

# TOW LINE



APRIL, 1956

British and American Tugs...  
(Pages 8-9)



## ON THE COVER—



MARINE TRANSPORT LINES, INC., provided our artist, Mr. Evers—a perfectionist in his specialty, is it not agreed?—with something different in the way of cover subjects this time.

The S.S. *Marine Dow-Chem*, constructed at Quincy, Mass., in 1953, was then and is now the only ocean-going vessel ever designed and built specifically for the transportation of liquid chemicals in bulk.

She is pictured here being assisted by our diesel-electric harbor tug *Barbara Moran* at the Lehigh Tank Farm dock at Bayonne, N. J., where she calls regularly in connection with her service as a chemical carrier between the Gulf of Mexico and various United States east coast ports.

Here are a few of the more important statistics. The ship is 528 feet long, with a breadth of 63 feet and a depth of 38 feet. Her gross tonnage is 9,936; her dead-weight capacity is 16,400 tons. She is steam-turbine-powered—and a trim outfit indeed, as you can see.

Special features include separate pumping and piping facilities for each cargo space, clad metal tank surfaces, coated tanks, steam-heated insulated tanks, and rubber-lined pressure tanks—all dictated by the requirements of specific chemicals carried.

Moreover, the Lehigh Tank Farm berthing facilities were specially designed for this vessel, and they accommodate Marine Transport Lines' S.S. *Marine Chemist*, a somewhat similar ship, also capable of handling a dozen different products simultaneously without danger of contamination.

That's the story... Like the change in our cover format?



*Moran's European Agents:* ENGLAND: James A. McLaren & Co., 65 Bishopsgate, London, E. C. 2; SCOTLAND: Henry Abram, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Shipping Services A/S, Fridtjof Nansensplass 4, Oslo; Birger Gjestland A/S, Kong Oscars Gate 62, Bergen; DENMARK: Jørgen A. Rasmussen, 33 Amaliegade, Copenhagen K.; SWEDEN: A. B. Sandström, Ström & Co., Postgatan 7, P.O.B. 93, Gottenburg; FINLAND: A. B. Lars Krogius & Co., O. Y., 5. Hagastigatan 4, Helsinki; BELGIUM: Wm. H. Mueller & Co., S. A., 21 Rue de la Bourse, Antwerp; GERMANY: Emst Güssel, Altenwall 21, Bremen; SPAIN: Rafael Navajas Aguirre E, Bilbao; ITALY: O.S.I.A.M., Via C. B. Ceccardi 4-26 Genoa; GREECE: The Saporta Agency Co., Ltd., P.O.B. 21, Piræus.



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## Annual Business, Social Get-Together: April 8th

**T**WO HUNDRED employees of the company responded enthusiastically to an invitation to participate in Moran's second annual get-together Sunday, April 8, at the Governor Clinton Hotel, 7th Avenue and 31st Street, New York.

Business-and-pleasure, or vice versa if you prefer, was the order of the day, and the consensus seemed to be that the party was as pleasant socially as it was helpful in other respects. Anyway, no complaints . . .

The schedule of business meetings, in the form of "docking orders": 1415, pilots, Herald Room; 1430, captains and mates of canal tugs, Gramercy Room; 1515, engineers and assistant engineers, Chelsea Room; 1615, all captains and mates, Governors Room; 1630, unlicensed personnel, Florentine Room; and 1715, all personnel, Governors Room. These gatherings, especially some uninhibited open discussions of problems common to this or that specialty, were enlightening and useful.



Speaker: John S. Bull

A typical meeting was that of the company engineers, presided over by Howard C. Moore, manager of the construction and repair division. He introduced N. H. Biddle, instructor at a school maintained by the Cleveland Diesel Engine Division of General Motors Corp., who exhibited four reels of sound film illustrating and describing the mechanics of a Marquette diesel governor. As the picture progressed, the audience was led through the operation of the basic governor, the droop regulator, the B.M.E.P. regulator, and the power head. It was an excellent presentation of the subject, and it stimulated many questions, which were informatively answered by Mr. Biddle. (Herbert Giles, a professional TV cameraman, kindly volunteered his services to operate the movie projector.) A general discussion of diesel engine problems followed, with enthusiastic audience participation.

John J. Metzner, Moran vice president, operations, presided at the meeting of canal captains and mates, which was well attended considering unfavorable weather and an uncertainty at that time as to when the New York State Barge Canal would be opened for the 1956 season. Mr. Metzner's brief talk covered various operations on the canal. Safety factors and special precautions required in the handling of cargoes were discussed—also the advantages of radiotelephone and radar.

Representatives of all departments—deck, engine and steward—participated in the meeting for unlicensed personnel, over which Thomas Bishop presided. "The meeting brought forth interesting comments from all hands, and practicable suggestions made are being acted on," he reported.

At 1800 all hands assembled socially in the Coral Room, and at 1900 everyone adjourned to the Governors Room for dinner and the entertainment features of the evening—an important part of which was the awarding of 37 prizes, by lot, including a week's vacation with pay! John S. Bull, vice president, sales, who is attending the current Advanced Management Program of the Harvard Business School, was the speaker at dinner.

Joseph H. Moran, II, vice president, spoke at various meetings during the afternoon and evening. Joseph B. Moore, served as toastmaster at dinner in the absence of Capt. Frederick K. Dezendorf, who was out of town on urgent business. Mr. Moore and Edward J. Hennessey, also an assistant vice president, sales, were general chairmen of the get-together.

### World Ports

How many of the following ports can you locate off-hand, without referring either to an atlas or to correspondingly numbered answers published on Page 15 of this issue? To prevent contestants from getting too fouled up, we provide this much information to go on: all except one are in east longitude.

Although this may be classified as a "quiz," in the TV-radio sense, solely as a matter of principle Tow List refrains from offering the customary \$64,000 or \$100,000 for correct answers. After all, that sort of nonsense has to stop somewhere!

- |               |                 |
|---------------|-----------------|
| (1) Rochester | (6) Baku        |
| (2) Bodo      | (7) Matadi      |
| (3) Brake     | (8) East London |
| (4) Cadiz     | (9) Dairen      |
| (5) Syracuse  | (10) Albany     |

## Goodwin Named Moran Port Captain; Master Of Ocean Tugs Earned Spot 'On the Beach'

**T**HERE was a new bulletin board item at Moran HQ on March 27: *Vice President to All Department Heads—Effective immediately, Capt. Leonard G. Goodwin, Jr., is appointed to the position of Port Captain. /S/ Joseph H. Moran, II. . . . A generous slice of company operations belongs with this.*



Captain Goodwin, no johnny-come-lately here, this month is rounding out his tenth year with the Moran organization—most of that time afloat, principally in ocean tugs. However, his first jobs, back in that 1946 April, were as mate aboard the *Michael Moran* and the *M. Moran*, working in and around New York Harbor.

Then he was made master of the *Point Vicente*, one of a fleet of V4-type seagoing tugs numbering 50 at its peak, operated by Moran as general agents for the Maritime Commission. She was engaged in ocean towing on the Atlantic and Gulf coasts, including a good deal of rescue work, and on one occasion hauled a disabled T-2 tanker from the Azores to New York.

Other responsible assignments as master followed virtually without interruption:

Our ATA-type ocean tug *Kevin Moran*, when she became a unit of the fleet in December, 1947. Rescue work and other towing, anywhere, anytime. See the August, 1948, issue of *Tow LINE*, if your file goes back that far—all about the *Kevin's* rescue of the Mexican Navy frigate *Usmanacinta* just outside the Pacific coast port of Salina Cruz, Oaxaca. Captain Goodwin received a citation from the Secretary of the Mexican Navy for that skillful operation.

By June, 1949, he was aboard one

of the *Kevin's* sisters, the *Joseph H. Moran, II.*—renamed *Dragon* at the time—and moved his family to Trinidad, B.W.I., during his hitch in that latitude. The tug was towing LST-type Alcoa ore carriers between Trinidad and a loading port 100 miles up-river from Paramaribo, Surinam.

Next, back to the *Kevin*, towing on the Atlantic coast—including that side of South America, since the Goodwin log during this interval records an extraordinary voyage from San Juan, P.R., to Rio de Janeiro, Brazil, with the huge floating power plant *Seapower*, at the end of his hawser, a 57-day tow, no less.


Then, the *George W. Codrington*, under the "M" house-flag at the time—a year, including a memorable tow to Greenland.

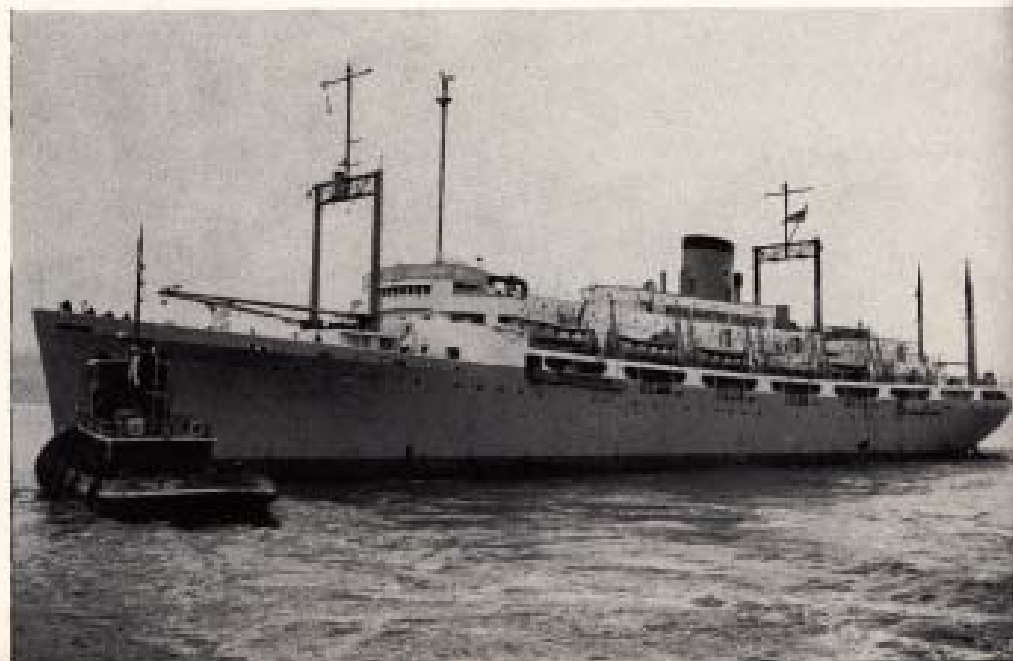
Another ATA-type, the *Eugenia M. Moran*, until she was bareboat-chartered to Pacific coast interests. Ever hear about the *Eugenia M.* towing half a ship, the stern section of the *S.S. Fort Mercer*, victim of a violent storm off Nantucket, Mass., in February, 1952, from New York to Galveston, Texas? It was a stern-first haul, of course.

Again the *Marion Moran*; and Cap'n Leonard added several uncommon tows to his deep-sea saga while

*(Continued on Page 11)*



**T/S STATE OF MAINE**—New York was the last port of call for this 7,000-ton Maine Maritime Academy training ship on a 10-week cruise during which she logged more than 8,000 miles while visiting seven Caribbean and three American ports. She sailed from her home port, Castine, Me., January 7, carrying 199 midshipmen and 35 officers, plus members of the crew, and returned March 16. The itinerary: Tampa, Fla.; Vera Cruz, Mex.; Georgetown, Grand Cayman, B.W.I.; Port au Prince, Haiti; Aruba, D.W.I.; Bridgetown, Barbados, B.W.I.; St. Thomas, Virgin Islands; Mayaguez, P.R.; Jacksonville, Fla.; and New York. "The trip into New York was of great interest to all, with the waterfront its usual busy self," Capt. G. L. Roscoe, USMS, master of the vessel, wrote to our Capt. Frank J. Hughes, general operating manager. "At 0900 Saturday, March 17th, a Moran tug was there to head us in to Pier 57, North River—a great feeling of security. I wish to thank Moran Towing for the efficiency and dispatch with which the *T/S State of Maine* was handled in New York." As far as the company was concerned, it was a privilege and a pleasure. 



## She Did It the Hard Way, But Enjoyed Doing It



Miss Sharon Pennell, as you can see at a glance, is no girl not to make the most of a situation she finds herself in, even the most unusual. On March 21 she was seeing her mother off to Puerto Rico aboard the Home Lines cruise ship *Homer*. Somehow, at going ashore time she got fouled up with the elevators, so when she finally got to the gang-plank, breathless, it was being hoisted. Enter our tug *Elizabeth Moran*. As a result of some hurry-up radiotelephone communications and sharp piloting on the part of Capt. Ole Erickson, the involuntary passenger was taken off the ship in the Narrows. The *Elizabeth* had a job to do in Brooklyn then, but Miss Pennell was enjoying herself so much she was delighted to remain aboard for the next assignment—and even then was reluctant to leave the tug. "All I can say is, I had a wonderful time while I was aboard, and I wish it could have lasted longer," she told our photographer. The family resides at 70 Clark Boulevard, Amityville, L. I.

**WHAT! NO CREW RACES?** — In addition to other difficulties caused by an unusually severe winter, many homes and waterfront facilities along the lower reaches of the Seneca River-New York State Barge Canal were having high water trouble when our upstate cameraman, Mark Chapman of Baldwinsville, made this picture in mid-March. This was the condition of "The Outlet," which drains Onondaga Lake into the Seneca at Cold Springs, N. Y., but apparently a light plane equipped with pontoons had no navigational misgivings. *Moran* tugs with tows to or from Syracuse—principally gasoline barges—often pass through this waterway during the regular canal season. The clubhouse and Quonset-hut-type shell housings are resources of the Syracuse University rowing crews. But you can't propel a barge with oars, can you?

**NOTEWORTHY ANNIVERSARY**—Congratulations to A. E. Sheppard & Co., Ltd., Ethelburga House, 91-93 Bishopsgate, London, E. C. 2, England, on the occasion of the firm's silver jubilee, noted in the January 18 issue of *The Syren & Shipping*, well known British maritime magazine, with a full-page company advertisement and a flattering editorial statement. At *Moran* HQ we are well aware of the not inconsiderable Sheppard contribution to international maritime commerce: a 25-year-old world wide personal information service covering port facilities and charges, stevedoring and grain fittings, tallying and checkweighing, towage, stores and provisions, etc. We wish them many more quarter centuries of felicitous and profitable operations.

### Another "Ship Collection"

Dear Sirs:

Thank you for my December *Tow Line* with that wonderful cover by your fine artist, Mr. Charles Evers. I am an ardent "fan" of his. And especially, thank you for the calendar and picture for framing. They came as a most welcome surprise! The magazines are enjoyed by my family and then shared with folks at work; but I always see that they are returned so that I may add their covers and any photographs or paragraphs to my ship collection. Thank you again, sincerely, and should you ever put subscription rates into effect, I hope I will be notified so I may enter my subscription and not miss one issue of *Tow Line*! Best wishes for a very fine 1956 to all *Moran* personnel.

NANCY W. PLUMMER  
(P. O. Box 128, Wollaston, Mass.)

## Waterways Fleet of Tugs, Towboats, Etc.

Freighting equipment on 28,996 miles of inland waterways in the United States consists of a fleet of 18,110 craft, according to the American Waterways Operators, Inc. This exceeds the 1950 total by 1,043 craft.

The A. W. O. compilation includes 4,018 towing vessels, 11,984 dry cargo barges and scows, and 2,108 tank barges.

Since 1950 the total horsepower of towboats and tugs has increased 263,542 horsepower, although there was a net gain of only 151 boats during that period. The present total: 1,939,858 horsepower.

The total capacity of dry cargo barges and scows is 8,912,423; the total capacity of tank barges, 2,934,126 tons.

In 1955 the inland waterways moved 87.5 billion ton-miles or 319,780,826 tons of freight—not including commerce on the Great Lakes, where 306 tugs, 289 dry cargo barges, and 78 tank barges operate.

### Class Discussion, Scrapbook

Dear Sir:

Our Civics Club is working on a transportation project. On the last page of our geography book your company is named on a list of "Acknowledgments." We would be very grateful if you could send us additional material for our scrapbook or literature for class discussion on the topic mentioned above.

BONNIE CECERE, Sec.  
(Notre Dame School, Pittsfield, Mass.)



## Tug Rescues Twenty On Disabled 'Pilot'

Twenty men aboard the disabled pilot boat *New Jersey*, including five Sandy Hook pilots standing their regular tricks, could not have been less than extremely glad to see our staunch tug *Barbara Moran* that Monday morning in mid-March when "the worst winter storm since 1948" held the New York area in its blizzard-like grip.

The *New Jersey* (Capt. Jack Cahill) was on station near Ambrose Lightship when—at 0605; could it have been a worse time?—her steering quadrant broke at the rudder stock. Fortunately, she is a twin-screw vessel, which made it possible to keep her under way and headed into the seas—what seas!—until assistance arrived.

Our *Barbara* (Capt. George Sahlberg) was dispatched as soon as she could get moving after the pilot boat's distress call was relayed to Moran HQ. The disabled vessel was picked up promptly and towed to Brewer's Dry Dock, Staten Island, where it was reported she probably would be out of commission for at least a week.

The pilot boat *New York* took over the *New Jersey's* scheduled duty while repairs were being made.

**INLAND WATERWAY GAINS** — With increased traffic on three principal divisions of the New York State Barge Canal boosting the total, that great inland waterway carried 20 percent more freight in 1955 than it did the previous year: 4,616,399 tons, in comparison with 3,859,335 tons in 1954.

### Sanary, Var, France

The stone breakwater holds the harbor in

Like a long arm extended to protect  
And, at the end, a bench where I have  
been

So many times to watch night take  
effect.

To note how darkness rises from the hill  
Behind the towers, up through the lumi-  
nous sky;

To see the window lights come on and  
—

Windows reflected in the water night,  
A sound of voices from the one café  
Across the water with a ripple light

Stirs all the star reflections in the bay  
To mingle local and celestial light

Till quiet smoothes the waves from quay  
to shore

And stars can settle to the harbor floor.

JAMES L. MONTAGUE,

(In *the N. Y. Herald Tribune*, Jan. 31)

**PROPELLER CLUB CONFERENCE**—The sixth annual South Atlantic Regional Conference of the Propeller Club of the United States was scheduled for April 26-27-28 in Jacksonville, Fla. The P.C. "Ports" of Charleston, S. C.; Jacksonville, Miami, Palm Beach and Port Everglades, Fla.; and Savannah, Ga., comprise the club's South Atlantic Region.

### We Do Have; Copies Mailed

Dear Sirs:

May I respectfully inquire if you have any free illustrated books in connection with your fleet of tugs? One of our Gloucester Pilots is very much interested in this class of vessel, and he would be very grateful if you could see your way clear to forward a copy.

L. C. TAYLOR, Pilotage Agt.  
(*Gloucester Authority, Sharpness, Eng.*)

### Picture of Cheerfulness



It takes more than the ultra-low visibility of such a storm as The Big Blizzard of 1956 (March 19) to snow under the high-level spirits of James B. Monahan, 12 Hilsdale Place, Newark, N. J., mate aboard the *Margaret A. Moran*, who was functioning as operating captain of the tug when this characteristic likeness was made from another "M" pilothouse alongside. Both tugs were standing by at the time to dock a ship in the North River. A brother-in-law of Phil Gaughran, Jr., of the *Doris Moran's* crew, Jim completed this month 15 years of service for Messick and Moran; and you can't say he looks depressed about it, can you?

**FROM SHIPS TO TOOLS**—About 100 friends of James F. Roche, for 17 years public relations director for Moore-McCormack Lines, now serving the Stanley Works of New Britain, Conn., in the same capacity, honored him March 13 at a testimonial luncheon aboard the M-M liner *Brazil*, berthed at Pier 32, North River. Walter H. Jones, director of public relations for United States Lines, served as toastmaster.

**TWILIGHT IN THE KILLS**—"Evening comes to the Arthur Kill," says Prof. Frederick C. Shipley, another of our roving Tow Line photographers, "and there are those who believe that darkness improves the scene thereabouts. In case you're lost, you're looking south towards Outerbridge Crossing. The davits in the foreground belong to the tug *Marie S. Moran*. The petroleum barge alongside is the *Barrett No. 2*." We think the Sage of Dobbs Ferry has got something there, as they say; but as to the aesthetics of the thing, he'll have to fight it out with adjacent Staten Islanders and residents on the New Jersey side of that bustling Port of New York channel.





### Another British Subscriber

Dear Editor:

On picking up an old copy of the *London Sphere*, I noticed two photographs taken during a fire at a pier in Jersey City. (I enclose these so you can see for yourself.) One of the first things I noticed was Moran Towing Co. on the job with every available boat, and in the picture on the right "M" tugs outnumber those of any other firm fighting the blaze. This is just another instance of the speed and efficiency with which your crewmen work. I have been with the Cunard Line now for 6½ years, and in all my visits to New York the Moran tugs always put on a good show of docking us quickly and safely in our berth. By the way, Mr. Editor, I know you are a busy man, but if you have time could you let me know how to obtain TOW LINE, as I am now in the Canadian service and find I am missing such a good little book—not only for your photographs, but the adventure of New York Harbour always makes interesting reading for me and others, whenever I manage to get a copy.

ALLAN D. FORREST

(New Brighton, Cheshire, Eng.)

**WINTER HERE AND THERE**—You don't imagine, do you, that even mid-winter snows and icy blasts interfere very much with tug operations in New York harbor; or for that matter with off-season activities of New York State Barge Canal maintenance crews? Monday, March 19, was a bit on the rough side hereabouts, though. Thirteen and a half inches of gale-driven snow had settled on The Big City before that storm was over. For the

**CONSTRUCTION AWARDS**—The annual awards dinner of The Males brings together some of the nation's leaders in heavy construction. Here are the principals on whom the spotlight was focused at this year's observance at the Hotel Waldorf-Astoria, New York: (left to right) A. Holmes Crimmins, president of The Males; Harvey Slocum, non-member awardee, recognized as the world's foremost expert in massive hydro-electric dam construction; Howard L. King, member awardee, chief engineer for Mason & Hanger Co., Inc., in charge of building the third tube of the Lincoln Tunnel; Benjamin F. Fairless, formerly chairman of the board, U. S. Steel Corp., now president of the American Iron & Steel Institute; and Eugene F. Moran, Jr., vice president, Moran Towing & Transportation Co., Inc., and chairman of The Males awards committee.

Moran comes in for a formal acknowledgment in that section of a forthcoming book, "The Last Voyage of the *Lusitania*," by A. A. Hoehling, a worker in the public relations vineyard of Allied Chemical & Dye Corp., New York, to be published May 7 by Henry Holt & Co., Inc. It appears one of our archivists was helpful in finding the names of the tugs that assisted the ship from her berth at Pier 54, North River, on her last fateful sailing from the Port of New York. "So you see, Moran and contemporary history seem inseparable," Mr. Hoehling writes. We're well aware of it.

record, if for no better reason, Tow Line got an essentially "arty" picture (below, left) of one busy unit of the "M" fleet, the *Peter Moran* (Capt. James Fagerstrom), heading into a berth alongside Pier 1, North River, after completing a low-visibility assignment upstream almost as speedily as she would handle a summer job. Meanwhile, in brighter but even more frigid Oswego, N. Y., Mark Chapman recorded the other scene below:

### PORT OF NEW YORK DAY

(*New York Times editorial*, March 20, 1956)

Of all the specially proclaimed "days" that this city is called upon to celebrate, none can be observed with more pride or authentic self-interest than Port of New York Day. New York has been called a city of the sea, because of nature's generous endowment. New Jersey, likewise blessed with waterfront resources, joins in a fruitful partnership promoting and enjoying commerce with the world.

A day like this cannot be marked without reflection on problems of the port that are being attacked but have not been wholly solved. But we believe it can be accurately said that these problems are better seen, better evaluated and their solution more earnestly sought by a substantial body of public opinion than at any previous time. Serious tests lie ahead, in labor relations, in modernization of physical properties, in removal of obstacles to free competition, in meeting the challenge of a new rival, the St. Lawrence Seaway.

But we are confident that the Port of New York will keep, and we hope enhance, the supremacy that we celebrate today.

### Dutch Collector (jg)

Dear Sir:

I am a Dutch school boy and I collect photos of ships. Will you please be so kind as to send me any of those cards showing (the tugs of) your own company? With many thanks—

JOHN STILLHOUWER

(43 Wm. de Zwijgerstr., Maastricht)

New York State Barge Canal Lock No. 6 getting a complete overhaul in preparation for the 1956 inland waterway season, scheduled to open April 21. The lock was getting new sills and valves, as well as minor repairs. The derrick barge, No. 2A (Capt. F. C. Bradshaw), in the foreground, was installing needle beams so the lock could be pumped dry. B. C. Denton is the chief operator of Lock 6, and Moran tugs are not strangers there.



# British and American

Capt. William T. Hayes,  
Master of the *Moira Moran*,  
Moran Towing & Tramp, Co.



By BROUGHTON GINGELL

**D**URING the past four years I have spent many vivid days on tugs in great ports in the Old World and the New. Principally, I have come to know two of these valiant little vessels, the *Moira Moran* and the *Ocean Cock*. Here they are as they often recur to my mind:

The *Moira*, I see bucketing, curvetting, thrusting and navigating round New York harbour, her diesel-electric power and long raking lines, the shining white 'M' on her black funnel, creating a picture of gaiety, whip-crack decision and jubilant work. Her

daytime background is the scintillating group of Manhattan towers which lies like a hub to the wide circle of docks and a vast wheel of activity. At night this transforms to a turning realm of changing lights.

Her crew is welded by a conscious pride of New World citizenship, a sense of being on the threshold of a bright and fabled land. There *Moira* swings and plies her trade with great liners and cargo vessels, a turbulent power unit—yet with a larger gross tonnage after all, than the *Mayflower* of the Founding Fathers. In a word, the embodiment of the American accent.

Cross the Atlantic and three thousand miles of guardian waters, to the London River, where a strong sense of Commonwealth and Empire and Europe are mingled with the shrouding mists and sudden sunlight. There on the narrow, almost iron river works *Moira's* counterpart, the *Ocean Cock*. All around is a subtle realisation of history since Roman times, a memory of recent fire and war. There a tug's engines thrive on coal, the crew is English.

And the *Ocean* works on a narrow,

winding river, with often daytime overhanging clouds, and ancient buildings, where ships are worked into giant groups of docks, named after British Kings and Queens. At night the waters are transformed by a thousand bobbing lights from moored ships and barges on the water.

On London River the tugs fly no flags and have an air of keen, of lean endeavour. And that is the English accent.

To both these terminals the fur-flung shipping lines come. Liners and freighters, vessels whose massive bulk dwarfs the tugs to Lilliputian proportions, move gliding in and sail away, yet at the crucial points where they reach their journey's end they suddenly become inanimate and helpless, needing guidance to their berths. This is the vast international pageant where *Moira* and *Ocean* are permanent coloured features, where men hold supreme power over machines.

What sort of men are the tug captains? *Moira* has two whom I claim to know well. John Martin and Ole Erickson sail together on their docking jobs, often co-ordinated as docking pilot and tugmaster, or, on the



Above: *Moira Moran*, running light, between assignments in New York harbor. Right: *Moira* and sister tugs assisting R.M.S. *Queen Elizabeth* to dock at Pier 90, North River, New York.





# TUGS

## equipment and methods of operation

Capt. Thomas Mason,  
Master of the *Ocean Cock*,  
Gorham Towing Company.



giant Cunard *Queens*, working in co-operation with Moran docking pilots, navigating in a developing pattern and symmetry which ensures maximum speed with maximum care.

On the London River the work-horse, *Ocean Cock*, is commanded entirely by Capt. Tom Mason, but assisted by mate Bill Money. Here, all docking operations are controlled by the London River pilots, using, as in New York, a thrifty and comprehensive system of whistle blasts, answered by the tug's siren.

But it is in docking technique that the American and the English tugs differ, techniques which are widely

discussed and explained to the layman, on either side of the Atlantic. For the Americans believe in thrust and haul operations, while the English use the hawser only.

Thus the *Moirra* has a high powerful bow, surmounted by a heavy rope fender, used to push ships up to the pier and dock wall for berthing. Here, perhaps, the general scope and space of New York harbour is a considerable influence, where tugs can work at oblique angles to the ship they are maneuvering. Where they have to work in confined spaces, as in Erie Basin, Brooklyn, something very like the English technique is used.

By contrast the docks on the London River are approached through narrow locks, where tugs can work only at the end of long hawsers, to shape up, tow in and secure ahead and astern of their charges. (See photo: *R.M.S. Arcadia* being worked into Tilbury.) Once in the dock itself, the same method of controlling the ship is continued.

So the *Moirra* has an enclosed bridge, and her captains can work to best advantage with their charge ahead of them, or at angle (bearing in mind

the rear control wheel); while the *Ocean Cock* has an open bridge giving all round vision, where a ship can be handled in any position and easily astern of the tug.

However, on either side of the Atlantic a system of perfect geometric simplicity has been evolved, which exactly fulfils all requirements. Though I have watched with only a layman's eye, both ways are eminently successful, given the assured skill, always in evidence, of captains and pilots.

This, then, is a swift etching, showing something of the tools, materials and skills from which are fashioned the tugmaster's art.

A painter thinks in terms of oil on canvas, with an inventive brain, a poised brush and ever ready palette knife, to create his original and poignant style. The tug captain and crewman work in massive steel on water, with hawser and thrust power, taking in the possibilities of wind and tide, daylight and darkness, to bring about their ever recurring achievement.

And whether the result is a canvas painted or a ship docked, the result can be a thing of beauty and perception indeed.



Above: British tugs *Kenia* and *Cordia* assisting a German ship, *Wilhelm Gustloff*. Left: *R.M.S. Arcadia* being worked into Tilbury Dock, London. Note hawser method of controlling ship.

## Nautical Images in Classical Literature; Industrious Researcher Submits Examples

One of our scholarly correspondents—he prefers to remain anonymous in this instance—seems to have been whiling away a few of his long winter evenings by browsing through Bartlett's "Familiar Quotations" or some such compendium of classical learning.

Even inveterate readers of *TOW LINE* may not realize, he thinks—and the least we can do is to take editorial note of that tongue-in-cheek opening gambit—how many of the quotable bards, both ancient and modern, waxed nautical from time to time, or rather, made use of nautical images.

He begs leave to remind us that Shakespeare is "loaded," as they say. For example, in "The Merchant of Venice:"

*Ships are but boards, sailors but men;  
there be land-rats and water-rats, water-  
thieves and land-thieves.*

From "Faustus," by Christopher Marlowe (1565-1593), he comes up

with the only too familiar:

*Was this the face that launch'd a thousand ships,  
And burnt the topless towers of Ilium?*

Thomas Gray (1716-1771) gets in his two cents' worth, we are advised, in "The Bard," among other places:

*Fair laughs the morn, and soft the zephyr blows;*

*While proudly riding o'er the azure realm*

*In gallant trim the gilded vessel goes...*

Our correspondent only remarks the obvious—*touché!*—when he calls attention to the fact that "The Ancient Mariner" (Samuel Taylor Coleridge, 1772-1834) falls in this category almost in toto. We prefer to make a selection or two of our own here:

*As idle as a painted ship  
Upon a painted ocean.*

Or—

*Without a breeze, without a tide,  
She steadies with upright keel.*

### Sunset: Gulf Stream

Over a drowsy sea of molten turquoise  
A lavender wind drifts in a thin half sigh  
As the ripened orange of the sun dips  
slowly

Over the last far ridge of waves. A cry  
Of flapping shoreward gulls shatters the  
silence.

Then all is still again. The sun goes down,  
Sucking the day's last colors toward the  
darkness;

Is one self curve of fire they tremble  
and drown.

DANIEL WHITEHEAD HICKY  
(*The New York Times*, Dec. 11, 1988)

The comparatively modern James Russell Lowell got his oar in quite a few times, but the source(s) of the following "will have to be identified by someone else," our side-stepping researcher acknowledges shamelessly. He cites:

*Truly there is a tide in the affairs of  
men; but there is no gulf-stream setting for-  
ever in one direction.*

And—

*There is no better ballast for keeping the  
mind steady on its keel, and saving it from  
all risk of crankiness, than business.*

William Wordsworth (1770-1850)

(Continued on Page 12)

### Another Convalescent Sailor

(See Letter, Page 12)

Dear Sirs:

I am sorry that I write this letter to you, but I am very interested in pictures of your tugs. I am a sailor on tugboats in the harbour of Rotterdam, but now I am sick and I lie in the Green Cross Sanatorium here. Please, if it is possible, send me any pictures of your tugs. For this I thank you very much. Hoping to hear from you soon again—

C. J. SCHNEIDER  
(*Groene Kruis San., Delft, Holland*)

**BAGDAD-ON-THE-SUBWAY** — You are looking northeastward across Pier 32, North River, at the foot of Canal Street, towards midtown Manhattan, the skyscraping spires of which form an impressive backdrop for this and many another routine waterfront incident. Nothing especially exciting here: just the Moore-McCormack cargo liner *Marmacfir* being assisted by one of our tugs to dock on the south side of the pier on a bright winter morning. That would be New York & Cuba Mail Steamship Co.'s *M/V Oriente* in her berth alongside the adjoining pier, and a stretch of the West Side Elevated Highway also is visible. The tallest skyscraper is the world-famous Empire State Building, of course.—Flying Camera photo.





**HOLIDAY IN ENGLAND**—In mid-February Moran HQ had the pleasure of entertaining this uncommonly charming family for part of a day during their brief stop-over en route to London: Capt. Thomas Daniel Finch, Mrs. Finch, and their two lively sons, Richard, six, and Timothy, four. (To the latter everyone was "Uncle," which seemed to suit all hands just fine.) They arrived by air February 13, from Maracaibo, Ven., where Captain Finch is acting marine superintendent for Compagnia Shell de Venezuela, Ltd., and sailed February 17 on R.M.S. *Queen Elizabeth* for a two-month vacation "at home." Here the family poses amiably on the boat deck of the *Moirra* Moran before going along on one of the tug's assignments in order to see a little something of New York harbor.

## Goodwin Named...

(Continued from Page 4)

he was aboard her this time. For example, there was the fire-damaged tanker *Pan-Massachusetts*, another stern-first tow, from Baltimore to the Panama Canal; whereupon the tug proceeded to San Diego, Calif., picked up the *U.S.S. Holland*, a submarine tender, and brought her to Baltimore. Also, she towed barges to Greenland.

For three months in 1955 our new port captain was skipper of the *M. Moran*—not that one previously mentioned, but the ex-*Dauntless 14*—while she was tending the Texas-tower-type radar platform on Georges Bank off the Massachusetts coast.

Occasionally, between times, Captain Goodwin has served aboard other "M" tugs in and out of New York harbor; and he is licensed as master, unlimited—also for first-class pilotage at all ports from New York to Florida.

He came ashore the first of this year to "get the feel" of his present job, for which, it may be safely assumed, the company considered him well qualified. He has moved his family (wife and son) from Norfolk, Va., to a new home at 170 Arlo Road, Staten Island.

**CLASS OF '56 NOW FORMING** — Meyer Berger, in the *New York Times*, March 5: "The Blizzard Men of 1888, a hardy lot who have never quite shaken that snow out of their eyes, will hold their annual meeting Saturday in the Statler Hotel. There are still 300 of them scattered from Maine to California. Anyone who can remember the Big Blizzard can get into the group for a \$1 annual fee. Eugene F. Moran of the Moran Towing Company is on the list..."

**SURPRISE (AND HOW!)**—On March 31 when Capt. Bernt A. Jacobsen docked his American Export liner, *S.S. Constitution*, following a 58-day Mediterranean cruise, he relinquished a ship's wheel for the wheel of a shiny Cadillac — a surprise retirement gift from his appreciative passengers.

**"ASK THE CAMERA"**—Moran T. & T. Co. men and floating equipment came up on television screens again during the last five minutes of NBC-TV's 12 to 12:30 p.m. program Sunday, February 19. Bill Rippe handled narration on the Channel 4 show, "Ask the Camera," which is said to command an unusually large week-end audience.

**NOTED AMERICAN VESSELS**—Scheduled for publication May 22 (Hastings House, New York, \$5): "Famous American Ships: An Historical Sketch of the United States as Told Through its Maritime Life," by Frank O. Braynard, 224 pages, with 61 pen-and-ink illustrations by the author. Mr. Braynard's "Lives of the Liners" is considered a standard work on that subject. He is director of the bureau of information maintained by the American Merchant Marine Institute, Inc., and is a past president of the Steamship Historical Society of America.

## Master of French Liner *Liberté* Retires from the Sea



Captains Huseby and Kerharo

had served aboard the old *Flandre* and the *Oregon*. Then he was master of the *Ile de Noirmoutier*, the *Wisconsin*, the *Wyoming*, and the *Cari-mare*. He also served as second captain aboard the *Ile de France*.

Captain Kerharo rated the Atlantic storm his ship went through on the westbound leg of his last trip as her master as the worst he ever experienced—a superlative remark, certainly.

He is married and has three sons, none of whom has chosen the sea as his career.

Just before the *Liberté* sailed from Pier 88, North River, at mid-day March 21, Capt. Anton Huseby, who was aboard as pilot for Moran, on behalf of the company presented Captain Kerharo with the two-decanter "tantalus" he is shown holding, above. (In case you have forgotten, that colorful term is derived from a Greek myth concerning one Tantalus, son of Zeus, who for an atrocious sin was punished in the lower world by being placed in water up to his chin, with fruit-laden branches over his head. Whenever he tried to eat or drink, the water or the fruit receded.)

"One of the best—not only as a shipmaster, but personally," our Captain Huseby says of his retired associate and long-time friend.



**ROTTERDAM BOUND**—The last time this trim vessel, *M/S Galini*, 9,350 gross tons, was in the Port of New York, Moran tugs docked her in Berth No. 6, Henry Street, Brooklyn, but subsequently she was shifted to Bayway Terminal, Port Newark. Capt. Ole H. Erickson was the pilot aboard in one instance, Capt. R.M. Hayes in the other. And the latest information available as we write is that the ship sailed from Hampton Roads, Va., March 29, for Rotterdam, Holland. Built in 1955 in the Mitsubishi Shipyard, Kobe, Japan, for Vyglia Steamship Co., S.A., the *Galini* is 487 feet long, with a breadth of 63.5 feet. She is managed by Andreae (U.K.), Ltd., London, Eng., and Boyd, Weir & Sewell, Inc., 17 State Street, are her New York agents. She sails under the Liberian flag, with Capt. George Castanos in command of an all-Greek crew.

## Fleet Safety Record

Due to circumstances beyond the control of TOW LINE, the customary damage claim report covering two months had to be omitted from the February issue. However, this four-month report is believed to afford a better picture of the record.

The first two months of this year were outstanding. Damages were few and agreeably low in dollar amounts. The management hopes 1956 will prove to be an exceptionally damage-free year, and it wishes to commend captains and mates on their continued efforts to improve the fleet record.

The following (captains and mates) had no damages charged against them during the months of November and December, 1955, and January and February, 1956:

*Agnes A.*, E. Costello; *Anne*, G. Hayes, P. Walling; *Barbara*, G. Sahlberg, A. Biagi, H. Sigmon; *Bartow*, G. Halvorsen, E. Batcheller; *Carol*, L. Thorsen, E. Allen, R. Hayes, H. Pederson; *Catherine*, J. Costello, E. Knutsen; *Carlson*, W. Waxin; *Chesapeake*, H. Becker; *Christine*, R. Jones, A. Shaw, O. Jungermann; *Claire A.*, F. Duffy; *Doris*, B. Scherer, C. Valley, P. Gaughran; *David E.*, O. Russell, P. Lemke, H. Hamilton; *Edmond J.*, W. Baldwin, T. Daniels, W. Mason; *E. F., Jr.*, T. Dyrsten; *Elizabeth*, J. Johansen; *Eugene F.*, J. Barrow, G. Ackerman; *Harriet*, M. Connor; *Helen*, T. Sorensen, R. Salvesen, E. Thorsen; *Howard*, J. Todesky; *Joseph H., II*, F. Roys, R. Fiske; *Julia C.*, C. Hightower, L. Peters; *M. Moran*, E. Bergsted, J. Hondrickson, C. Sawyer; *Margot*, S. Nordberg; *Marie S.*, F. Noel; *Margaret A.*, J. Sahlberg, J. Monahan;

*Martha*, H. Sixten; *Mariow*, I. George, E. Dexter, L. Magee; *Mary*, L. Geitzler; *Michael*, G. Sanschagrin, L. Foley, H. Prime; *Maira*, A. Rowohl, W. Morrissey; *Nancy*, M. Sullivan, J. Blaha; *Ned*, B. Deeley; *Pauline L.*, C. Sheridan, R. Hayes, J. Smith; *Peter*, H. Dickman; *Sheila*, C. Parslow; *Susan A.*, K. Buck; *Walter L. Meseck*, P. Bogovitch; *William J.*, A. Munson; *Relief Crew #1*, O. Erickson; *Relief Crew #2*, C. Westervelt, J. Jorgenson, G. Carlson.

**WHAT A TUG, TOO!**—Headline over a fine four-column cut in the New York Times, March 17: "What a Day! First Snow, Then Sleet and Finally Rain—Fog, Too." Photo: *Ile de France*, with *Maira Moran* alongside, ready to help her sail from Pier 88, North River.

## Netherlands Friend in Need; Items for Him, Anyone?

Dear Sir:

I hope you can spare some time to attend to this letter. At the moment I'm staying in a sanatorium, so have plenty of time on my hands. I took up a hobby: collecting pictures of ships. Not just any ships, but ships involved in accidents, collisions, fire, etc. Sensational? No, merely interesting to me. The sea and ships hold my interest, since I'm seagoing myself—i.e., in normal life. Now I come to you because a well-known deep-sea towing business covers a great many incidents with ships, including many in distress. Do you think you can send me some pictures of your tugs and of ships which, in one way or another, have been involved in misfortune? I'd be very grateful, and I do hope you will be able to fulfill my wish. The address: Sanatorium "Hoog-Laren," Room 52, H. II, Post Laren, Holland. Thanking you in advance, wishing you all the best—

K. KAMMINGA

## Nautical Images...

(Continued from Page 10)

in "To the Lady Fleming" got a little on the sardonic side:

*Or shipwrecked, kindles on the coast  
False fires, that others may be lost.*

Disregarding the Jumblies, who "went to sea in a sieve, they did," we have for you now, from Edward Lear, the writer of immortal limericks, a couple of immortal characters:

*The Owl and the Pussy-Cat went to sea  
In a beautiful pea-green boat,*

Finally, our diligent correspondent gets around to Lord Byron (1788-1824)—as who could doubt he would?—and from "Childe Harold's Pilgrimage" painlessly extracts:

*Roll on, thou deep and dark blue ocean,  
roll!*

*Ten thousand fleets sweep over thee in  
vain;*

*Man marks the earth with ruin,—his  
control*

*Stoops with the shore.*

But this is an essentially literary game that might go on from here to eternity, no? Your editor has a few nominations of his own, having had recourse to a dog-eared copy of Bartlett (inscribed "Property of the Miami Daily Tribune") since the foregoing material turned up in TOW LINE mail. However, they will have to wait. Meanwhile:

*Ship me somewhere east of Suez, where  
the best is like the worst...*

"It's clever," as that same Mr. Kipling said elsewhere, "but is it art?"

## ASHORE & AFLOAT

(A press-time extension of personal news regularly found on Pages 14-15)

E. F. Moran, Sr., chairman of the board of directors, Moran T. & T. Co., Inc., returned to New York on March 22 following his customary seasonal visit to Palm Beach. His Florida vacation this year was shared, at various times, by two of his daughters, Mrs. Helen Warren and Mrs. Claire Epp, also of Bay Shore, L. I.

Mrs. George McNulty (*nee* Marion Thomson), who retired as a sales department secretary the first of this month, was entertained by co-workers at a farewell luncheon March 29 at the Fleetwood Restaurant. Others on hand were Lucille Christian, Jean Cuff, Regina Daly, Mrs. Vincent Gallagher, Lillian Harrison, and Mary Samuels. She received a corsage of red roses. Afterwards, Joseph B. Moore, assistant vice president, sales, representing the foregoing and other associates, presented her with a "baby purse."

Miss Nancy Alice Moran, daughter of Rear Adm. and Mrs. Edmond J. Moran, Darien, Conn., was married there April 3 in St. John's Roman Catholic Church to George Redwood Vidmer, son of Mrs. Russel Woodward, Darien, and Richards Vidmer of Barbados, B.W.I. A reception in the Moran home followed the ceremony, which was performed by the Rev. Hubert P. Carrig. The bride is a graduate of Manhattanville College of the Sacred Heart, and Mr. Vidmer attended the Yale University School of Fine Arts.

A salon-type print of a photograph, "On the Port Bow," by Tow Line staffer Jeff Blinn, has been accepted by a three-man jury for hanging in the 9th Annual Exhibition of Marine Photography, International, sponsored by the James River Camera Club and the Mariners Museum, Newport News, Va. The picture, made October 22, 1955, shows the *Alice M. Moran* alongside *S.S. Loudima* (Cie. Maritime des Chargeurs Reunis, S.A., Paris; I.F.C. Lines, New York), assisting another of our harbor tugs,

## Ambitious 13-Year-Old



This is Jimmy Burns, 13, Upper Greenwood Lake, Hewitt, N. J., grandson of Capt. Robert L. Hayes of the *Pauline L. Moran*, who had him aboard for an outing on Washington's Birthday, when the above pilothouse shot was made. In fact, the youngster may be considered a veteran at this sort of thing, since he has been making holiday trips on *Meseck* and *Moran* tugs for three years now. Naturally, he wants to be a captain—"or maybe a mechanical engineer," but is said to be a very good artist, specializing in pictures of dogs and horses. Jimmy likes baseball, skating and other sports, and he must like this magazine, too, because we hear he takes each new issue to school with him. Maybe this should go without saying: he is a Boy Scout.

*Nancy Moran*, to dock the ship at Pier 2, Erie Basin, Brooklyn. Incidentally, the Smithsonian Institution has requested permission to choose from the photographs accepted for this competition 50 prints to be displayed in its exhibition of marine photography scheduled for May 1-May 31 in Washington, D. C.

**HISTORICAL NOTE**—Item culled from the Atlantic Seaboard section of Steamboat Bill of Facts, journal of the Steamship Historical Society of America, issue No. 57, dated March, 1956. "Ferrying between Staten Island and Manhattan is actually more than 300 years old, and steam ferrying dates back to *Nautilus* of 1817. Since it acquired the service in 1905, and simultaneously brought sidewheel operation to an end, the *City* (of New York) has employed 17 steamers, of which 10 are now in commission."

## 50 YEARS AGO

(The following items of interest were selected from *Alice* of the Old New York Maritime Register by Capt. Earl C. Palmer of Moran headquarters.)

**MARCH 7, 1906**—Tug *Cumberland* arrived at Delaware Breakwater February 28 and reported that barge *No. 11*, from Baltimore for Boston, sank 10 miles SE Fenwick Island Lightship, same date. Her crew took to a small boat, which tug could not pick up because of weather. The *Cumberland* towed barges *No. 5* and *No. 7*, which she also had in tow, into the breakwater and left at once to look for the crew of the *No. 11*. Tug returned March 2 and reported she had been unable to find the crew of the barge. . . *Willard* (tug), owned by Eastern Dredging Co., struck a rock and foundered off Rockport, Mass., March 1. Two of crew saved; three were drowned.

**MARCH 14, 1906**—Steamer *Zealandia* sailed from San Francisco January 31 for New York, towing side-wheel steamer *Olympian* from Portland, Ore., passed Sandy Point, Straits of Magellan, March 10. Both vessels have been purchased by New York owners for service on the Atlantic coast. . . Ship *M. P. Grace*, 1,809 tons, now on a voyage from Port Hadlock to New York, and bark *Gatherer*, 1,377 tons, loading at Tacoma, also for New York, on arrival at destination will, after discharging, be dismantled and equipped as barges. . . *Hamilton Fish* (barge), from Newport News for Providence, in tow of tug *Edgar F. Luckenbach*, took fire off Barnegat, N. J., March 6 and sank that night. Tug took off crew and proceeded with barge *General Knorr* in tow, for Fall River.

**MARCH 21, 1906**—Tug *Margaret* left Norfolk March 16 for New York with barges *Martha E. McCabe*, *Julia R. Dempsey* and *Virginia Hudson* in tow, encountered heavy storm March 19, and about 5 p.m. the *Virginia Hudson*, becoming water-logged, her crew was taken off and she was cut adrift. Later the *Martha E. McCabe* broke adrift with her crew on board. The seas were so heavy that tug was compelled to abandon her, and she proceeded with the *Dempsey*, which was anchored in Sandy Hook a.m. of March 20. The tug then proceeded to search for the *McCabe*.

**APRIL 4, 1906**—Tug *Eugene F. Moran* has been sold by the Moran Towing & Transportation Co. to the Mexican Central Railroad Co., and will leave for Philadelphia to prepare for the run to Manzanillo, at which port the tug is to be stationed.

**APRIL 11, 1906**—*Wyalusing* (tug, L.V. R.R.) was found sunk on Hardings Ledge, Mass., April 4. Tug hit ledge while hunting for the gas buoy on the ledge the previous night. She was bound into Boston with three barges from Perth Amboy, N. J. The tug's crew of nine men and the captain's wife escaped to the barge. The tug slipped off into deep water on the sixth, the rough seas in the morning having apparently broken her up forward.



**C**HIPS off the old block—an inelegant, perhaps, but always appropriate figure of speech—may be commoner in the marine industries than elsewhere. No statistics are available. We are beginning to be aware, though, of another such “chip” in the Moran organization.

He is Daniel V. Jones, Jr., 23-year-old son of the veteran bar pilot and former president of the New York Sandy Hook Pilots Ass'n. (As to Jones *pere*, see the center-spread, “Sandy Hook Pilots: How They Work,” in our June, 1953, issue.) Young Dan is one of two apprentices added to Moran's dispatching staff in recent weeks.

He is happy about it, so let's sketch in the operating background which made him an especially good prospect for the job, and which will give him more and more confidence ashore.

Initially, after graduating from Curtis High School, Staten Island, in 1950—regretfully taking leave of the swimming team he had been on for four years—he started sailing for Esso Standard Oil Co. As an ordinary seaman, of course; a guy has to start somewhere. He was crewman aboard *Red Canyon*, *Esso Paterson*, and *Esso Bethlehem*, among others, until February, 1953, in and out of ports on United States Atlantic and Gulf coasts, and in South America and Canada.

That spring the inevitable occurred:



Daniel V. Jones, Jr.

the Army got him—and hung onto him until March, 1955. First he was on security guard at a secret project in Baltimore; later, in Special Services, Ft. Meade, Md.

Next, back to Standard, as a seaman aboard *Esso Bermuda*.

Jones joined Moran in August, last year, as a deckhand aboard *Margot Moran*—on “mud runs” at the time, then moved over to *Sheila Moran* for a short period. He put in some time on inland waterways tugs, but finally got back to the *Margot* and more or less regular harbor work.

Following an aptitude test at New York University—which certainly did not throw him for a loss, he was assigned to dispatching. This was only last November. All shifts got a look at him, and vice versa, while he was learning the various procedures.

Another interval afloat, this time aboard the tug *Barrow*, took him into a lot of out-of-the-way places and made him better acquainted with river and Long Island Sound work.

Since March 1 he has been on regular assignment in dispatching, and presently is on the 8-to-4 shift. Dan likes this job very much indeed; in fact, he considers it the best break he has ever had. From his superiors you get the impression that his work is considered on the satisfactory side, definitely.

He loves horses, had one of his own for five years, and has ridden for other owners at shows. His golf game hovers in the low 90's, but is getting better, he says, and his favorite course is at Lakewood, N. J.

Romance? Quite! Next August he and Miss Lynn Tabbott, also of Staten Island, will be married; but now he lives with his parents at 654 Davis Avenue.

Capt. Joe Dowd of our dispatching staff, notorious both at home and in Grapefruit League territory as a never-say-die Brooklyn Dodger fan, missed the boat in connection with his annual spring training camp trip this year. In another sense he caught it, literally. Ordinarily, the captain takes his vacation so he can spend it, or most of it at least, with his beloved Dodgers at their conditioning grounds in Vero Beach, Fla. Mrs. Dowd is only too happy to go along, but in this instance she was ailing, a surgical patient in fact. She kept urging Joe to go ahead without her, which he was reluctant to do, naturally, but in the end she prevailed—womanlike. The tug *Eugene F. Moran* (Capt. James L. Barrow) was about to shove off, light, for Jacksonville to pick up a tow for Puerto Rico. Joe assembled his gear, climbed aboard, enjoyed a fine coastwise cruise to Jax, caught a bus there, and in due course was up to his ears in the ritual of spring training at “Dodgerville.” Also in due course (March 24), he was back on the job in our dispatching office, but characteristically a-twitter over the opening of the regular baseball season: World Champions vs. Philadelphia, at Brooklyn, April 17, as far as Joe was concerned. P.S.—Mrs. Dowd made a good recovery from her operation and is feeling fine again, thank you.



“P” for Frank

It's great to be 17—no arguments on that score, h'm?—and if your reporter happened to be at that age, he would be delighted to begin a career in business where this young fellow is starting his, as a part-time office boy for Moran. He is Benjamin F. Uptegrove, Jr., 1072 East Thirty-first Street, Brooklyn, presently substituting for our roly-poly John Masi, who had the misfortune to break his ankle. Ben will be graduating in August from Medwood High School in his home borough, and he has already taken an entrance examination for the U. S. Merchant Marine Academy, Kings Point, thinking, he says, about becoming a deck officer. . . . Nothing like taking dead aim at whatever you want out of life!

**Mickey Mouse? Popeye the Sailor? Mortimer Snuud?**



The identity of this character, a mascot or what-have-you infesting the galley of the tug Pauline L. Moran, is shrouded in mystery — almost ostentatiously — which of course causes impious speculation. What we are up against here, obviously, is some thoroughly mixed ancestry. Alfred D. Seixas, 2629 Sedgwick Avenue, The Bronx, relief cook aboard the Pauline L., shown here with his — err-r, slightly incongruous galley mate, may know something. If so, he is keeping it to himself. However, we picked up this crumb for another source: "Any real or fancied resemblance to any member of the staff of Tow Line is purely coincidental"—a familiar legalism we feel cannot be too strongly emphasized in this instance.

**We're Honored, Too!**

Dear Sir:

I would be honored if you would, please, send me a picture or a diagram of one of your tugs. I am twelve years old and am going to build a model of a tug.

THOMAS MULLIGAN  
(Haleiwa, Hawaii)

**Answers**

(To "World Ports" quiz, Page 3)

- (1) British Isles: 51°23' N, 0°30' E;
- (2) Norway: 67°17' N, 14°24' E;
- (3) Germany: 53°20' N, 8°29' E;
- (4) Spain: 36°30' N, 6°20' W;
- (5) Italy: 37°3' N, 15°18' E;
- (6) Russia: 40°22' N, 49°50' E;
- (7) Belgian Congo: 5°49' S, 13°28' E;
- (8) Union of South Africa: 33°2' S, 27°55' E;
- (9) China: 38°55' N, 121°40' E; and
- (10) Australia: 35°2' S, 117°54' E.

Joseph J. Reilly, whose hand-written note and excellent snapshot appear in a three-column box elsewhere on this page, resides at 553 Forty-ninth Street, Brooklyn, and we are obliged to him for thinking of Tow Line. The ferry pictured is the *Lt. Samuel S. Courzen*, 180 feet long, 1,000 horsepower, first of two from the shipyard of John T. Mathis, Camden, N. J., for the U. S. Army, for regular service between Governors Island and South Ferry, Manhattan. Moran did the towing for Hughes Bros., Inc., New York.

Albert Timm, 80 St. Marks Place, Staten Island, oiler aboard the *Edmond J. Moran*, has reason to believe his luck is changing. At least there appears to be nothing the matter with it as of now. He took a one-buck chance on a \$1,000 government bond in connection with a Staten Island American Legion post benefit, and— you guessed it—the prize is his.

**Likes Bowling, Dancing, Too**



Patricia O'Kane — it's a Dutch moniker, obviously—started working for Moran on March 7, as a bookkeeping machine operator. She thinks she is going to like us, and the vice versa of it seems pretty well settled already. Her last previous job was with Newburger Loeb & Co., brokers, 15 Broad Street, a two-year hitch. For half a dozen years before that she toiled for Grace Line, Inc. A graduate of St. Barnabas High School, The Bronx, and Grace Institute, 149 West 60th Street, Manhattan, a business school, our Mrs. O'Kane knows her stuff, but thoroughly. Her husband, Daniel J. O'K., is employed by Recordak, a subsidiary of Eastman Kodak. "Pat" is an enthusiastic football and basketball fan, among other things.

The John W. Beckers—he's a member of the deck crew of the *William J. Moran*—are not averse to having it generally known that they have a son, John Gerard Becker, born January 26. The family resides at 398 East 18th Street, Brooklyn... Congratulations!

**Tow Line Kodakers Are Everywhere; Brooklyn Scout Contributes Unusual 'Morantow'**

R. M. Moran  
of Moran Towing  
Here are several snapshots taken  
of an unusual Moran tug  
taken on Washington Birthday,  
about 2 PM, in the Narrows, N. Y. Harbor  
of the Police and the Christian Science, from  
the pier down of the U.S. Patrol Boat in  
the N. Y. Harbor, by me.  
Perhaps they might be of interest  
to your Tow Line, which I enjoy very much.  
Sincerely  
Joe J. Reilly



