Barge Canal, at which time the sill will be lowered two feet. The lock, near Vischer Ferry and Niskayuna, N. Y., has a lift of 27 feet.

This is the only state-owned and operated commercial inland waterway in the United States, and more than 5,000,000 tons of freight are moved through its 524 miles of channels in a normal year, according to the American Waterways Operators, Inc., Washington, D. C.

Another "Subscriber"

Dear Sir:

Many thanks for... *Tow Line*. I find it a very interesting marine magazine. Now I have enough Moran tug pictures to keep me busy several months to build replicas of them in model form. I am going to look forward to more copies, if it is possible to become a subscriber to your publication. Please let me know what the charge will be if I may subscribe? Many thanks for your generosity, and continued success to your great marine company.

E. K. McINTYRE

(Barge Canal Term., Weedsport, N. Y.)

Hobbyist Sends Line Drawing

Dear Miss Christian:

Many thanks for checking on my name being on your mailing list. I am receiving *Tow Line* regularly and enjoying it with keen interest...

I am enclosing a copy (photographic) of a scale drawing I have made in spare time of the tugs Eugene F. and Julia C. Moran from material so kindly sent me by Capt. Earl C. Palmer of your staff. Someday my nephew and I hope to make a nice model from the drawing. I make them; he paints them. We are Moran tug fans.

Been reading the resume of the life of *Tow Line* in the last copy. Mention was made about suggestions for the future. Well, I think it is so good I haven't much to suggest, which I mean as a grand compliment to you all. I enjoy every bit of it...and accounts of the tugs and their long tows I like most of all...

Sincerely,

ARTHUR F. LINCOLN

(67 Upland Road, Quincy, Mass.)

Moira Moran—Spic and Span To the Messrs. Finnegan and Bodlovic and Captain Baker. Dear Sirs:

This is to thank you for your care of us (my grandson, Charley Norton; Mr. and Mrs. Simson and their son, John; and me) on Tuesday, the 8th, instant, in escorting the Queen Mary from the Battery to Pier 90, North River, where we found my daughter and her husband. The Moira Moran is a splendid boat, spic and span. I am sure she can cross the Atlantic safe and sound.

LEONARD G. R. HOPKINS
(423 W. 120th St., New York)

Not All "M" Equipment

Railroads own and operate 312 tugs, barges, scows, lighters and other shallow-draft vessels in N. Y. Harbor.

Tugs Rate High Here

Dear Admiral Moran:

Just a line to thank you for the wonderful time my wife and I had on your fine tug, the Doris Moran, last Saturday. Like so many who follow the sea for pleasure, my wife and I have a fondness for commercial boats, and tugs rate especially high with us. To see them race is really a treat. I am sorry there wasn't more advance publicity; the shores should have been black with spectators...

BORIS LAUER-LEONARDI

(Editor, *The Rudder*, New York)

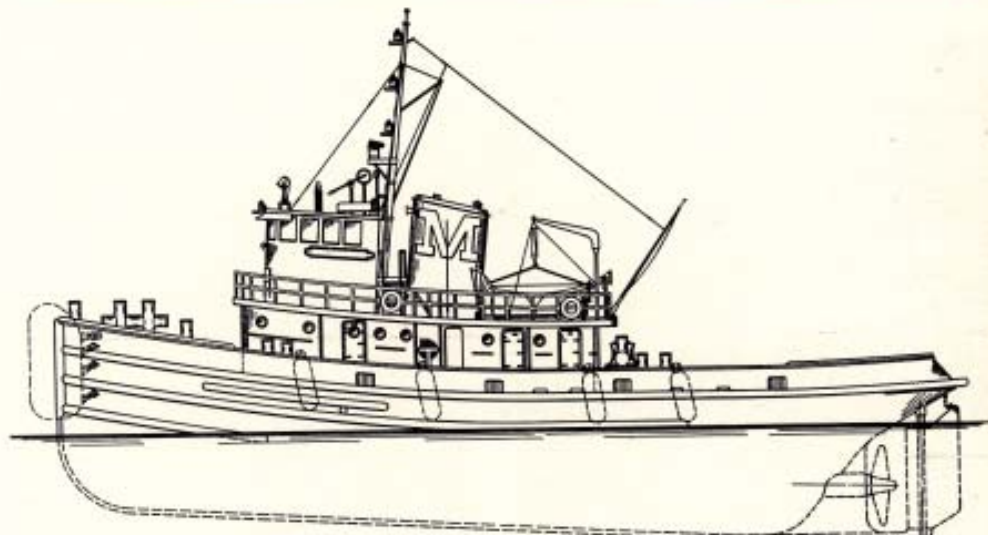
NEW PILOT BOAT—The New York and New Jersey United Sandy Hook Pilots Association realized a 50-year-old ambition to have a pilot boat designed and built to its own specifications when this new 90-footer, the *Sandy Hook*, was put in operation recently. Previously, the association had relied on converted yachts, fishing craft and the likes to take care of the pilots' requirements. Designed by Walter McGinnis after down-east and Nova Scotia trawlers, the *Sandy Hook* has a beam of 18 feet, 11 inches; a depth amidships of 10 feet; and a loaded draft of seven feet, 10 inches. Her 500-horsepower diesel engine gives her an operating speed of 12 knots. She is said to be sturdy enough to remain "on station" in the dirtiest weather, even when other vessels are seeking shelter.

Book Review Department

(From "Fairplay," published in London, England)

The North River at New York is where the trans-Atlantic liners dock and, as the title of the article appearing in the June issue of *Tow Line*, the journal of the Moran Towing and Transportation Company, Inc., of New York, states, "North River is Something to Conjure With." For Moran tugs it is certainly a place where these small ships seem to perform wonders of navigation to get the giant liners of so many nations safely docked. A feature, "Celebrated Shipmasters," is about Capt. Ericson, of the *Gripsholm*. "The Sandy Hook Pilots—How They Work," explains the routine by which arrangements are made for a pilot to be available to board a vessel entering the port, and how later the bar pilot hands over to the docking pilot to complete the berthing. Many other items of news interest on matters pertaining to the Moran Company are covered, while a variety of illustrations is provided to add to the interest of the various editorial offerings.

Morantow: LST-666, Charleston, S. C., to Chester, Pa., 586 miles.



ILLUSTRATION

MADE BY STEEL TUG CO. CHARLESTON, S. C.
DESIGNED BY WALTER MCGINNIS
SEASONS STEEL TUG

New Sonar Device Aboard Moran Tug



A new sonar device, the Sea Scanar, the purpose of which is to enable pilots of tugs, commercial fishing boats and other craft to "look around" and "see" ahead and to either side, as well as directly below—under water, that is, was installed aboard Moran Towing & Transportation Co.'s diesel-electric tug Eugene F. Moran and demonstrated to press and public for the first time October 1, in New York Harbor.

Minneapolis-Honeywell Regulator Co. technicians described the device as a new-type, electronic echo-sounding instrument incorporating a revolutionary engineering feature which permits it to "scan" under water in the manner of a sweeping searchlight. It operates something like radar, but utilizes bursts of high-frequency sound waves instead of radio signals.

The eye of the device can "see," in a 180-degree area, 1,600 feet; but it also operates at 800 and 400-foot ranges, and can be limited to a 90 or 45-degree area—in all cases at any depth from the surface of the water to the bottom. Whatever the instrument "sees" is shown on a radar-type screen. In addition, it has an audio feature permitting the presence of submerged objects to be detected by "pings" of returning echoes.

W. J. McGoldrick, Minneapolis-Honeywell vice president in charge of engineering, said the device will be of great value to navigation on inland and coastal waters, and that it will "open up a whole new underwater world for fishermen."

Press and radio people, marine industry officials, and Navy and Coast Guard experts saw the demonstration.



FOREIGN VISITORS—On September 28 the Port of New York Authority and Moran T. & T. Co. collaborated to show the Municipal Council of Paris, France, and officials of the French Consulate in New York some of the wonders of this, the world's busiest port. Here, aboard our diesel-electric tug Barbara Moran (Capt. George Sahlberg, 58 Eleventh Street, Hoboken, N. J.), left to right, below: Kenneth Campbell, *The New York Times*; Jean Felix Charvet, Assistant Consul General in New York; Frederic Dupont, President of the Paris Council—the nearest thing that city has to a mayor; Eugene F. Moran, Sr., Commissioner of the Port of New York Authority and Chairman of the Board of Directors of this company; and Jacques Henri Herve, Vice Consul here. On the boat deck, above: George Baker, Assistant Director of Purchasing and Administrative Services (left), and Roger Gilman, Deputy Director of Port Development—both of the local authority.



Times-Have-Changed Dept.

In 1819 the justly famous S.S. Savannah made history as the first steamship to cross the Atlantic Ocean. She is said to have cost \$50,000—think of that!—and was powered with a single, direct-acting, low-pressure engine rated at 90 horsepower.

"Having Wonderful Time"



The enthusiastic Misses Barbara Brossman (left) and Emma Carron, Palatine Bridge, N. Y., who insist they are among Moran's most "ardent admirers"—see Miss B's letter on Page 5 of this issue—found it a trifle breezy for anything other than a wind-blown hair-do, when they boarded the tug Grace Moran one day to see R.M.S. Queen Mary sail.

A Growing Child

American Merchant Marine Institute statisticians say the world's oil tanker fleet is 83 per cent larger today than it was in 1939. . . . And one modern supertanker, they tell you, on one voyage carries enough gasoline to supply the annual fuel requirements of about 15,000 run-of-the-mill American automobiles.

Above: The Eugene F. Moran leaving Pier 1, North River, on one of her demonstration trips. Below: Capt. John O. Blaha, 6927 Forty-third Avenue, Woodside, L. I., adjusting the range setting and scanning coverage of the instrument in the tug's pilothouse.

Another Calendar Suggestion

Dear Sirs:

As a presently beached . . . towboat man, I much appreciate receiving your *Tow Line* so I can keep up with things afloat in the towing field. I read in your August issue about Capt. Leo Wuesthoff of the tug Sea Scout, Crowley Red Stack Line San Francisco. I would like to get a picture of the Kevin Moran or the Marion Moran if you have any left. Just as a suggestion, if you haven't thought of it yet, why don't you make a calendar of the April, 1952, *Tow Line* cover, Eugene F. Moran—"Where the Going's Rough," for 1954? I would like to put in my bid for a 1954 calendar. It's four months away, but I would appreciate it very much. Some day if I come to New York I would like to go out on one of your tugs, Eugene F. or Julia C. Moran. I hope I haven't bored you with my letter. I know you get thousands of them.

JOHN BATINOVICH
(Inglewood, California)

John Tedaldi Appointed Moran Purchasing Agent



John Tedaldi, 975 East 42nd Street, Brooklyn, who joined the company in 1947 as secretary to the president, Rear Adm. Edmond J. Moran, has been appointed purchasing agent for Moran Towing & Transportation Co., Inc. Since 1948 he has been in the operating department as assistant to C. M. Devine. Under the new arrangement he will be directly responsible to Capt. Frank J. Hughes, general manager of the firm.

Tedaldi served four years in the Navy during World War II, first in New York, later aboard a communications ship in the South Pacific—New Guinea and the Philippines—finally in Chinese and Korean waters.



"O Wind --

IF WINTER COMES,

Can Spring Be Far Behind?"

The poet Shelley, whose rhetorical question we have appropriated for an over-line, was neither sailor nor photographer. In this particular connection, though, doesn't he seem somewhat akin to both? Certainly it is the wistful hope of storm-tossed mariners on such wintry seas that the sunnier, calmer season be not too far in the offing. This is indeed "rough duty."

We deliberately refrain from identifying either vessel in this extraordinary set of photos by a member of the crew of the powerless freighter, since they are typical even though the weather and sea conditions are not, quite. Here is a Moran ocean tug—not much doubt about that; but it could be any one of several—and, naturally much less in evidence, a completely disabled if not distressed ship. In short, an authentic high seas rescue operation.

Our powerful diesel-electric tugs and their resourceful crews are thoroughly familiar with this sort of thing—literally "from Greenland's icy mountains (to) India's coral strand," in another poetical phrase. The tugs must be adequate, and more; the crews had better be competent!

Note that in three of the accompanying spin-drifted scenes only the tug's superstructure, in one just the tops of her stack and masts, can be seen even from the cameraman's elevated position. It is no trivial trick of the trade, just staying aboard such a careening craft in a North Atlantic storm...





NORWEGIAN—Photographed on an arrival in New York some time ago, an occasion roughly coinciding with the fortieth anniversary of her owners, Jacob Kjøde A/S of Bergen, Norway, the diesel-propelled cargo liner *Elin Haven* is shown here being assisted by one of Moran's equally modern harbor tugs. The vessel was built in 1949 by the Burntisland Ship Building Co., Ltd., at Burntisland, Fife, on the east coast of Scotland. Registered at 4,316 gross tons, she is 396.4 feet long, with a beam of 55.4 feet and a depth of 23.9 feet... A trim looking ship and, we are told, a fast and otherwise efficient one.

N.F.A.S. Dissolved

Dissolution on September 20 of the National Federation of American Shipping, Washington, D. C., was announced jointly by Alexander Purdon, secretary-treasurer, and by the presidents of its two member maritime organizations, Walter E. Maloney of the American Merchant Marine Institute, Inc., New York, and Robert E. Mayer of the Pacific American Steamship Association. It was described as the first in a series of moves planned to arrange stronger trade association representation of the American merchant marine. When organized in 1944, the N.F.A.S. represented five shipping associations whose member companies included virtually the entire United States fleet of commercial vessels.

We Are Pleased, Too

Dear Sirs:

I am a boy of fifteen years and I have lived in Rotterdam. As I am very interested in show cards and advertising material of the tugs of your company, I should be pleased if you want to send some of them. And I thank you in advance.

A. VLASBLOM
(Rotterdam, W, Holland)

Outlying Precinct

Gentlemen:

I would like to change the address for my bi-monthly copy of your magazine... (It) is read by, not only all in this office, but by many in various steamship companies in San Francisco.

ROBERT E. BLAKE
(U. S. Salvage Ass'n, 'Frisco)

Dark Harbor

(From the New York Times: Sept. 21, 1953)

With moonlight now the boats have come

Into their small salt harbor home,
And shadowlike and side by side
Rock with the slow withdrawing tide.
Peace spreads in moon-white flakes
upon

The quiet waters gray as stone;
No sudden pattern of a wing
Invades the sky; no crickets sing.
O listening heart, beat slow, beat slow—

Here is all silence you can know,
Captured within this hour all peace
That men have sought for centuries.

DANIEL WHITEHEAD HICKY
(Atlanta, Ga.)

You're On, Captain

Dear Sirs:

I have read a few copies of your *Tow Line*, which our terminal superintendent, Mr. George of Sun Oil Co., Newark, receives. I find that this magazine is the most interesting one about New York Harbor and nearby waterways that I have ever read. I knew a few of your captains on the canal tugs and enjoy articles about this waterway and the Hudson River. I spent 20 years on the canal on one tanker, the Cayuga Sun. I would appreciate it very much if you would put me on your mailing list and would look forward to receiving a copy each time.

CAPT. HARRY F. WISEMAN
(436 Doremus Ave., Newark, N. J.)

It Certainly Does!

"Ever watch tugs pushing and pulling a huge liner into her dock? It takes enough tugs to do the right kind of a job."

Thus the opening paragraph of the text of a two-page layout in a recent issue of *Broadcasting-Telecasting Magazine*, advertising the Paul H. Rayer Company, Inc., national radio and television representatives, 444 Madison Avenue, New York—also Chicago, Detroit, Atlanta, San Francisco, etc.

The dominant feature of the spread was an 8½" x 17¾" Thomas Airviews photo, credited to Cunard Steam-Ship Co., Ltd., and Moran Towing & Transportation Co., Inc., showing our Grace Moran-class tugs docking R.M.S. *Queen Elizabeth* on the slack tide at Pier 90, North River. Across the upper part of the picture in 72-point reversed (white) letters ran this unquestionably correct legend:

"It Takes Plenty of Tugs..."

ADDED ATTRACTION—In the course of this year's tugboat-lifeboat races, an upper-case North River event in September, judges, time-keepers and other V.I.P.'s aboard the committee boat, our sturdy tug *Doris Moran* (Capt. Ole Ericksen), were treated to an unscheduled performance that was received with great critical acclaim. An open hook at the end of the tug's line to the finish-line mooring buoy became detached, and Tommy Anglim, Esq., 9902 Two-hundredth Street, Hollis, N. Y.—a deckhand with a mate's license for New York Harbor, whose name is a familiar one in the Moran organization—was nominated to pass a bight of the line through a shackle on the buoy. As the *Doris* maneuvered for this purpose the buoy was seized with an attack of what has been called "the perversity of inanimate objects," and at a moment when Anglim was more aboard the buoy than the tug it took a rodeo-like buck, leaving him with the alternative of hanging onto the crazily tilted can or taking his Saturday night bath in mid-afternoon. He hung on with great skill, triumphantly, as pictured here, and to the obvious delight of all observers, including a platoon of admirals. Even Robinson Crusoe never found himself marooned on anything that tiny and unstable!



"Including the Scandinavian"

Dear Mr. Munroe:

May I add my hearty congratulations to the many you and Miss Christian will be receiving upon the completion of *Tow Line's* sixth year?

It is a rare accomplishment to have built up so unique and interesting a publication in so short a time. Unique in that from its start as a purely "house" organ it has grown into a periodical of great interest read, I am sure, by thousands in all parts of the world.

As an instance of this, last summer (1952), after making the maiden voyage aboard the S.S. United States with Admiral Moran, I chanced to call at the office of one of our distinguished underwriter friends in London to find, when I was ushered in, the current issue of *Tow Line* prominently displayed on his desk—without even a copy of Fairplay or anything else in sight. Whether this was habitual, or whether he was hoping for a visit from the Admiral, I am not certain. Anyway, I was bold enough to believe that somewhere in the coincidence lurked a thoughtful gesture toward the House of Moran, and perhaps even to my association with it.

All the best for the seventh year! How in you lose? Not only does "lucky seven" go back to antiquity, biblically and prosaically; it is pretty well known here as a mighty good number to "come out" with.

WILLIAM H. YOUNG
(Adams & Porter, New York)

Morantow: Tug (ST-33) Brunswick, Ga., to Mobile, 1,020 miles.

June Issue Forwarded

Gentlemen:

For some reason the April, 1953, issue of *Tow Line* is the last one I have received. Perhaps later issues went astray in the mails, or there may be a delay in printing. In any event, please keep my name on the mailing list, as I do not want to miss a single number for my personal marine library. It is the only magazine of its kind that I know, and since my retirement from the U. S. Maritime Commission it is very welcome reading for me...

ROBERT C. PRICE
(Box 31, Hudson, Ill.)

TAKE COVER!—The latest, biggest and most successful air raid warning drill staged by the New York Office of Civil Defense, September 25 at 9:30 a.m., found the Moran HQ staff well organized and fully cooperative. Below, left: Accounting department personnel

AN EDITORIAL

(From the yachtsmen's magazine, "The Rudder")

We have always had a warm place in our hearts for tugboats. Not only because they are extremely well handled—it's a thrill to watch some fancy display of seamanship which to the tugboat skipper is merely daily routine—but also because we have always felt sure that they are friendly towards us, the fools who go to sea for pleasure.

Tugs come in an interesting variety, from the small one-man jobs herding barges in a sandhole to the seagoing ships that tow big drydocks halfway around the world. Every navigable corner of the globe knows tugs. Without them maritime commerce would come to a grinding halt.

Not only do tugboats handle the big ships in close quarters, which is the spectacular part to the landsman, but as power units they tow a tremendous tonnage coastwise, through inland waterways, and even in the open sea.

The feats of seamanship a tugboat skipper performs give us yachtsmen a yardstick to go by. To grope into a cleft in the coast with a thirty footer, and then see a tug sweep in with six barges, exchange them for others and sweep out again is an experience.

The kind but unsung deeds tugboat skippers have performed for yachtsmen are countless. A tugboat is expensive to operate. She is on a tight schedule and cannot afford to play around. Yet we have seen tugs help yachtsmen when there was no real danger and no dire emergency. To take one case as an illustration: and auxiliary in the tide and current-swept East River had engine trouble. As she drifted and spun, a tug with a heavy tow skillfully worked up to her, threw her a line and carried her along until her engine was again in running order.

There isn't much yachtsmen can do for tugs except to give them room. Tugboats are doing a difficult job, usually in crowded waters, and with a tow their maneuverability is limited. Those of us who use the water for pleasure should keep out of their way.

B. L. L.

Fleet Safety Record

The following captains and mates had no damage claims charged against them for the months of July and August:

Agnes A., E. Costello, H. Bickle, J. Peterson; *Anne*, P. Walling, G. Hayes; *Barbara*, J. Sahlberg, G. Sahlberg, R. Poissant, H. Wee; *Carol*, R. Hayes, W. Hayes, L. Thorsen; *Catherine*, J. Costello, W. Karwoski; *Claire A.*, J. Driscoll, J. Burlingham; *Doris*, M. Grimes, B. Scherer, P. Gaughran, O. Erickson; *Edmond J.*, W. Baldwin, F. Schweigel, W. Mason, W. Anderson; *Eugene F.*, E. Allen, V. Chapman; *Eugenia M.*, G. Ashberry; *Geo. N. Barrett*, J. Todesky, C. Carlsen; *Grace*, C. Sheridan, J. Gray; *Harriet*, F. Perry; *Helen B.*, J. Jaques, E. Koski; *Joseph H. Moran, II*, J. Barrow, N. Proctor, T. Melchior; *Julia C.*, F. Dezendorf; *Kevin*, E. Dexter, R. Pace; *Margot*, J. Barlow, J. Duprez, S. Abrams; *Marie S.*, F. Duffy, A. Duffy, A. Tucker; *Marion*, L. Goodwin, G. Ackerman, C. Van Trier; *Mary*, M. Rodden, G. Smith, L. Tucker; *Michael*, J. Johnson, H. Jacobsen, C. Valley, H. Olson; *Moir*, A. Peterson, F. Jorgensen, J. Milcetic; *Nancy*, A. Biagi, F. Jonassen, J. Blaha; *Pauline L.*, T. Trent, M. Sullivan; *Peter*, F. Fagerstrom, L. Langfeldt; *Richard J. Barrett*, E. Carlson, L. Larsen; *Sheila*, C. Parslow, T. Sweet, J. Chartrand; *William J.*, A. Munson, E. Freeman.

Morantow: Passenger vessel (John L. Glem), Brunswick, Ga., to Baltimore, Md., 669 miles.

You're Welcome, Ma'am

My dear Mr. Munroe:

Thank you so much for sending the picture. . . . It is indeed excellent, and the editor for whom it was secured is most pleased with it. We are also very pleased with the issues of *Tow Line* you sent us. We found several interesting articles in them. Will you please put us on the mailing list to receive (the magazine) regularly? We frequently find interesting material in the various house organs which we receive, and we feel that they are a valuable source of information. Thank you, again, for your fine cooperation and interest.

PHYLLIS W. WATSON
(American Education Publications)

waiting out the 15-minute alert in a centrally situated and hypothetically well protected hallway. Center: You know who remains on duty in emergencies, no matter what happens, don't you? Switchboard operators—in this case Mrs. Margaret Duffy, 9740 Eighty-first Street,

Jackson Heights, Long Island. Right: "Front office" secretaries, adequately protected by Vice President John J. Metzner (left) and a Whitehall Building employee. Outside, for the duration of the drill, New York was said to resemble a deserted village.



Barge Canal Article in New York State Commerce Monthly Review Commended

In Vol. VII, No. 2, of the New York State Commerce Review, a digest of business developments in the Empire State, published monthly, there is a four-page illustrated article on the New York State Barge Canal System. It is the second in a series dealing with different aspects of the transportation system serving New York State. The first was on aviation.

The article seems to be thoroughly researched, and it is well written—presumably by someone on an editorial staff consisting of William E. Zimmerman, editor, and Vera R. Kilduff, Ethel E. Metzendorf and Alfred D. Basch, associates, since there is no by-line attached.

After pointing out that 80 per cent of the population of the state—about 12,000,000—resides within 10 miles of the canal and its connecting waterways, the article continues:

The length of the entire canal system, including canalized lakes and rivers, exceeds 800 miles. The controlling depth is 12 feet, although a 14-foot channel is being provided between Waterford and Oswego. In addition to Lake Champlain and the Hudson River, the system consists of four principal divisions: the Champlain Canal, from Troy on the Hudson River to Whitehall on Lake Champlain; the Erie Canal, from Waterford on the Hudson to Buffalo on Lake Erie; the Oswego Canal, from the Erie Canal at Three Rivers to Oswego on Lake Ontario; the Cayuga-Seneca Canal, from the Erie Canal at Montezuma to Ithaca on Cayuga Lake and to Montour Falls and Watkins Glen on Seneca Lake...

From the level of the Hudson River, the Erie Canal rises almost 565 feet through 36 locks to Lake Erie. The flight of five locks at Waterford, the world's greatest series of high lift-locks, has a total lift of 169 feet. The highest single rise in the system is at the Little Falls lock, where barges are raised more than 40 feet.

Sub-heads throughout the remainder of the article call attention to commodity traffic on the canal, other canal services, modernization of the great waterway, and developments in cargo transport.

Other features include a two-color map of the state, showing the New York State Barge Canal System and the connecting Richelieu River Canal in Canada, a table containing the number of tons and percentages of commodities shipped on the canal in 1952, and a two-color graph which traces (in millions of tons) canal traffic from 1918 through 1952. Four photographic illustrations appear in connection with the piece.

Tow Line is obliged to William J. Russell, director of the New York office of the State Department of Commerce, for a marked copy of that issue of the magazine.

Navigation Courses

The Yachting Committee of the Downtown Athletic Club announced resumption, as of September 21, of the organization's annual series of piloting, sailing, seamanship, navigation, and weather courses for the 1953-1954 season. The courses are given in conjunction with the North River Power Squadron, a unit of the United States Power Squadrons. Henry B. Hammond is chairman of the committee.

Enjoyable Experience

Gentlemen:

On behalf of the North German Lloyd, we would like to express our thanks to you and the captain and crew of the tug Barbara Moran for the transportation furnished our guests from Pier 1, North River, to the S.S. Werrastein at Pier 4, Bush Docks. The majority of our guests had never been aboard a tug before and all enjoyed the experience.

F. J. BARRY
(U. S. Navigation Co., New York)

UNDER & OVER—The freight train you see here crossing the railroad bridge over the Rochester rock cut of the New York State Barge Canal looks substantial, but Texaco's Barge No. 396 in the waterway below it is carrying about fifty-six carloads of gasoline. Quite a "train" in itself, you might say. In this instance the barge is being propelled by our industrious tug Marie S. Moran (Capt. Frank V. Duffy, 60 Second Avenue, Kingston, N. Y., more than twenty years with Moran), and the excellent snapshot was made by Frederick C. Shipley—of Dobb's Ferry, N. Y., whenever he can spare the time from his City College and amateur photographic activities.



CLOSE QUARTERS—For some reason Tow Line practically never has occasion to make or use a picture of this familiar and faithful company tug, the Michael Moran (Capt. Hans O. Jacobsen, 148 Eighty-seventh Street, Brooklyn). However, here is a Port of New York Authority photograph of the Michael shifting a Farrell Lines freighter into a berth at Thirty-third Street, Brooklyn, back in August some time, which illustrates pretty well how little room our tugs and docking pilots have to work in on occasion. A steam tug and a competent vessel of her kind, the Michael is rated at 1,200 I.H.P.

Swallowing the Anchor

(Editorial in The New York Times, Sept. 19th)

When the European conflict developed into the Second World War the neat little liner Excambion brought home a load of refugees, among the last Americans to escape from the Continent in a group. Capt. William W. Kuhne, already a veteran seafarer enriched by experience, philosophized on the changing seascape. He had already crossed many times since September, 1939, cautiously, careful to avoid contact with the then belligerents, for the Atlantic had become an unfriendly area.

He sailed on, for countless sea miles in the war and in the post-war years on the bridge of a new little liner plying his familiar Mediterranean trades. Once in the war, on a freighter, he was torpedoed; he saw his ship go down with some of his men, and with other survivors he reached an island beach in the Indian Ocean. And came home. Now he has sailed the seas for fifty-one years and he is retiring to a lakeside cottage in New Jersey, to the waiting ship-model bench and to the good rest he has earned over so many years meeting with the stern demands of the sea in the tradition we take for granted as a seafaring nation.

Coming up the Bay the other day for the last time he spoke respectfully of the sea that he had known so long, yet which no man ever really knows. He said he never tired of its offerings and its mystery, the changing skies, the storms, the compelling sunsets and "the sunrise, comparable to the beginning of life, the most beautiful thing in the world."



Locking Through



Here is our inland waterways tug William J. Moran (Capt. Albert H. Munson, R.F.D. Box 70, Kingston, N. Y., a Moran employee since September, 1946) entering Lock 5 of the "flight" in the New York State Barge Canal at Waterford, N. Y., junction of the Erie and Champlain Divisions, with the barge Barrett No. 2. The lift of this particular lock is 33.25 feet. All four locks at this point raise (or lower) transiting vessels nearly 136 feet. Thirty such locks later, if you are headed for Buffalo, is aptly-named Lockport, 322 miles west of the dam at Troy.—Photo by F.C.S.

It's a Deal, Sir

Dear Mr. Munroe:

May I have another copy of the last issue of *Tow Line*? My copy got all creased in the mails, and I want an uncreased copy.

You see, I was so pleased with the reproduction of Charles G. Evers' picture of the (tug) Joseph H. Moran, II, I cut it out of the June issue and had it framed. It now hangs before me in the office here.

Then, in the next issue of *Tow Line* there was another picture that, for some-what personal reasons, I thought I should frame as a wall-space companion to the other one. That barge you are towing into Portland Harbor . . . was loaded with cargo I had booked with Sam Loveland for his barge, which you regularly tow up to our Portland (Westbrook), Maine, plant.

Don't you think that entitles me to a fresh copy of *Tow Line*, so I can cut out an uncreased picture?

HARVEY MOORE

(Kieckhefer Container Company, The Eddy Paper Corporation, Delair, N. J.)

NOTE TO READERS

Due to unforeseen special demands, including requests from the U. S. Public Health Service for extra copies, there is a critical shortage of the April, 1953, issue of *Tow Line* in our editorial files. This is the number with the two-colored center spread on "Quarantine -- New York," the full-page New York Times description of a Moran liner docking operation, etc.

If any reader(s), especially persons or agencies receiving more than one copy of the magazine, have extras of that issue which could be returned to this office without internal fractures or undue hardship, they would be greatly appreciated, since it will soon be time to bind Vols. IV-VI. Otherwise we may be in short supply.

Thanks in advance...

Like No Other Ship

418-Foot Vessel Seen Sunday Was Unusual Craft, Former Hospital Ship

BY CHARLES VAN RYPER*

The big ship that three times in less than four hours on Sunday morning passed the entrance of Vineyard Haven harbor caused considerable curiosity and speculation. A tug had her in tow and some assumed mistakenly that she was the freighter *Eugenia*, refloated after going ashore at Peaked Hill Bar near the tip of the Cape. The visitor was in fact the newly named State of Maine, a much larger and more unusual ship.

She was first sighted going to the eastward about 6 a.m., but it was not until the squally weather began to break away an hour or so later that it was possible to identify the vessel and the Diesel-electric tug, Eugene F. Moran, that had her in tow. By that time they had reversed their course and were headed west. An hour later, with improved weather, tug and tow for the third time passed the Chops, again going to the eastward, bound for Castine, Me., where the ship is assigned to the Maine Maritime Academy.

The State of Maine was launched as the Navy hospital ship *Comfort*, when with two sisters, *Hope* and *Mercy*, she was built in 1943 at Wilmington, Cal. The three have cargo ship hulls of the C1-BT type, but high superstructures running from No. 1 hatch all the way aft give these 418 foot vessels an appearance like no other ships on the sea.

As she is now painted, the *Comfort* didn't even look like her old self. Hospital ships are white with a wide red stripe and large green crosses on the hull freeboard. As the State of Maine, she is painted in the standard dress of the Military Sea Transportation Service—dark gray hull, white superstructure, buff masts and boat-handling gear, and a buff funnel topped with four narrow bands: black, red, white, and blue with a round brassard below. Usually bearing the insignia of the MSTS, the brassard of the State of Maine has a silhouette map of the Pine Tree State.

The 106-foot Eugene F. Moran packs, 1,750 horsepower and needed all of it to maneuver the big ship through the rugged weather in the Sound.

* In the Vineyard, Mass., Gazette, September 18, 1953. A similar story appeared in the New Bedford, Mass., Standard-Times on September 14.

Morantow: EC-2, Philadelphia, Pa., to Wilmington, N. C., 529 miles.

Morantow: T-1, Jacksonville, Fla., to Norfolk, Va., 587 miles.

French Triumph at Sea

(Editorial, New York Herald Tribune, Sept. 23, 1953)

A glorious, old-fashioned sea saga has been written by the French liner *Ile de France*, which has just rescued twenty-four men from a sinking ship during a mid-Atlantic gale. The vessel wrecked by the storm was the Liberian freighter *Greenville*, an insignificant entry on the world's ship registers. The *Ile de France*, by contrast, is one of the sea queens of today. No ship ever leaves another to its fate, and the liner disrupted its schedule and risked the lives of its personnel in an attempt, happily successful, to rescue the imperiled seamen.

That all but two of the *Greenville's* crew of twenty-six were saved was due to the courage, vigor, and above all, the seamanship of the French sailors. Two lifeboats were put over the side of the *Ile de France*; they made four trips to the *Greenville* and brought back the Liberians in the face of what the French skipper, Capt. Frank Garrigue, called one of the worst storms he had ever seen. French sea power, both naval and merchant, has suffered more than its share of bad luck in recent years, but this triumphant rescue tells a graphic story of an old tradition renewed. Is it far-fetched to seek a parallel between this incident at sea and the plight of the French ship of state, and to hope that the old decisiveness and mastery reassert themselves in Paris, too?

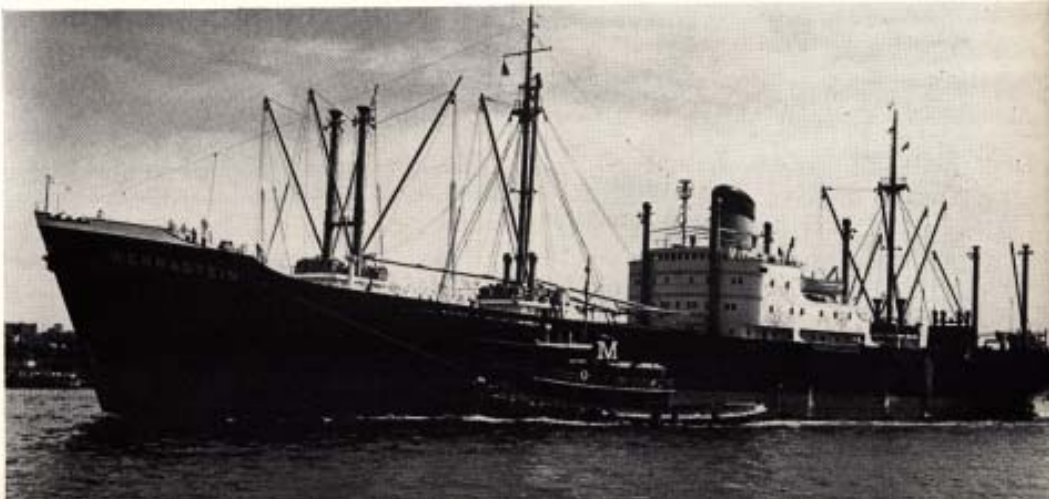
"Paquebot Hal" They Call Him Hi, Skipper!

Just finished reading (the editorial) Page 3 of the August issue of *Tow Line*. Congratulations! About the only thing you could do to improve the publication would be to send along a small bottle of New York harbor spray with each issue. It's great as it is, and I look forward to each and every issue. Keep up the good work.

HAL FAUST

(1337 Durwood Dr., Charlotte, N. C.)

NORTH GERMAN LLOYD—S.S. Werra-stein, North German Lloyd's newest passenger-cargo liner, shown here being assisted by our tug Grace Moran on her maiden arrival in the Port of New York from Hamburg and Bremen, was designed for fast service on the North Atlantic run. The 9,840-deadweight-ton vessel has a cruising speed of 17 knots, enabling her to cross from New York to Antwerp in just under eight days. She is 522 feet long, with a 63-foot beam, and her draft (loaded) is 26 feet. According to United States Navigation Co., Inc., local agents, this and other new ships in "Hapag's" service—S.S. Braunschweig and S.S. Heidelberg, for example—"have surpassed our fondest expectations on transatlantic runs."



Ashore and Afloat



The score (four innings) for Capt. Frederick K. Dezendorf, skipper aboard the Julia C. Moran, and Mrs. D., St. James, L. I.

Two girls, Deborah and Theresa, and two boys, Paul and Mark Frederick—the latter a September 28 arrival at Mather Memorial Hospital, Port Jefferson, L. I.; weight, 10 pounds, two ounces.

Congratulations, again!

Capt. Ben Baker of the Moira Moran is looking forward to an extra-fine Christmas present this year. His 22-year-old son, John—due for a corporal's stripes as we go to press—should be returning from Korea on leave at just about that time. The youngster joined the Army in February. After extensive training at Iwo Jima and in Japan, he was "up front" in Korea for approximately two and a half months prior to the truce.

"Thanks a lot for your very nice treatment of Mooremack in the current (August) *Tow Line*," wigwags Jim Roche of Moore-McCormack Lines, Inc. "Worked out beautifully." You're wuccum, suh.



This is our Miss Joan Harkins, who came to work for Moran in February, 1952, one of several electric typewriter operators in the accounting (billing) department. One of the more rabid Brooklyn Dodger fans—"just wait till next year!"—she lives with her parents, Mr. and Mrs. William Harkins, at 237 Twelfth Street in that borough. Joan is a graduate of St. Joseph's Commercial High School, and she is noted hereabouts as a relentless collector of 25-cent pieces from fellow workers each payday for a certain unofficial "Sympathy Fund" administered in behalf of the hospitalized or otherwise distressed.

A friendly caller at Moran HQ recently was Walter Madden, 3116 Sixteenth Street, San Francisco, Calif., presently a steward aboard the Red Stack Line tug Sea Ranger—ex-Eugene F. Moran. He was with Moran T. & T. Co. almost four years (1946-1949), and was aboard the M. Moran with Capt. J. P. Biddiek when that tug rescued a distressed LST with 32 men in the teeth of a Gulf of Mexico hurricane off Galveston, Texas, in October, 1949. Walter and Mrs. Madden made the transcontinental drive on a vacation.

Coincidence Department: Seth Nelson, cook aboard the Moira, and Carl Paulsen, cook aboard the Barbara Moran, went through school together in their native Stavanger, Norway—"from the first grade up," as Seth says. Afterwards they lost contact with each other until their friendship was renewed in 1947, when they found themselves employed by the same company.

As to "happenstances," Capt. John A. Brown, Moran's port captain, says that through a feature story about him in the Christmas, 1952, issue of *Tow Line* he has been hailed by a schoolmate of 20-odd years ago. It seems that the friend, now a resident of Delaware, saw Captain Brown's photograph herein and recognized him *muy pronto* as the boy with whom he attended school in England. Result: an enthusiastic reunion, in the course of which the two rehashed old times and compared notes on the intervening years.

Carl Erskine, ace of the Brooklyn Dodgers pitching staff during this hectic 1953 baseball season, Mrs. Erskine, and their two little boys enjoyed a trip around New York Harbor with Capts. Ben Baker and John Bassett aboard the Moira Moran, as guests of Capt. Joe Dowd of Moran T. & T. Co.'s dispatching staff. The popular hurler made motion pictures during the family tour, to exhibit to his team mates and the folks back home in Anderson, Ind.

It's a boy for Mr. and Mrs. Samuel E. Abrams. (He's mate on the Margot Moran.) The baby, Samuel John, was born at 1230 on September 26th, weighing five pounds, fourteen ounces. Sam received word of his son's arrival while the MARGOT was off Miami, on her way back to New York from Cartagena, Colombia. The Abrams have another child, Margaret, age six.

Thus Capt. Alan B. Clegg, president of the Propeller Club of the United States, Port of Albany, N. Y., in a letter to Joseph H. Moran, II, vice president:

"Reading and circulating my June *Tow Line*, I am sure that you have long since become accustomed to compliments for this organ. I would be remiss, however, if I didn't suggest that you convey our particular compliments to your editorial staff. We also agree heartily with the comments about the cover. If prints of this watercolor action picture are ever available, please let me know. I watched the loading of that cargo noted on Page 5, and the subject was briefly discussed at one of our meetings. I wish I had known at the time that it was "the first commercial ... movement... in 15 years."

It's a boy for the Francis Sinnotts. Frank is employed aboard the tug Nancy Moran as a deckhand. Michael Francis (it says here) made his debut at 0530 hours, September 8, in Nassau Hospital, when he tipped the beam at eight pounds, 12 ounces. Frank and his lovely wife, Florence, are pretty proud of their first offspring, naturally.

BUSMAN'S HOLIDAY—While vacationing in Vermont in late August, Moran Vice President John J. Metzner and some friends made a visit to the tug Sheila Moran (Capt. Charles Parslow) in the Champlain Canal. They stayed aboard while the Sheila made the run from Mechanicville to Stillwater, where this picture by Jack Rector of P. A. Frasse & Co., Hartford, Conn., was made, and enjoyed a very fine meal in the galley en route. Left to right here: Mr. Metzner, Joseph J. O'Neil, Magee-Fine Lumber Co., Irvington, N. J.; G. S. Sircorn, Waltham Radio, Waltham, Mass.; Captain Parslow, and S. G. Duffy of the New York Public Libraries.... "Nice work if you can get it," as they say.



Mary and Terry (Very!)



Mary Florence and Terry O'Connor, the personable youngsters attached to the Bayonne, N. J., household of Mr. and Mrs. T. O'Connor—he's an important spoke in the Moran accounting department wheel—enjoyed a few hours aboard the tug Barbara Moran one day. They assisted ably in undocking a ship and moving some lighters in Brooklyn, and after a hearty meal in the galley they were treated to a chance at "steering" the tug. The colleen, aged four and a half, has begun kindergarten; her brother, aged six, has entered the first grade at St. Vincent's School, Bayonne.

If you happen to need a photograph of a ship, especially an old vessel, try the "photo bank" recently set up by the Steamship Historical Society of America, the current president of which is none other than Moran's Capt. Earl C. Palmer, Long Branch, N. J. However, queries should be directed to E. A. Patt, West Barrington, R. L., who may have for you just what the doctor ordered.

Dutch Model Builder



Dear Mr. Moran:

Enclosed I send you a photo of the model of a Barbara Moran-class tug made from the drawings you sent me.

It is about nine inches long and all details are represented. It stands now in a show of model shipbuilding.

If you want I can send it to you, and again many thanks for the Tow Lines. They are very interesting.

So you know most of our tugs are towing dredging material and caissons in Zeeland for closing the dikes there, and we hope all will be ready before the autumn storms come.

Many greetings,

CAPT. C. G. SIBIE

(Rotterdam, Holland)

Pfc. Ralph Georgalis, militarized former assistant in this shoreside department, (US 51209476), writes that he is attached to the 4002nd ASU hospital unit at Camp Chaffee, Ark., which one gathers is somewhere near the metropolis of Fort Smith. Obviously, he has "got it made," as they say in those spit-and-polish circles, since he wears whites (like an intern, yet!), sleeps in a plush hospital bed, eats good chow in a pleasant dining room (mess hall), and appears to be surrounded by companionable members of the Army Nurses Corps—to say nothing of recreational facilities on the post and at Fort Smith. He figures that if you have to spend time in the Army this is the way to spend it; and who's to say he's wrong? But, "Gad, what I'd give to be back there right now!" he says... Ralph enclosed carefully preserved tear-sheets of Moran articles in "Real" magazine ("The 1,300-Mile Tow," by Victor H. Johnson) and "Adam" ("We Sailed Concrete Coffins at Sea," by Fred J. Cook of the New York World Telegram & Sun editorial staff) for our company scrap-book.

Somehow we can't seem to get to press anymore without an item about young Freddy Coseglia of the Moran accounting department.

On August 29 he boarded the tug Anne Moran for a vacation trip to Bucksport, Maine. Returning to New York on September 4, he was flattened out (the same day) with an acute appendix, which was removed immediately. Now he's back at his desk—looking not at all like an invalid.

LOCK, STOCK & 17,500 BBLS—It was that hotter-than-hot week before Labor Day, when daytime temperatures were almost as oppressive in such an ordinarily cool upstate village as Baldwinsville, N. Y., as they were in Manhattan and Brooklyn. However, Barge Canal tows, like the U. S. Mails of legend, "must go through"; and in the space of two or three days your vacationing editor spotted up there several Moran tugs doggedly maintaining their exacting schedules—Marie S., Claire A., Catherine, and Mary Moran, to name a quartet. One, the Catherine (Capt. James H. Costello), with Seaboard Shipping Corp.'s petroleum barge Spindletop, made a comprehensive picture as she negotiated Lock 24, en route to Esso Standard Oil Co.'s terminal at Ithaca, "far above Cayuga's waters," after having discharged part of a 17,500-barrel cargo of gasoline at Syracuse. With local thermometers registering in the low 90's already that morning, no wonder a sizeable wash was hanging on the tug's boat-deck rail to dry and the cook (poor wretch) was taking a little air aft! That's Walter Chapman, chief lock tender, (bulkhead, right) handling the electric controls to flood the lock, thus permitting the tow to move on up the scenic Seneca River.

Another Eye-Opener

In a full-page United States Lines advertisement in This Week magazine—we saw it in the New York Herald Tribune's issue of Sunday, September 13, but the same spread has appeared many times elsewhere no doubt—a 5¼" x 9½" aerial photo showed the S.S. United States, inbound, passing her sister ship, the S.S. America, outbound, in North River, New York. (See also Page 3 of the June, 1953, *Tow Line*.) Between the two sleek ocean greyhounds was, naturally, the familiar detail of Grace Moran-class tugs, converging on the United States, port side, making ready to dock her at Pier 86.

"Chuck" Francis of the American Export Lines public relations staff, an old AP man, knows a *Tow Line* item when he sees one—bless him. He sent us a photo of Frank De Martino, 66 Third Place, Brooklyn, maintenance man and painter at Pier "F", Jersey City, an employee of A. E. L. for 13 years and a sign painter for 35 years, with a picture he painted of S.S. Independence entering the North River, New York, with a Grace Moran-class tug (foreground) bustling up to assist her in docking. The 8 x 10 glossy print had a large and unsightly "hot spot" from the photographer's flash bulb on the forward part of the ship, alas, rendering it unprintable herein. It seems that Frank taught himself to paint pictures. He often paints ships on large sea shells, executing them from sketches made as liners pass his station on the Jersey side, and generally presenting them to friends. "All this is done on his own time," our informant adds with commendable foresight, "and I think he does okay for a self-taught guy, don't you?" We do.



