

TOW LINE *Christmas 1955*

ON THE COVER—



SEASONAL GREETINGS, ALL, from Moran Towing & Transportation Co., Inc., especially the staff of *Tow Line*—certainly not excepting our justly famous artist, Charles G. Evers, whose annual Christmas cover in four colors makes this issue, as usual, far and away the outstanding one of the year in that respect at least. Nice work, isn't it?

Mr. Evers has given us this time—is there anyone who would fail to recognize it?—a neat slice of the New York waterfront where Battery Place meets West Street, the approaches to the West Side Elevated Highway, and the underpass leading to South Street and to Franklin D. Roosevelt Drive on the East River. Although not clearly defined, and probably seldom thought of as such, actually here is the mouth of the mighty Hudson River.

Let's say it is Christmas Eve. From the *Eugene F. Moran* (prow against bulkhead, right) and a *Grace Moran*-class tug alongside, crews are going ashore for the holiday. Other festive "M" tugs idle in the slip between Piers 1 and 2. It looks like the traditional white Christmas.

Moving upstream is one of *Grace Line's* cargo-passenger ships, possibly the *Santa Clara*. If it is, Capt. J. K. Simmons would be on her bridge. A modified C2-type, one of the post-World War II additions to that busy fleet, she carries 50 passengers on runs between New York and South American ports. On the north side of Pier 2 lies a trim United Fruit Co. ship, identified by our artist as the 7,074-gross-ton *Fra Berlanga*. And that is a Central Railroad of New Jersey ferry between the *Grace* liner and the Jersey City waterfront.

The building, right foreground, from which most office workers apparently have taken justifiably early leave? Seventeen Battery Place, of course—Moran HQ.

Would anyone care to have a white-bordered print of this picture in full color for framing? First come, first served.

Moran's European Agents: ENGLAND: James A. McLaren & Co., 65 Bishopgate, 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., Postgatan 2, P.O.B. 93, Gothenburg; FINLAND: A. B. Lars Kroggius & Co., O. Y., S. Magasinsgatan 4, Helsinki; BELGIUM: Wm. H. Mueller & Co., S. A., 21 Rue de la Bourse, Antwerp; GERMANY: Ernst Glässel, Altenwall 21, Bremen; SPAIN: Rafael Navajas Aguirre B, Bilbao; ITALY: O.S.I.A.M., Via C. R. Ceccardi 4-26 Genoa; GREECE: The Saporta Agency Co., Ltd., P.O.B. 21, Piræus.



TOW LINE

Vol. VIII *Published by* No. 6
MORAN TOWING & TRANSPORTATION CO., INC.
17 Battery Place, New York 4, N. Y.

R. M. Munroe, *Editor* Lucille Christian, *Associate*

(Unless otherwise noted, material published herein, if originated by this magazine, may be reprinted with the usual credit line)



Seagoing Marion Moran (L. Goodwin, Master) Rescues Disabled Vessel in North Atlantic



Captain Goodwin

The editorial office visitor was an ordinarily phlegmatic fellow from the operations department.

"You seem to be preoccupied with dredging these days," he

was saying. "This has nothing to do with the channels of New York harbor, but if you're looking for something for TOW LINE I can give you the range on a pretty good ocean rescue."

"Let's have the coordinates," we replied quickly, "—before the New York marine operator gets on your trail again."

"What about Cap'n Goodwin and the *SS. Mariblanca*?" he inquired archly, just as the Moran switchboard ran up another signal for him.

Not too much research was required to turn up the essential facts.

The aforesaid Capt. Leonard Goodwin, Jr., is master of the ocean tug *Marion Moran*, and neither the skipper nor his staunch 143-foot, 1,900-horsepower, diesel-electric vessel can be regarded as a newcomer to these frequently salt-sprayed pages.

The *SS. Mariblanca*, 7,303 gross tons, a former Liberty ship built in Houston, Texas, in 1944, presently sails under the Liberian flag.

On October 15 in the foulest kind of North Atlantic weather, in Lat. 51°48'N., Long. 43°31'W., she had the misfortune to lose her propeller—not by any means a nautical lark even under the most favorable sea conditions. (That position would be around 400 miles south of the southern tip of Greenland, or about 1,600 miles ENE of New York, surely a desolate spot in which to find oneself marooned on the crest of a high wave, if such a figure of speech is allowable.)

Coast Guard Arrives

First on the scene was the U. S. Coast Guard cutter *Cook Inlet*—a sturdy weather patrol ship, but not by any stretch of the imagination designed for heavy-duty ocean towing. In any case, the Coast Guard studiously avoids routine towing and anything that commercial interests might regard as competition. However, the *Cook Inlet*, after some understandable difficulty, succeeded in taking the drifting, wallowing freighter in tow, but on the 20th her hawser parted.

Captain Goodwin in the *Marion Moran* shoved off from New York at 30 minutes past midnight on October 19. His run east and north was no "punting on the Thames" deal either.

Forty-two-knot Wind

When he arrived on the scene around daybreak on the 24th the Coast Guard cutter was standing by the *Mariblanca* protectively, and—you guessed it—there was a 42-knot wind

from the southeast. Apparently he had ample justification for describing the seas as "mountainous." None the less, the *Marion* took her cripple in tow and set a course for Halifax, Nova Scotia.

The tug's log indicates she skirted the edges of two very severe storms en route to that "nearest safe port."

Appreciative Salutes

But here is the payoff: Captain Goodwin anchored the disabled ship in Halifax at 2100 hours on the 29th, thus ending successfully a 1,050-mile haul—undoubtedly much to the satisfaction of others besides the weary crew of the *Mariblanca*. It appears several other ships in the harbor gave the *Marion* appreciative salutes as she passed out the next morning.

Bright and early November 1 the tug was back in New York, in a berth at Moran's maintenance and repair base, Port Richmond, Staten Island.

Off for the Tropics

But only three or four days later the *Marion*, with Captain Goodwin still in command, left New York with a tow—the barge *LSM-740*—for Gahagan Construction Co. The cargo was to be discharged at Maracaibo, Venezuela, a little matter of 1,930 miles away, and the barge was to be returned to New York to be reloaded for Puerto Ordaz, another Venezuelan port. As this was being written, Thanksgiving Day, the *Marion* was reported to have passed Cape Maysi, the extreme eastern tip of Cuba, at 0610 hours, en route to her home port.

They log a lot of working miles, these Moran ocean tugs.

HIGH-WATER TROUBLE UPSTATE—For a solid week in mid-October, even longer in some instances, tows on the New York State Barge Canal were either slowed to a crawl or completely immobilized by excessively high water caused by torrential rains, late equinoctial, or call them what you will—short of quoting Moran crews thus harassed! The tug *Agnes A. Moran* (Capt. Earl F. Costello, Cohoes, N. Y.), with the petroleum barge *Texaco No. 397*, took refuge in Lock 9 near Rotterdam Junction, and according to a Texas Company

representative on the scene, both tug and barge crews did an outstanding job in mooring safely under conditions shown in these three photos (below) by Hans Hansen. Other units of the Moran inland waterways fleet affected, but at different locations, were the *Cathleen Moran* (Lock 24, Baldwinsville), the *Claire A. Moran* (Lock 25, May's Point), the *Martha Moran* (Lock 17, Little Falls), and the *Mary Moran* (Lock 14, near Canajoharie). The *Agnes A.* was tied up from October 15 to October 24, which gives you an idea.



Add Responsive Chords: He's on the List

Dear Sir:

By fair means or foul, a copy of *Tow Line* dated June, 1952, entered my hands and remains in my possession. I have studied it minutely and find that the Moran Towing & Transportation Co. has numerous agents in European capitals, but apparently none in this country. As a member of the World Ship Society, a life-long collector of data about tugs, and a builder of tug models, *Tow Line* has such an appeal for me that, as one might say, it tugs at my heart strings—but vainly, as neither guile nor chicanery has ever brought me the sight of another copy. If this picture of privation strikes some chord of sympathy in the office where *Tow Line* originates, it might find expression in a hint to a despondent South African tug lover on how to enjoy regular—or at any rate periodic—glimpses of your unique magazine. Believe me, I would be more than grateful for a word of enlightenment.


R. KRUMM
(Paarden Eiland, Cape Town)

A Corporate Associate

Dear Admiral Moran:

It is with great pleasure that I welcome your company as a Corporate Associate of the Woods Hole Oceanographic Institution. A certificate of membership is being forwarded to you under separate cover. I hope we will have the pleasure of seeing you and other representatives of the company at Woods Hole from time to time. I also hope that you will find opportunity to take advantage of the privileges of corporate associates in working with the scientists at the Institution, which I am sure will be of great benefit to both the Institution and your company.

N. B. McLEAN
(Chairman, Corporate Committee)

LINE-UP OF LINERS—The not too common sight of half a dozen famous transatlantic liners in port at the same time was presented October 25 as the ships lay berthed alongside North River piers. Meyer Liebowitz of the New York Times photographic staff made this aerial view of the arresting line-up, and it is reproduced here with the newspaper's permission. The vessels, prides of their respective fleets (from the bottom of the picture): SS. *Independence*, American Export Line; SS. *Andrea Doria*, Italian Line; SS. *United States*, United States Lines; SS. *Liberte*, French Line; and RMS. *Queen Elizabeth* and RMS. *Mauritania*, both Cunard Line. Academic question: Is it at all likely this sextet could be seen at once in any other port in the world? Try to think of one. Needless to say, Moran handles the towing requirements of all these well known ships. 

Breakers in Moonlight

The horses of the ocean race tonight
From green and far-off pastures to
the land,
With necks outstretched and great
hooves thundering,
They reach the silver runways of
the sand.

And there they wildly rear and mill
about

But suddenly the herd stampedes
and then,

With long manes whipped by wind
and white teeth bared,

They turn and gallop madly back again.

INEZ CLARK THORSON

(In the New York Times, Oct. 29)

TRANSATLANTIC RUN—The 20,000-ton Cunard liner *Franconia* has been scheduled to enter the New York-Cobh-Liverpool service of the line, commencing eastbound from New York May 3, 1956. The ship accommodates 253 first-class and 600 tourist-class passengers.

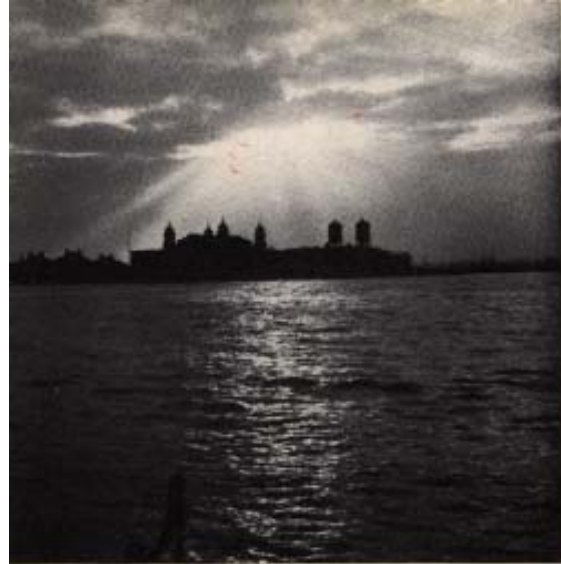
Attention Crew of the Tug Claire A. Moran

To the General Operating Mgr.:

I would like very much to commend to you the officers and crew of the tug *Claire A. Moran*. . . My family and I were proceeding south in the Champlain Canal north of Lock 9 in our cruiser when we ran out of fuel. The *Claire A.*, pushing an oil barge, was following us. We signaled we were in distress and they brought her alongside and lashed us to her gunwale, and in this manner brought us to Lock 9. They were more than helpful to us and were so proficient in handling the tug and our small boat that there was not a mark on her side to show where she was lashed to the *Claire A.* In addition, they provided us with enough gasoline to get through the lock, where we tied up until morning. I have great admiration and respect for the men who operate the *Claire A. Moran*, and I wish you would convey to them my sincere thanks and appreciation for their help and kindness when we were in difficulty.

THOMAS TROWBRIDGE
(Behr-Manning, Troy, N. Y.)





Guests on the Carol Moran

Dear John (Metzner):

This is just a word of thanks and appreciation to you and the Moran organization, particularly Capt. Harry Peterson of the *Carol Moran*, for the nice time shown me and my young guests on Saturday, October 29, when we were aboard. As I think I mentioned to you, I had charge of four youngsters that day, and they had the time for their lives. As a matter of fact, I enjoyed the trip very much myself.

THOMAS F. HORAN
(Horan Transp. Corp., New York)

NEW COMMODORE—Capt. Anders R. Mortenson, East Williston, L. I., is wearing the gold star and wide sleeve band proclaiming him to be commodore of the 16-ship Farrell Lines fleet. A veteran of both sail and steam, the commodore made his first voyage in his new rank during September-October, as master of the passenger-cargo liner, *SS. African Endeavor*, on the African run, as usual.

Another Amateur Photographer Covers the Waterfront

Gentlemen:

On October 20, 1955, I was near the Brooklyn waterfront and snapped the enclosed picture. It shows two of your tugs in action, placing the *Giacomo C.* alongside Pier 10 or Pier 11, Brooklyn. It could be enlarged to show foreground detail. Please accept this with my compliments.

MARSHALL BENSTEN
(225 Parkside Ave.,
Brooklyn 26, N. Y.)

Editor's note: The *SS Giacomo C.* is owned by Societa in Nome Collettivo Giacomo Costa fu Andrea, Genoa, Italy, and J. H. Winchester & Co., 19 Rector Street, New York, are the local agents. In this instance the ship docked on the south side of Pier 5, Brooklyn, with our Capt. George Sahlberg on the bridge as pilot. ... Thanks, Mr. Bensten!

ISLE OF JOY AND SORROW—Closed by the federal government because it was no longer needed, world-famous Ellis Island in Upper New York Bay in its time has been a silent witness to countless raptures and heartbreaks. Hordes of newcomers to the United States—many to their acute distress—became acquainted with this tiny spot on the map as an examination station for immigrants. Deportees knew it only too well. It is still a landmark of great interest to sightseers in New York, especially those whose curiosity and energy impel them to take the Statue of Liberty boat trip from The Battery. The island's minaret-like spires, flanked by two scarcely less picturesque water towers on the New Jersey side, all in late afternoon silhouette, were too much for Tow Line staff photographer, Prof. Frederick C. Shipley of Dobbs Ferry, who turned in this attractive against-the-light shot.

APPEAL FOR HELP—The American Merchant Marine Library Ass'n, "public library of the high seas," which provides year-round service for men who go to sea in American-flag ships, including government vessels, is making its annual Christmas appeal for funds and materials to carry on its extensive educational service. Port offices are maintained at Baltimore, Boston, Charleston, New Orleans, Norfolk, Philadelphia, San Francisco, San Pedro, Sault Ste. Marie, and Seattle. Books and magazines may be sent to any such office, and cash contributions may be forwarded to HQ, AMMLA, 45 Broadway, New York.

MORANTOW: Derrick barge, Charleston, S. C., to Goose Bay, Labrador—2,273 miles.

Calm Blue Sea, Amalfi

(For the Fratelli Barbaro)

You cock your ear. Was it a shepherd-song,
From one who watches on the blazing scarp
Studded with towers that have stood so long
The breeze sighs through them like a plaintive harp?
But this new note strikes deep, if faint,
Well, here
Saint Francis walked, and maybe his sweet voice
Lives on in vital air that found him dear—
Be silent now, and try to make your choice!
Your glance must stray to waves that climb black sand.
For under them a city lies, so white
Prone columns cast up beams upon the land,
While your own eyes, it seems, recoil;
The light
Labels the sound as ancient waters swell,
Breath-taking, beautiful, a high-pitched bell.

JOHN ACKERSON
(In the New York Times, Nov. 17)

Thanks; But Shouldn't There Be a Point of No Return?

Dear Bob:

Every time I make up my mind that Tow LINE couldn't possibly be improved upon, you come out with an issue, such as your most recent one, which really rings the bell insofar as composition, picture presentation and reader interest is concerned! It reflects credit upon Moran, your good self and the entire marine towing industry. Well done, sir! With warmest personal regards and all best wishes...

WILLIAM E. CLEARY, Exec. V.P.
(The New York Tow Boat Exchange)





STRANGER IN PORT—You don't very often see this vessel or her sister ships in New York. Owned by Canadian Pacific Railway Co., the 26,313-gross-ton *Empress of Scotland* ordinarily operates on the transatlantic run between Canada (Montreal) and England, but on this occasion she was on a cruise to southern latitudes. Our tugs *Doris*, *Maira*, and *Nancy* (*Moran*), with Capt. Frederick Snyder as pilot in charge, assisted her to dock at Pier 95, North River. The *Empress* was built in 1930 at the Fairfield Ship Building & Engineering Co., Ltd., yard in Glasgow, Scotland. She is 666.5 feet long, 84 feet wide, and 31.5 feet in depth, with six watertight bulkheads, and she has six steam turbines geared to two propeller shafts. A Tow Line cameraman on another working tug made this interesting view of her cruiser stern as she sailed, pennants a-flutter, with approximately 420 passengers. Furness Withy & Co., Ltd., 34 Whitehall Street, Manhattan, are the ship's agents here.

"Stands Scotland Where It Did?"—Shakespeare

Dear Mr. Munroe:

The August number of TOW LINE arrived . . . and I thank you very much for same. Your magazine is read by many people in the shipping industry here, and they look forward to seeing it when they visit Trinity House. I enclose a newspaper cutting—when the boys from the Outward Bound School visited the House when their schooner was in port. There were forty-eight of them, and in the picture I am busy giving them a tack. I am sending on a calendar from our daily newspaper here, with pictures of different parts of Scotland, which I hope you will like. Thank you again for sending me TOW LINE.

WILLIAM N. REID
(Trinity House, Leith)

MORANTOW: LSM, New York to Maracaibo, Venezuela—1,930 miles.

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 Moran headquarters.)

NOV. 1, 1905—Tug *Britannia* of American Towing Co., Baltimore, was libeled at Norfolk on Oct. 28 by Standard Dredging Co. of Delaware for \$25,000. Libelant alleges tug caused loss of two scows of the dredging company in August while being towed from Charleston to Baltimore. . . . Tug *Edna V. Crew* of New York has been sold to Joseph M. Clark & Co. of Norfolk.

NOV. 8, 1905—Among recent charters reported at New York were several Luckenbach barges, to load railroad ties at Brunswick, Ga., for New York. . . . *R. J. Wilson* (barge), coal cargo, one of three barges in tow of tug *William E. Gladwish*, foundered off Cornfield Light night of Nov. 1 in heavy seas. Crew rescued by tug. Deck of barge floated ashore on Plum Island, 2nd. . . . Captain Blake of steamer *Aragon*, Georgetown, Oct. 31, reports barge *Saxon* which was in tow broke adrift off Hatteras in heavy weather and he was unable to find her. Barge arrived at Georgetown Nov. 5 under her own sail.

NOV. 15, 1905—*Powhatan* (str), Providence for Norfolk, collided with and sank barges *Ira A. Allen* and *Elheurah* in tow of tug *H. A. Baxter* off Pomham Light early a.m. Nov. 12. Crews were saved.

NOV. 22, 1905—*Addie Jordan* (schr), Norfolk for New York with lumber, anchored off Long Branch, N. J., leaking, was picked up by tug *Catherine Moran* and towed into New York Nov. 17. . . . *Kershaw* (str) arrived at Norfolk Nov. 16 and reported having cut down and sunk barge *Frank Pendleton*, loaded with 2,000 tons of coal, off Lamberts Point. Crew was saved.

NOV. 29, 1905—Steamer *Kershaw* was libeled at Norfolk Nov. 24 for \$40,000 by Lewis Luckenbach, owner of barge *Frank Pendleton*, sunk Nov. 16 by the steamer.

DEC. 6, 1905—*Garden City* (L. I. RR. ferry) was rammed Dec. 5 in East River by schooner *Michael J. Collins* and had a large hole torn in her starboard side.

DEC. 13, 1905—The triple-screw turbine steamship *Carmania*, Cunard Line, arrived in New York Dec. 10 on her maiden voyage. *Carmania* is the largest turbine steamship in the world, and the first turbine merchant ship to enter a port in the United States. . . . *Argoon* (str), from Philadelphia for Georgetown via Cape Henry, went ashore Dec. 9 one mile south of Kitty Hawk, N. C. She dropped barge *Thomas A. Goddard* at 8:30 a.m. Captain and crew of 20 of steamer were taken off by lifesavers. Barge went ashore two miles north of Naggs Head and is a total loss. . . . Relief lightship No. 58 which was stationed off Nantucket Shoals sprang a leak during storm of Dec. 10 and was in sinking condition. Crew notified Lighthouse Dept. by wireless, and steamer *Azelea* was sent to their assistance. Shortly after lightship was taken in tow leak gained, crew abandoned her, and she sank in a few moments.

Waterways Improvements . . .

Equipment and Methods

(Editor's note: The first installment of this series on waterways improvements, in the October issue of *TOW LINE*, dealt almost exclusively with the required steps by means of which any improvement is authorized and funds to cover the work are appropriated. Besides a two-column chart of approved federal projects in New York-New Jersey Channels of the Port of New York district, our center-spread layout carried an extraordinary north-looking photo of the heart of the harbor as seen from an altitude of 6,000 feet on a clear day. In this installment we introduce the principal contracting companies more or less continuously engaged in improving or maintaining the busy waterways of the Port of New York. We show typical equipment, and try to describe somewhat sketchily the methods employed.)

IT IS assumed readers will understand that even a non-technical discussion such as this, of improvement and maintenance of the extensive network of waterways (channels) constituting the Port of New York District, must be in general terms to meet the space requirements of a 16-page company magazine . . .

Moran deals with a great many firms and agencies specializing in one way or another in the herculean task, not merely of keeping the channels, anchorages, turning basins, slips and similar marine facilities of the world's busiest port in good operating condition, but of bettering them as federal and private authorizations and funds become available. This company's fleet of tugs and barges—operating in New York harbor, to be sure, but in

and out of many other ports, too—does yeoman service in this overall, never ending, problem infested program. We feel our "stake" and responsibility in this connection is at least as great, if not greater, than the next fellow's. We dock, undock and transport vessels both in deep and in comparatively shallow waters; we tow barges and miscellaneous floating equipment wherever it can be towed; we move and "tend" all sorts of dredges, drill boats and the like; and our interest in the operation of this port at peak efficiency is lively and continuous, year after year—tossing the bad ones in with the good ones.

Even a partial list of interests, domestic and foreign, inextricably involved, as Moran Towing & Transportation Co. is, with the complexities of



Atlantic Gulf & Pacific Co.'s hydraulic Pittsburg

marine operations afloat and ashore in the Port of New York, is staggering. Thus, alphabetically:

Banking, cargo handling and protection, communications, customs brokers, federal, state and municipal departments of commerce, electric power, freight forwarders, insurance, lighterage and towing, marine fueling, marine transport, maritime training, motor trucking, railroads, ship brokers, shipyards (construction, repairs, services, supplies), steamship agents, terminals and warehouses, trade associations. The list is endless . . .

So ships of all sizes and drafts, as they say of the U. S. Mails, "must go through," and the channels and other waterways they ply must be adequate for various requirements. This is where the dredgmen come in. You might say there are as many types of dredges



Tugs Marie S. Moran and William J. Moran handling empty and loaded dumpers

and auxiliary equipment as there are under-water jobs to be done. Without prejudice, to use a legal phrase, let us

UPPER NEW YORK BAY—Here, in four not quite matching panels, is the comprehensive view from Tow Line's 25th floor office in the southeastern corner of the Whitehall Bldg., showing important main channels

of the Port of New York. Left to right: (1) Looking past South Ferry to a busy section of the Brooklyn waterfront, approximately from Pier 17 to Atlantic Basin. The open water here is the mouth of the East River.





agan Construction Co.'s hydraulic Number Five



Arundel Corporation's hydraulic Lyons



American Dredging Co.'s clamshell Camden

consider a "sand-sucker" owned and operated by a well known local firm, the Atlantic Gulf & Pacific Co.

A. G. & P. Co.'s husky hydraulic dredge *Pittsburg* (see photo this page), 27-inch cutter-head type, all steel, was built here in New York, in Staten Island. Her main turbine is rated at 4,400 hp., her cutter motor at 500 h.p., and her swinging motor at 200 h.p. The *Pittsburg's* most recent work in New York harbor was for the State of New York, dredging nearly two million cubic yards of fill to combat beach erosion from South Beach, S. I., to Miller airfield—a strip 600 feet wide and 8,000 feet long. The material was "borrowed" about 4,000 feet off South Beach and piped 7,000 feet through 27-inch pipe to land. A maximum of 56,000 cubic yards was moved in a single 24-hour period. . . . At present the *Pittsburg* is removing half a million cubic yards of fill in the same area for the City of New York, Borough of Richmond, from Miller field to Ft. Wadsworth. Started December 2, this job will be completed in 30 days. . . . The crew of such a dredge consists of 72 men afloat and another two dozen ashore to handle pipe lines, all of whom are provided with galley service aboard. . . . Additional equipment: two

derrick barges, an oil barge, and three tugs. (The *Pittsburg* and her equipment were towed to the present site by Moran tugs.)

When you have described one such outfit you may have described a dozen.

Another well known firm, Great Lakes Dredge & Dock Co., is working on deepening the Arthur Kill waterway between Staten Island and highly industrialized communities in New Jersey. The total project calls for deepening Arthur Kill from 30 feet to 37 feet in rock areas and 35 feet elsewhere, with a width of 500 feet over a 6½-mile length. In May, 1955, G.L.D. & D. Co.'s *Crest*—described by her owners as "the most powerful dredge of its kind in this country . . . the only one capable of dredging some of the rock in this contract without resorting to drilling and blasting"—commenced work on a heavy contract in the New York-New Jersey channels. (See photo, Page 12).

A smaller concern, Shultz Dredging Corp., operates the three-cubic-yard clamshell-type dredge *Maryland* and the three-cubic-yard dipper dredge *Kingston*. (See photo, this page) They specialize in smaller, out of the ordinary jobs. "The big companies are our good friends—in fact, our sales force,"

says Ralph Atwater. Shultz likes slip work, trenching (for cables, pipe lines, etc.), cleaning out under railroad float bridges, tearing out old piers, that sort of thing.



Schultz Dredging Corp.'s three-cubic-yard dipper dredge *Kingston*, at work

A few annual totals covering dredging in the Port of New York Authority area: for channel maintenance, 6,700,000 cubic yards (at an average cost of \$3,000,000); in slips and berthing areas, another 7,000,000 cubic yards . . .

(Continued on Page 12)

(2) Governors Island; and beyond it, Buttermilk Channel, Gowanus Bay, Red Hook Flats. (3) Widest expanse of Upper Bay, looking past the western tip of Governors Island towards Staten Island, Constable Hook, and the

eastern entrance to Kill van Kull. (4) Northern extremity of the Upper Bay. Center, Statue of Liberty; right, Ellis Island; background, Jersey City-Bayonne waterfronts. Everywhere, harbor traffic!



Ocean Tug in from Texas, Africa, Bermuda, Philadelphia Voyage Logs Crew 'Incident'

(Joseph J. Ryan, in *The New York Times*, Sunday, November 20, 1955)



Captain Barrow

Ocean towing is a tedious calling. Day follows day with a monotonous sameness of green seas and sunlit or lowering sky. Not a ship breaks the horizon, since the tows

keep clear of the steamer tracks. Conversation withers and dies after a few days.

But the latest tow of the *Joseph H. Moran, II* was a welcome if possibly tragic departure from the norm. A mystery spiced the daily routine and provided unending speculation on the long haul from North Africa to New York.

Pair Disappear

"What happened to seamen Tom Ballard and Charlie Murray?" was its theme. The two Houston, Tex., tugmen left the *Joseph H.* in Casablanca, French Morocco, for a few hours shore leave on Oct. 23 and have not been heard from.

Their disappearance came to light with the arrival here last week of the powerful tug after an 8,500-mile, fifty-two-day towing job that began in Orange, Tex., on Sept. 24.

Capt. James L. Barrow, skipper of the *Joseph H. Moran II*, said that he had run down to Casablanca to refuel after delivering a small Navy refrigerator ship at Port Lyautey on the west coast of Africa.

The crew was given shore leave with orders to return before 2 p. m. October 24, the day their tug was to leave for home by way of Bermuda. All returned except the Texans. A search of the European section of Casablanca by the French Moroccan police proved fruitless, and the authorities said that because of Arab unrest a search of the native medina would be hopeless.

Reports to Consul

Normally, when a seaman misses his ship in a foreign port he reports to the American consul, who arranges for his return home.

Captain Barrow's first action after bringing in his tug was to query the Shipping Commissioner, who might have heard from the State Department about the missing men. They had not been found.

The long cruise of the *Moran* ocean tug was marked by another incident on the eastbound run to Africa, Captain Barrow related.

Shortly after leaving Bermuda with the Navy refrigerator ship at the end of a 1,200-foot, steel hawser, the tug ran into a severe storm. It rode the heavy seas easily, but the Navy ship, light and drawing only seven feet, took a severe pounding.

Keel Was Visible

"I saw her keel several times as she was rolled by the seas," the captain said. "More than once I thought she might capsize.

"She had a crew of twelve. Seven were fresh out of boot camp and had never been to sea before. When we reached Port Lyautey, I congratulated the seven and told them they would never take a worse beating at sea on any ship. They became veteran seamen on their first trip."

South Carolina Boy

Captain Barrow, a short, stocky skipper, left the University of South Carolina in 1932 to go to sea. His first job was with the Old Dominion Line, plying between Norfolk and New York. In 1934, he switched to a tanker of the Texas Company for a year, then joined the United States Lines' *Washington* on the North Atlantic run for six months.

He turned to tugboat work in 1938, he said, when things were so bad in coastal and ocean shipping that of nineteen men working as able seamen with him on the liner *George Washington*, seventeen were licensed officers.

The war brought him back to deep sea sailing for several years, but at its end he returned to tugboat work and joined the *Moran Towing and Transportation Company* in 1946. Since then he has been engaged almost exclusively in ocean towing.

"A Book of Verses—"

"It's not too boring if you like reading and fishing," he said. "As for fishing, the slow speed at which tows move is excellent for trolling. On coastal runs you can catch all kinds of deep sea fish."

The captain is looking forward to a three-week vacation before taking his next run, which could be to the Orient, Suez, Africa or South America.

OUTWARD BOUND—Her first visit to a United States port completed, the motorship *Wanosobo*, twenty-fifth post-war addition to the fleet of Royal Rotterdam Lloyd, sailed from New York September 4, and our photographer caught her just off the U. S. Army base, Brooklyn, with an assisting tug, *Moira Moran*, still alongside. Delivered to the owners only last March, *M/S Wanosobo*, 10,600 tons, 472 feet long, has a service speed of 16 knots. She is equipped with a number of tanks to carry edible oil. Besides the usual gear, she has two heavy derricks, each of 65-ton capacity; and, as usual with the vessels of this company, her two main masts are completely unstayed. The ship is air-conditioned throughout, every member of the crew having an a.-c. cabin to himself. She has accommodations for 12 passengers.





It's a Deal, Mister!

Dear Mr. Munroe:

Will you kindly change my address on your records . . . so that I may continue to receive the finest company magazine I have ever seen? I read the hinges off every issue! If and when the time comes that you should charge for this publication, please permit me to become your first cash subscriber.

O. A. REARDON (Alexandria, Va.)

First-Hand Knowledge



Executive secretaries in the shipping industry oftener than not hear and write more—a lot more—about operations than they actually see. Miss Anneliese Glockner, 34-38 Forty-second Street, Long Island City, was nothing short of delighted when her Argentine State Line boss, George T. Conroy, suggested that she hook a ride on a Moran tug and, to this extent at least, find out for herself what it's all about. So one pleasant day late this fall she climbed aboard the always busy *Carol Moran* for a look-see at whatever docking or sailing assignments happened to be on schedule. There were several, and Miss Glockner, all eyes and ears, couldn't have been more gratified, she said afterwards.

Mecca

A crowded club,
A glass of wine,
Soft music, and
The night is mine . . .
Ecstasy!

The ocean wide,
Horizons far,
A snow-capped peak,
A glowing star . . .
Tranquility!

GROVER

(SS *Esso Allentown*, Gulf of Mexico)

NEW YORK-MADRID SERVICE—In cooperation with the Spanish government, American Export Lines will inaugurate next month a direct express passenger service between New York and Madrid. Beginning with the sailing of *SS. Constitution* from New York January 11, and alternating with *SS. Independence* at intervals of about 12 days, two liners will sail direct for the southern Spanish port of Algeciras, making the 3,240-mile voyage via the southern route in six days. Passengers will transfer to a special boat train, for an overnight run to the capital city.

WELCOME ABOARD!—When E. F. Moran, Sr., chairman of our board of directors, and his daughter, Mrs. Helen Warren, both of Bay Shore, L. I., sailed October 16 for a cruise to the West Coast on American President Lines' new Mariner-class cargo liner, *SS. President Jackson*, it was her master, Capt. R. W. Sweetser of San Francisco, Calif., who greeted them as they came aboard in Jersey City. The seasoned travelers, who reported it was a very pleasant voyage, returned to New York from Los Angeles by air, October 31.—A. P. L. photo.

NEW YORK HARBOR TOUR—As part of a week-long observance of the 40th anniversary of the Norwegian American Chamber of Commerce, Inc., New York, more than 80 members of the organization and invited friends got a close-up late in October of the world's busiest port, as guests of Moran. A four-hour harbor tour aboard the tug *Barbara Moran* was arranged by John S. Bull, vice president of the firm, a member of the chamber's executive committee. Extremely favorable weather and occasional snacks consisting of Norwegian "smørbroed" and beer contributed to the success of the party afloat. A 20-minute motion picture of the trip was scheduled to be sent to Norway, according to Hans H. Dahll, executive secretary of the chamber. Short talks were made by Th. Sigveland, Norwegian Consul General in Minneapolis, Minn.; S. A. Haram, chairman of the chamber's executive committee; and Mr. Bull.—Photo by Rudy Larsen.

Lifetime Subscriber

Dear Mr. Bull:

. . . In the August issue (of *TOW LINE*) there are photographs of a radar tower for vital defense being towed by Moran tugs to its location. As for me, regarding the front cover, will say it is not only a very beautiful picture, but instructive and authentic, as are other colored pictures of Moran tugs. This will be framed and kept with my other marine pictures, such as calendar pictures. Good printing on good paper means quality pictures. I've been over to Fultonville a few times to get some snapshots of Moran tugs—as yet, either too early or too late. Congratulations on a superb marine magazine. I hope to get it as long as I'm alive.

ROSS M. WELLING

(24 W. Main St., Johnstown, N. Y.)

NEW CHAIRMAN—Alexander P. Chopin, former deputy commissioner of marine and aviation, New York, and acting chairman of the New York Shipping Ass'n since February, has been appointed chairman of that steamship and stevedoring organization.



Waterways...

(Continued from page 9)

Probably the biggest headache for government and private agencies involved in maintaining required water depths is loosely described as "silting," which means all sorts of deposits on the bottom. These include eroded soil and similar materials carried downstream by creeks and rivers, sewage—a volume almost incalculable in such a densely populated area as Metropolitan New York—the miscellaneous debris from tidal flats, etc. The ceaseless ebb-and-flow action of tides is especially important in harbor entrance channels. (Ask the Sandy Hook pilots.)

Then there is floating (drifting) material of all kinds, a considerable por-

POWERFUL PAIR—Great Lakes Dredge & Dock Co.'s drill boat, No. 7, (left) and dipper dredge, *Crest*, at work on Contract No. 11444, New York and New Jersey Channels, in Staten Island-New Jersey waters. The No. 7, with four drilling-loading frames, is blasting underwater rock for her 16-cubic-yard, diesel-electric running mate.



tion of which could seriously menace navigation if it were not eliminated promptly and regularly.

The U. S. Army, Corps of Engineers, operates a highly specialized craft in Port of New York waters for such purposes exclusively. She is the rather bizarre looking two-hulled, catamaran-type *Driftmaster*, 99 feet long, with a beam of 37 feet, fitted with a pair of General Motors diesel engines developing 300 horsepower each at 1,200 rpm's. The function of this ves-

sel is to ply those channels carrying the heaviest traffic and, by means of an ingenious between-hulls device, to trap and dispose of floating debris heavy enough to be potentially dangerous; and she is reported to be doing an extremely efficient job, too.

To get back to working depths of water in New York harbor, they can be anything up to 45 feet, depending on the loaded drafts of vessels using them—depths in slips conforming to channel depths to some extent.

The Henry DuBois Sons Co., Inc., Manhattan, is a firm which specializes in slip dredging. Their equipment includes two 10-yard clamshell outfits, a pair of tugs and sixteen dump scows of the familiar type.

A comparatively recent Port of New York Authority brochure emphasizes that channel needs in the Arthur Kill along Staten Island constitute one of the most essential projects awaiting completion here. The ever-increasing draft of modern oil tankers—the principal type of ship using Arthur Kill—has made the present 30-foot depth of the middle section of that channel inadequate for many users of the waterway. The Authority advocates a \$21,000,000 appropriation by Congress for completion during the next four years of dredging a 6½-mile section to a depth of 35 feet.

BOW-ON VIEW—Sailing from Court Street, Brooklyn, November 5, this 1955-vintage ship, *Black Diamond Line's M/V Black Eagle*, was assisted by our *Michael Moran* and *Susan A. Moran*. She shaved off for Philadelphia, later returned to New York, then sailed November 16 for Bremerhaven, Germany. The 5,700-gross-ton *Black Eagle*, with accommodations for 12 passengers, visits Antwerp, Rotterdam, Hamburg, and Bremen. An important structural feature of the ship is a forced ventilation system to protect shipments of tulip bulbs, as well as other perishable cargo. She has 30,000 cubic feet of refrigerated space and six tanks for liquid bulk cargo. The ship is owned by A/S Sigvard Herlofson & Co., Norway.



Extra! All About a Tug Built 127 Years Ago; She Burned Wood, Answered Wacky Bells, Ferried Ship Passengers

(Editor's note: For the following description of a 19th century vintage tug and some of the zany operating maneuvers of her crew we are indebted to Capt. N. L. Proctor, whilom skipper of Moran seagoing tugs, presently residing in Starboard, Me. A veteran shipmaster, for years he was with the Southern Pacific Railroad's Morgan Line, which carried passengers and freight between New York and Gulf of Mexico ports. While in command of V4-type tugs operated by Moran as general agents for the government, Captain Proctor distinguished himself in connection with tows to Caribbean and South American ports during the period when German submarines were on the prowl in those latitudes. As may be seen, he retains a lively interest in marine historical matters.)

The first regular towboat engaged in harbor service was the *Rufus W. King*, which was built in 1828 by the New York Dry Dock Co. This old boat would look queer enough now, but she was as staunch as she was ugly, with her square stern (like a North River sloop) and a bow as round as the full moon. Her timbers were live oak. You could wash your hands overboard from her guards, she floated so deep. She was about 98 feet long, 22 feet wide, with seven feet and six inches depth of hold. Her paddle wheels were far forward, and the boiler was abaft the engine, which of course was of the "steeple" pattern, a type now practically extinct. She had no upper deck, but was steered from a pilothouse about as wide as the gallows frame, over the companionway leading down below deck to the forward cabin. Also, there was a small cabin below deck aft, just forward of which, projecting some three feet above deck, was the boiler—made of pure copper, no less.

The engine was six by thirty-six, and there was trouble sometimes when it got caught on dead-center, because it required all hands (with capstan bars) to pry it over. In those days they burned pine wood which, piled up along the deck fore and aft, made the old craft look like a floating wood yard. The system of signals between pilot and engineer at that time was crude indeed. The *King* had only one bell, a "jingle," to start her ahead. To back they would ring the "church bell"—a big brass affair perched on top of the gallows frame. To go fast, either way, they had to stamp once or twice on the floor of the pilothouse to notify the engineer, who was just below. Her engine would look absurd to a present day engineer; crankshafts, etc., all were of cast iron, and the highest working pressure was about 18 pounds.

Tradition has it that Michael Moran was captain of the *Rufus W. King*. One day he was going to dock a bark. When he signaled the engineer to stop, that worthy gave her more steam instead. "Cap'n Mike" got excited and began jumping up and down on the pilothouse floor. The engineer, thinking he wanted more power, gave him all he had. She hit the bark a terrific blow, but her bow was so blunt that she did very little damage.

The *King* also was used in ferrying passengers for the "Old" or Black Ball Line, and they had good reason to remember her, for she long remained the connecting link between the American shore and their departure for Europe, as the following notice in the New York Commercial Advertiser of September 15, 1832, indicates:

"SHIP CANADA FOR LIVERPOOL—The passengers of the *Canada* are requested to be at the Battery Place, formerly Marketfield Street, tomorrow morning at 10 o'clock, when the steamboat *Rufus W. King* will be in readiness to convey them on board."

OFF-BEAT ASSIGNMENT—While she was being delayed at New York State Barge Canal Lock 24, Baldwinsville, because of high water in mid-October, our inland waterways tug *Cathleen Moran* (Capt. Walfrid Waxin) was pressed into service by Goodyear Aircraft engineers, on a General Electric sub-contract. She towed a pontoon-mounted protective device for radar equipment, a "radome," from Liverpool to the middle of Onondago Lake for a series of tests under moving water conditions, the force of which was estimated to be the equivalent of high wind velocities.

GERMAN FREIGHTER—Speaking of silhouettes, here is another example of what the ever-changing New York waterfronts always have in stock for camera fans, either amateur or professional. This 5,572-gross-ton ship, *SS. Torstein*, another 1955 delivery, was berthed at Pier 2, Continental Piers, Brooklyn, our tugs *Howard Moran* and *Margaret A. Moran* having assisted her to dock late in the day October 29—her maiden arrival here. The vessel is owned by Roland Linie Schiffahrt, G.m.b.H., Bremen, Germany, and U. S. Navigation Co., Inc. 17 Battery Place, New York, are her local agents. The latest report available at this writing is that she sailed from Hampton Roads, Va., November 7 for Bremen, via New York.

Fleet Safety Record

The following captains and mates had no damages charged against them for the months of September and October, 1955:

Agnes A., E. Costello, E. Chartrand, H. Taft; *Alice M.*, E. Hoffman, J. Cummings; *Anne*, P. Walling, G. Hayes, J. Morin; *Barbara*, H. Wee, G. Sahlberg, A. Biagi; *Bartow*, F. Jonassen, E. Batchellor; *Carol*, R. Hayes, H. Pedersen, R. Poissant; *Catherine*, J. Costello, H. Vermilyea, G. Freeman; *Cathleen*, W. Waxin, S. Nelson; *Chesapeake*, J. Jaques, H. Becker; *Christine*, R. Jones, C. Neilson; *I. Nordberg*; *Claire A.*, F. Duffy, F. Noel, A. Duffy; *David E.*, O. Russell, P. Lemke, L. Owens; *Doris*, J. Johnson, M. Grimes, C. Valley, P. Gaughran; *E. F., Jr.*, G. Drysten, T. Tobiasen; *Edmond J.*, W. Baldwin, F. Schweigel, W. Mason; *Elizabeth*, T. Ball, J. Johansen; *Eugene F.*, E. Allen, V. Chapman, L. Geitzler; *Harriet*, M. Costello, H. Shaw; *Helen*, T. Sorensen, E. Pedersen, R. Salversen; *Joseph H., II*, J. Barrow, F. Royes, C. Sawyer; *Julia C.*, C. Hightower, H. Kroll, G. Ackerman; *M.*, E. Bergstad, J. Goodwin; *Margot*, J. Kennelly, A. Jorgensen; *Marie S.*, J. Peterson, J. McConnell, Jr., A. Yell; *Margaret A.*, J. Jorgensen, E. Carlson; *Martha*, H. Sixten, H. Thorsen, W. Karowski; *Marion*, L. Goodwin, E. Dexter, M. Scott; *Mary*, M. Rodden; *J. McConnell*; *Michael*, G. Sanchagrin, L. Foley, J. Monahan, H. Sigmon; *Moir*, A. Rowoldt, W. Morrissey, J. Cray, W. Hayes; *Nancy*, M. Sullivan, J. Blaha; *Ned*, B. Deeley, H. Prime; *Pauline L.*, W. Morch, J. Smith, R. Hayes, Sr., C. Sheridan; *Peter*, J. Fagerstrom, H. Dickman; *Sheila*, T. Sweet; *Susan A.*, K. Buck, L. Larsen; *William J.*, A. Munson, H. Bickle, L. Richardson; *Relief Crew #1*, O. Ericksen, H. Olson; *Relief Crew #2*, C. Westervelt, C. Shannon.

MAGAZINE FEATURE—Moran tugs and their efficient, durable crews are celebrated again in text and pictures in the January, 1956, issue of "Fury," Pages 28, 29, 30, 31.





The Formal Touch

*Master and Crew
of the
TUG HARRIET MORAN
wish to thank
Ubl, Louise and Irene Mann
Whig Hill, Route 2,
Baldwinsville, New York,
for their gift of
delicious Northern Spy apples*

(Phoenix: October, 1953)

Miss Barbara Ferraro, one of the newest members of our billing department, became engaged on October 28, the lucky man being Daniel Chesta, also of Manhattan. Seems they plan to be married sometime next autumn.

The tug *Pauline L. Moran* (Capt. Carl W. Morch) and her crew were featured in a "spot" on the American Broadcasting Co.'s comprehensive network program, *The World and You*, on November 7. A portion of the program entitled *Yesterday at Midnight* included an interview with Cap'n Bill and some of his crew, which amounted to a quick sketch of what goes on in New York harbor at night.

Ye Editor is a grandfather again. Kathleen Anita, second child and second daughter of Mr. and Mrs. John MacG. Munroe arrived October 27, in Jackson Memorial Hospital, Miami, Fla.—just barely made it, in fact, since she tipped the scales at only four pounds, 10 ounces; but she is reported to be thriving consistently. Her pappy is director of the high school band at Belle Glade, Palm Beach County, Florida, and contributes to the local newspaper, the *Belle Glade Herald*.

It's a girl this time for the Eddie Balickys, too. Donna Marie was born October 20 in Polyclinic Hospital, New York. While Mrs. B. Was in the hospital, Eddie took a vacation from his duties in our payroll department and brought his son, Steven, two years old now, into the office to introduce him to all hands. The family resides in Brooklyn.

UP THE RIVER—"Texaco Tanker Up the Hudson," was the catchline over a four-page spread of characteristically good Frederick C. (Tow Line) Shipley photographs in the October issue of *Texaco Topics*, a monthly magazine issued in New York principally for employees of The Texas Company. A brief accompanying text and a dozen picture captions described the progress of the "T" tanker *SS. California* from Bayonne, N. J., to Albany, N. Y.

Lunch Hour Surprise



When he returned to his accounting department desk after lunch on October 28, the day before he was to be married to Miss Barbara Roberts, our young Mr. Arthur J. Gormley found a pleasant surprise. The most spectacular, not to say appetizing, feature of a desk top display prepared by co-workers was a big cake emblazoned, "Congratulations to Barbara and Arthur." Other, more durable presents were an electric grill and an automatic percolator. Many less pretentious but useful housekeeping gadgets, obviously selected by feminine colleagues, were included in the swag. Left to right in our snapshot: Barbara Ferraro, the happy groom, Joan Harkins, Barbara Donohue, and Rita Carnivale. The Gormleys have an apartment at 305 Ninety-fifth Street, Brooklyn.

"Worth the Trip"

Dear Sirs:

I shall be vacationing in New York, for the first time . . . and I have what I hope will not seem an outrageous request. Being keenly interested in matters maritime and an ardent "subscriber" to *TOW LINE*, I have entertained the wild hope that, if I were in New York on my own time, I might be granted the privilege of spending a day aboard one of your tugs. If such a request could be granted, I'd be everlastingly grateful to you. That alone would be worth the trip!

K. R. MACPHERSON
(Toronto, Ont., Canada)

FIVE BY FIVE—No, you are not seeing double; nor is this a double exposure. It simply happened that Rear Adm. Edmond J. Moran, president of the company, found opportunities on the same day to present five-year service pins to two faithful employees, with congratulations and thanks. Left: Mrs. Margaret Duffy, switchboard operator, 37-40 Eighty-first Street, Jackson Heights, who joined the firm May 8, 1950. Right: Miss Barbara Donohue of our accounting department, 7118 Sixty-sixth Street, Glendale, L. I., who came to work here on September 18, 1950. Tow Line's congrats, too. Nice going!



New Girl Friday



Meet now, if you please, our Miss Margaret R. Neafsey—it's an Irish name, she says proudly—daughter of Mr. and Mrs. William G. Neafsey, 44 Waverly Place, Staten Island, who started with Moran on November 21 as a secretary in the personnel department, lightening the work load for Messrs. Dezen-dorf and Bishop. She is 19, a highly advantageous age while it's yours. Her first job after graduating from Curtis High School, S. I., was a stenographic assignment in the General Chemical Division of Allied Chemical & Dye Corp., 40 Rector Street, Manhattan. "For no special reason," Miss N. says, she is taking a sociology course (nights) at Wagner College, another S. I. educational foundry; and in case you have been wondering whatever became of the tradition "old fashioned girl," here is a surviving representative of the order. She is an enthusiastic member of a square-dance group over there on the island that meets once a week to rip off a few sprightly reels. P.S.—She even likes to read!



"Lill"

Come April 16th next and our Miss Lillian Harrison (see adjacent glamorous photo) will have been a Moran employee for twenty-seven years. Repeat: *twenty-seven!* And

if you think she doesn't still love her job as switchboard operator, one of five, ask her. A lot of water has passed under the keels of "M" tugs since that day in 1929 when she was hired, as the company's sole operator, by the first Joseph H. Moran. "Lill" has been on duty through many emergencies in her time, and of course she knows hundreds of people in the industry. She lives at 101 West 109th St., Manhattan.

Best wishes from all hands to Tommy Anglim and the former Anita Hermansen, who were married September 17. They are making their home at 9031 Fort Hamilton Parkway, Brooklyn. Tommy is a member of the deck crew of the tug *Doris Moran*.

Capt. Ben Deeley of the tug *Ned Moran*, who is one of the company's pilots, not to say a Brooklyn Dodger fan from away back, received what may be described as the full treatment in Frank Keating's Hunting and Fishing column in the Long Island Daily Press of November 28. Seems the skipper likes to hunt—"You can have the salt water and the fishing!" he is quoted as saying—and the previous week he and some pals plotted an expedition for deer, in the vicinity of Narrowsburg. Scorning their daybreak start, Ben slept till 8 a.m., drove to Narrowsburg, had breakfast, read the morning papers. Continuing to the point of rendezvous, he found only one fellow, who thought it would be nice just to sit in Ben's car for awhile and take it easy with the papers. Our man wandered into a patch of woods nearby to stretch his legs. "Ten minutes and 100 yards later he shot and killed the only buck of the hunt," Keating reported—a six-pointer.

Heave-Ho, Me Hearty!



A nice action shot of a competent tug deck-hand doing his stuff in the proper way at the proper time is this one of Jerry Thorpe of the *Carol Moran*'s crew tossing a weighted hand-line over a stern rail of the *Seatrain Louisiana*. She was in the No. 4 drydock at Bethlehem Steel's Hoboken plant, and was being transported to a pier at the Seatrain terminal, Edgewater, N. J., by the *Carol*, the *Margot Moran*, and the *Susan Moran*, with Capt. Kenneth Buck as pilot in charge. It was a warm autumn day in New York, you will note, and Thorpe had already got into his street clothes to go ashore when the new shift came aboard, but this was a hurry-up assignment.

MORANTOWNS: Two-way, Bucksport, Me., to Chicago—1,807 miles.

PROPELLER CLUB LUNCHEON—At its meeting Thursday, November 17, on the Starlight Roof of the Hotel Waldorf-Astoria, the New York Port of the Propeller Club of the United States honored Commissioner Vincent A. G. O'Connor, head of the municipal department of marine and aviation, who also was the principal speaker. Nine members of our Moran Towing & Transportation Co. team turned up at one table, so we give you here, left to right: Elwood J. Lewis, comptroller; Capt. Frank Hughes, general operating manager; E. F. Moran, Jr., vice president; E. F. Moran, Sr., chairman of the board; John S. Bull, vice president; Joseph F. Mesek, Jr., sales department; Joseph B. Moore, assistant vice president, sales; John J. Metzner, vice president; and Edward J. Hennessey, assistant vice president, sales—a not unhappy looking crew, certainly.



