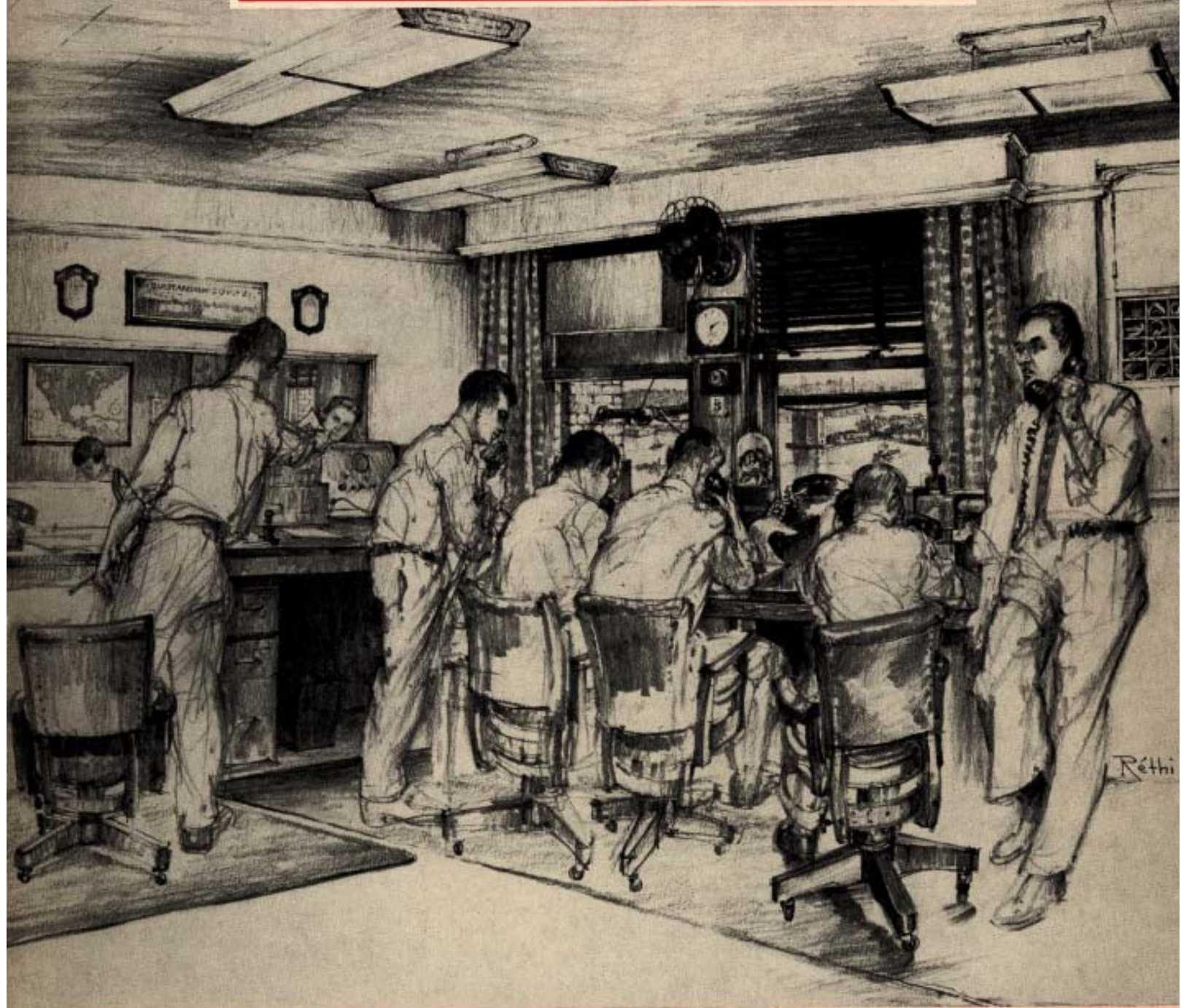


TOW LINE



JUNE, 1956

Floating Fire Fighters
(Pages 8-9)



ON THE COVER—

AT 17 BATTERY PLACE, Manhattan, twenty-five floors above the North River bulkhead between Piers 1 and 2, an unofficial home base for tugs between assignments, is one of the most strategically located operations offices in the maritime industry, Moran HQ. From the southward and westward looking windows of its indispensable nerve center, the harbor dispatching department, can be seen a wide expanse of New York harbor itself—bustling channels of the upper and lower bay, Governors Island, miles of Manhattan, Brooklyn, Staten Island, and New Jersey waterfronts, the Statue of Liberty, Ellis Island, even the highlands at Sandy Hook on a clear day.

Artist Lili Réthi (see Page 6 for an introduction to her) has drawn for *Tow Line* her impression of this beehive during daylight hours of a typical 24-hour working day, with six dispatchers of an 11-man staff receiving and transmitting tug orders—a faithful picture.

Moran's dispatching staff, alphabetically: Jack Balsamo, Nick Bodlovic (chief), Edgar H. Coon, Joseph J. Dowd, John A. Dyrsten, Joseph C. Finnegan, Daniel Grandone, Daniel V. Jones, Jr., Walter J. Jordan, Frank H. Knight, and Daniel J. Nelson, Jr. (We refrain from identifying those pictured, but two are recognizable.) They work advantageously staggered eight-hour shifts, all day, every day, including Saturdays, Sundays and holidays.

The communications equipment here includes telephone land lines, ship-shore radiotelephone (via coastal harbor station WOX, New York, for example), VHF radiotelephone (ship-ship and ship-shore), walkie-talkies for emergency uses, Western Union ticker (which reports all ships in and out at Ambrose lightship and/or Quarantine), and a Western Union telefax machine. Even provisions for tug mail are in evidence, as you see.

This crew is concerned solely with our harbor fleet, as many as 25 working tugs on occasion. Off-shore and inland waterways tugs are dispatched from an adjacent office—regarding which you are likely to hear more, anon.



Moran's European Agents: ENGLAND: James A. McLaren & Co., 65 Bishopsgate, London, E. C. 2; SCOTLAND: Henry Abram, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Shipping Services A/S, Fridtjof Nansens plass 4, Oslo; Birger Gjestland A/S, Kong Oscars Gate 62, Bergen; DENMARK: Jorgen A. Rasmussen, 33 Amaliegade, Copenhagen K.; SWEDEN: A. B. Sandstrom, Stranne & Co., Postgatan 2, P.O.B. 93, Gothenburg; FINLAND: A. B. Lars Krogus & 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 8, Bilbao; ITALY: O.S.I.A.M., Via C. R. Ceccardi 4-26 Genoa; GREECE: The Saporta Agency Co., Ltd., P.O.B. 21, Piraeus.



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 Cable Address: MORANTOW
 R. M. Munroe, Editor Lucille Christian, Associate
 Jeff Blinn, Photographer

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Morantow: Cristobal, Canal Zone, to Newport News

(Caption data accompanying a photo released for newspaper and magazine publication April 22, 1956)

This famous Pacific ocean liner, *S.S. Matsonia* (ex-*Monterey*), owned by Matson Navigation Co., San Francisco, Calif., is scheduled for a \$17,500,000 reconversion by Newport News Shipbuilding & Dry Dock Co. before re-entering the trans-Pacific trade as one of Matson's luxury passenger vessels.

Two tugs of the Shipowners & Merchants Towboat Co., Ltd., San Francisco, *Sea Ranger* and *Sea Lion*, took the *Matsonia* in tow at the west coast port March 15 and arrived at Balboa, Canal Zone, April 7.

Two Moran Towing & Transportation Co. tugs, *Christine Moran* and *M. Moran* of New York, took over the ship April 8 at Cristobal, Canal Zone, and were scheduled to arrive at Newport News, Va., with her—with a riding crew of twenty-five men aboard—late Friday, April 20.

This aerial photograph of the *Matsonia* being towed at a speed of about seven and a half knots by the Moran tugs was made at noon Tuesday, April 17, approximately 40 miles east of St. Johns Bar—the mouth of the St.

Johns River, Jacksonville, Fla.

Built in Bethlehem Steel's shipyard at Quincy, Mass., in 1932, the newly named *Matsonia* is 604 feet long, with a breadth of 79.3 feet and a depth of 30.5 feet.

(The following is abstracted from a news story accompanying the picture, below, in the New York Herald Tribune, issue of April 22, under the headline, "Monterey, Long a 'Dead Ship,' To Be Reborn.")

The 23,000-ton Matson liner *Monterey*, which has been a "dead ship" since 1947, is about to undergo a transfiguration that will change her from a rusty hulk to the luxurious passenger ship she once was.

Last week the *Monterey*—now called the *Matsonia*—was towed stripped and powerless (from San Francisco to Newport News). By next spring she will be transformed into a fitting running mate for Matson's all-white liner *Lurline* . . .

On May 12, 1932, she sailed from New York for San Francisco on her maiden trans-Pacific voyage. She and two sister ships, the *Lurline* and the *Mariposa*, now the Home Lines' Pan-

amanian-flag *Homeric*, were built at Bethlehem Steel Co.'s Fore River (Mass.) shipyard . . .

The former 700-passenger ship will have accommodations for 770 travelers when she sails for Hawaii at the height of the summer travel season next year . . .

The *Monterey* served for five years as a World War II troopship. In 1946 Matson started to reconvert her and the *Mariposa* into passenger ships, but soaring costs prevented completion of the work.

Atlantic Fishermen

For those who sleep beneath
 the rocking turquoise sea,
 who held reluctant breath
 for that dark lullaby:
 for those who nameless turn—
 boy with the empty side
 where once his hot heart burned,
 strong-thighed men whom tide
 loved overmuch, who flung
 nets to the raging hours—
 we lay our wreaths on the long
 waters, these heartbreak flowers.

FRANCES FROST

(In the New York Times, May 11.)



Celebrated Shipmasters

IF YOU ARE CAPTAIN of the second largest ship sailing under the American flag, it goes without saying that you are a member in good standing of what is known, here at least, as the Company of Celebrated Shipmasters. And if you are, your name must be Capt. Frederick Fender, of the *S.S. America*.

Captain Fender, previously executive officer of the *United States*, assumed his present command late last year, replacing Capt. Harold Milde, who retired October 17.

The now well known master of the *America* first went to sea in 1913—after all, only 43 years ago!—as a cadet officer aboard *S.S. St. Louis*, and served in United States Lines ships as a junior officer until 1923, when he was named master of *S.S. Montauk*.

Three years later, in 1926, he was assigned to shoreside duty as assistant marine superintendent, holding that position—with collateral duty as a standby relief captain—until 1935, when he left the company to go into the fruit packing business in Florida.

Captain Fender returned to United States Lines in 1942 as master of *S.S. Staghound*, but was called to active duty with the United States Navy that same year. He served as commanding officer of the training ship for cadet midshipmen of the New York State Maritime College, then was appointed district cadet supervisor at New Orleans, with the rank of commander.

Asking for sea duty, he was assigned



Captain Fender on the bridge

to combat areas in the Pacific aboard *U.S.S. Breton*, and later became commander of an attack transport which was designated division flagship of the amphibious fleet under Vice Adm. R. K. Turner, seeing action from the Gilbert Islands to Okinawa.

Following his release from service in 1948, Captain Fender became master of several United States Lines cargo vessels—until 1951, when he was named executive officer of the *America*, the largest ship flying his country's stars and stripes at the time.

When the new superliner *United States* was being staffed prior to her maiden voyage in 1952, Captain Fender was chosen as executive officer, in which capacity he sailed until his latest promotion took him back to the *America* as master.

The Fenders—the captain, his wife, and their two children—reside in Island Heights, N. J.

Captain Fender's executive officer is Capt. Allan C. Smithies of Norwalk, Conn., a Californian, who was master of U. S. Lines' *American Flyer* in the North Atlantic trade until he joined the *America*.

Editor's note: *S.S. America*, 26,314 tons, twin-screw, steam turbine powered, is 663 feet, seven inches long, by 93.5 feet wide, by 30.5 feet deep. She was built by the Newport News Ship Building & Dry Dock Co. in 1940.

Have Considered (Favorably)

Dear Sir:

Recently I had the opportunity to read the February issue of *TOW LINE*. It occurs to me that your interesting magazine would be an excellent means of not losing sight of marine transportation news in the States. Therefore, would you please consider adding my name to your mailing list?

H. B. DEPRIEST
(Dakar, Senegal, Africa)

Interesting and Educational

Dear Admiral Moran:

This is to thank you for allowing the cadet-midshipmen of the U. S. Merchant Marine Academy to complete their field trip to New York harbor and the Moran Towing Co.

Approximately 170 were fortunate enough to make the trip and to observe the diesel-electric propulsion plants and the operation of tugs under normal conditions, as well as harbor activities. The cadet-midshipmen were very much impressed by the cooperative spirit of your captains and chief engineers and by the extreme cleanliness and efficiency of operation of the tugs. They feel that they have gained much useful knowledge and information during their trip. Each day two supervising instructors and about 24 cadet-midshipmen boarded two of your tugs in two groups so as not to cause undue crowding during inspection of the engines, as suggested by Mr. Bodlovic, and the trips proved most interesting and of great educational value.

So for all hands we wish to express our thanks to you for your kindness, cooperation, courtesy, and aid in giving us the opportunity to make these trips. In the past we have been most fortunate in having had the fullest assistance of Nick Bodlovic, Dan Grandone, Ed Coon, and Capt. John Bassett, as well as the captains, mates and engineers aboard the tugs. Further credit and thanks is extended to all your tug personnel.

CAPT. L. S. MCCREADY, USMS
(Head, Dept. of Engineering)

HARBOR INSPECTION—In cooperation with the Port of New York Authority, on May 5 the company had the pleasure of placing the tug *Doris Moran* at the disposal of a charming visitor and her party for an inspection tour of port facilities. Left to right in this informal photo: Her Highness, the Princess of Liechtenstein, Mrs. Fred Jygax, wife of the Swiss Consul General in New York, Mr. Jygax, and Edward J. Hennessey, Moran ass't vice president.





MASSED HOUSE FLAGS—Maritime Day celebrations May 22 enjoyed favorable weather for the most part, including a thoughtfully conceived and smoothly executed observance in New York. A colorful parade moved north on 6th Avenue from 47th Street to 50th Street, thence to Rockefeller Plaza, where the speaker of the day was Secretary of the Navy Charles S. Thomas. There, cadet-midshipmen from the U.S. Merchant Marine Academy and the State University of New York Maritime College, and detachments of Army, Navy, Marine Corps, and Coast Guard men—and a considerable crowd of spectators—formed a festive looking (but attentive) audience. Our photographer took dead aim at a section of the street parade featuring part of the American Merchant Marine Institute's eye-filling collection of approximately 50 steamship company house flags, just as it moved into the plaza.

Simple Questions Can Spawn Complicated Answers; If You Think Not, Here Is Proof

One of our circumspect readers, Fred F. Schrenker, 45 Butler Place, Rosebank, Staten Island, submits a three-part question: (a) what is the highest horsepower in the Moran fleet; (b) what is the name of the tug; and (c) what is its cruising radius?

He says he is involved in some sort of an argument about this, and he thanks us in advance for healing the schism—if we can, and we can, maybe.

It is a deceptively simple query. The answer(s) will necessarily be hedged with ifs, ands, buts, however, and other such artful escape hatches.

What does our correspondent mean by "the Moran fleet"? If he is talking about ocean and/or coastwise tugs, that is one thing. If the argument concerns essentially harbor-type tugs, that is something else—a seahorse of a different color, you might say. Again, are the inland waterways tugs and river towboats to be excluded? (Let us assume lowly shifting boats, as such, are beyond the pale in this connection.) Nevertheless, that white block "M" on an all-black stack is the distinguishing mark of a highly diversified fleet of work boats.

We propose to have a feeble go at the controversial subject of Mr. Schrenker and company in any event.

The towboat *Betty Moran*, under construction in St. Louis, Mo., will be rated at 2,160 horsepower. The steam tug *Alice Moran*, engaged in transport work in the Port of New York for the most part, is rated at 2,000 horse-

power. Far-ranging ocean tugs of our *Marion Moran* class, the ATA-type, are rated at 1,900 horsepower. The *Grace Moran*-class harbor tug is rated at 1,750 horsepower. . . . These are not merely bookkeepers' figures; they represent bona fide power ratings.

So we come now to that matter of "cruising radius." It all depends on weather and sea conditions and what a specific tug is towing, doesn't it? Also on supplies of potable water, comestibles and the like—which few persons seem to take into consideration.

As a point of departure, a figure to start with, put down thirty days for the *Betty* and the *Marion*, half as many for the *Alice*. As to the light running endurance of an ATA-type ocean tug, let us say she is capable of cruising at a speed of thirteen knots for a month—9,360 nautical miles, approximately.

EYE-OPENER: Entire front cover, semi-monthly "Maritime Reporter" of May 15, size 11"x13½"; aerial photo of our Canal Zone-Newport News tow: *S.S. Matsonia*.

AMOCO TANKER — "All of us here in the American Oil Company Marine Department enjoy reading *Tow Line*, and we shall be honored and pleased to see this picture published (in it)," L. C. McKay, Amoco marine operating manager, said to our Joseph B. Moore, referring to this nicely detailed Flying Camera, Inc., aerial shot of his company's *S.S. Amoco Carolinas*. It's a pleasure here, too. In this instance our *Elizabeth Moran*, with Capt. Ole Ericksen as pilot, was assisting the ship from anchorage off Staten Island to the American Oil dock at Carteret, N. J. Built by Sun Ship Building & Dry Dock Co., Chester, Pa., in 1943, *Amoco Carolinas* (ex-*Pan Carolinas*, ex-*Appomattox*), 10,374 gross tons, is 503 feet long and 68 feet wide, with a depth of 39 feet.



Internationally Acclaimed Artist Joins Tow Line Staff; See Cover of This Issue

WITH THIS ISSUE of TOW LINE the company is pleased to introduce a new staff artist, the already well known and widely appreciated Lili Réthi, a native of Austria, but a resident of New York since 1939, whose excellent black-and-white impression of Moran's dispatching department in action provides a pleasing change of pace in front covers.

Oddly enough, considering she is a woman, Miss Réthi is recognized on the Continent and in England, the Scandinavian countries, and the United States as one of the outstanding industrial artists of our time. In a similar introductory article a few years ago, the Journal of the American Society of Automotive Engineers, for which she did a series of 58 covers over a period of five years, said of her:

"Without sacrificing truth for beauty, her drawings of buildings, bridges, airports and other man-made creations are harmonies of strict detail combined with picturesque loveliness. It is little wonder, therefore, that her posters have made history in both artistic and engineering circles."

If the SAE editorial writer had noted that Miss Réthi's masterful renditions of shipyards and ships are in a class by themselves, not far removed from the dizzy peak of that difficult genre, he would have come nearer to circumscribing her amazing feminine talent. Assignments for TOW LINE from time to time undoubtedly will rectify this oversight; and we are content to let her marine-type work speak for itself in following issues.

Miss Réthi was sent to this country by the Illustrated London News to sketch the World's Fair, and she was



Sketching on the Moira Moran

so attracted by the American industrial scene that she remained to portray that aspect of our life—subsequently as a citizen herself.

Here are some of the milestones in her American career:

One-man exhibits: 1940, Architectural League; 1942, American Society of Civil Engineers; 1943, Metropolitan Museum of Art; and a permanent exhibit in the Wallace Clark Center, New York University.

Books, sponsored by the Bureau of Yards and Docks, U. S. Navy Department: 1941, "U. S. Naval Dry Docks," Philadelphia and Norfolk, 15 pictures; 1942, "U. S. Naval Dry Docks," Brooklyn Navy Yard, 15 pictures; 1943, "Building Tankers," Mobile, Ala., 11 pictures; 1946, "Builders for Battle," Pacific Naval Bases, with an introduction by Rear Adm. Ben Moreell, USN., 26 pictures; 1947, "Franklin D. Roosevelt's Hyde Park," 23 pictures; and 1950, "Reconstruction of the White House," for the Committee on the Reconstruction and Spencer, White & Prentis. She has illustrated many juvenile and text books.

When judicial note is taken of an extensive series of originals for publication or wall decoration, for the following among others, Miss Réthi's American career assumes even larger proportions: New York Times, Cities Service, American Petroleum Institute, Sperry Gyroscope Co., Turner Construction Co., Walsh Construction Co., Bliss (Detroit), Royal Aluminum Co. of Canada, Stainless Steel (Baltimore), U. S. Tobacco Co., and Metropolitan Museum of Art. Only last year Radio Salzburg (Austria) honored her with a half-hour biographical broadcast.

We welcome Miss Réthi aboard the Moran fleet, and we hope you enjoy this June-dated cover and following examples of her work.

FASTER! FASTER!—Two new 18.3-knot tankers will be built by the Esso Shipping Co., with the Maritime Administration paying for extra speed as a national defense feature. Dimensions: 715 feet by 93 feet by 37 feet. Capacity: 320,000 barrels.

Daily Constitutional



Almost anything can happen in the construction and repair division office at Moran HQ, even the zoological. When Hugh L. Mesnard, chief engineer, found himself on temporary duty in Sausalito, Calif., he must have thought a substitute diversion was indicated here. Hence this free-wheeling turtle, an arrival by air parcel post, and promptly named Hughie—although the sex of the critter is anybody's guess. He has no compunction about interrupting the typing of Frances Carroll, department secretary, who provides insectile snacks for her pet. Hughie sleeps pretty steadily, she says, but seems to be developing a tendency to wake up when other comely girls drop in. Could have been conditioned elsewhere, of course.

Our Respects to Uncle

Dear Sirs:

I am very much interested in tow-boats, specially the tow-boats of your company. I am a collector of photocards and showcards of tow-boats, so I ask you politely to send me some. I heard from my uncle that you publish a magazine of tow-boats, and I would like to have a specimen copy.

T. ENGELS
(Ymuiden, Holland)

Morning Twilight, North Atlantic

Scourged by a norther, belts of rain,
Beneath a moonbow's rounded arch,
Across a sad and murky plain,
Snarling, the gray battalions march.

They shrug us from their heaving backs,
They toss us, drop us, and are gone,
The wasteland far below us cracks,
We plunge and strike as if on stone:

And we shrug too. Here is our path,
And we shall keep it come what may,
Till bright swords rend the veils of wrath,
And bore to us the golden day.

JOHN ACKERSON
(In the New York Times, April 2.)

Fifth Annual V.S.P. Cruise Outstanding

Described as the most successful field day of its kind to date, the fifth annual tugboat cruise of Volunteer Service Photographers, Inc., a charitable organization devoted to "rehabilitation through photography," was held Saturday, May 19.

One hundred and fifty enthusiastic shutter-bugs, including many experts on the distaff side, boarded our *Barbara Moran* at Pier 1, North River, well in advance of castoff time, 2 p.m. The itinerary covered a trip to Port Newark, a two-hour tour of Newark Airport through the courtesy of the Port of New York Authority, and the return trip to The Battery. Box lunches and coffee were served on the cruise.



—Photo by Lucille Christian

Practically perfect weather for picture making prevailed. A brisk wind provided a welcome challenge to the photographers' ingenuity and skill.

Eugene F. Moran, Sr., chairman of the board, Moran Towing & Transportation Co., was one of the judges (May 24) of a contest to determine the best pictures, both in black and white and in color, made during the cruise. As this was written, results had not been announced.

The VSP works with hospitalized veterans, providing cameras and dark-room equipment, as well as personal instruction, as an aid in rehabilitation.

PICTORIAL EXCELLENCE — Sometimes there is no better reason for publishing a photograph than its combination of pertinent subject matter and thoughtful composition; and staff cameraman Jeff Blinn did very well with this one, wouldn't you say? The diesel-electric tug is familiar enough, our *Barbara Moran* (Capt. George Sahlberg, Cliffside Park, N. J.), and she is moving the *Alcoa Ranger* from Brooklyn Army Base to Pier 6, Bush Docks. All we know about the outbound ship is that she appears to be a British freighter. All right?

"The Flavor of New York"

Dear Sir:

I wish to renew my thanks for your sending me copies of your *TOW LINE* regularly. . . . I not only find your magazine interesting from inside the front cover to inside the back cover, but also admire the cover pictures. Two of these have been framed and hang in our office here. One is a pier-end view of the Bethlehem Hoboken yard, with one of your tugs in the foreground, and the other is a panoramic scene of New York harbour, with the Statue of Liberty and with a Texas tanker being assisted by one of your tugs. These two pictures keep a flavor of New York in the office.

E. F. GANLY
(U. S. Salvage Ass'n, London)

You're Quite Welcome, Sir

Dear Mr. Munroe:

I would like to take this opportunity to thank you and all the people at Moran whom I met when I spent that day aboard the *Maira Moran*. Captains Cray and Hayes, the deckhands, the cook—who should receive some sort of a medal for his cooking!—in fact, the whole crew made that trip one I shall never forget. I took several pictures of the *United States* being moved into the stream, by Moran tugs of course. . . . Also, I am enclosing three shots of the *Italia* being moved upstream by "M" tugs, and you might be interested to learn that the *Maira* took out the *Italia* that same night. And here is a picture of Captain Cray, made while he was taking out the *Mormacdove*. At this point I should like to thank you for sending me *TOW LINE*, which is an invaluable aid in my study of merchant shipping.

THOMAS B. ELLSWORTH, JR.
(New Canaan, Conn.)

Japanese Items

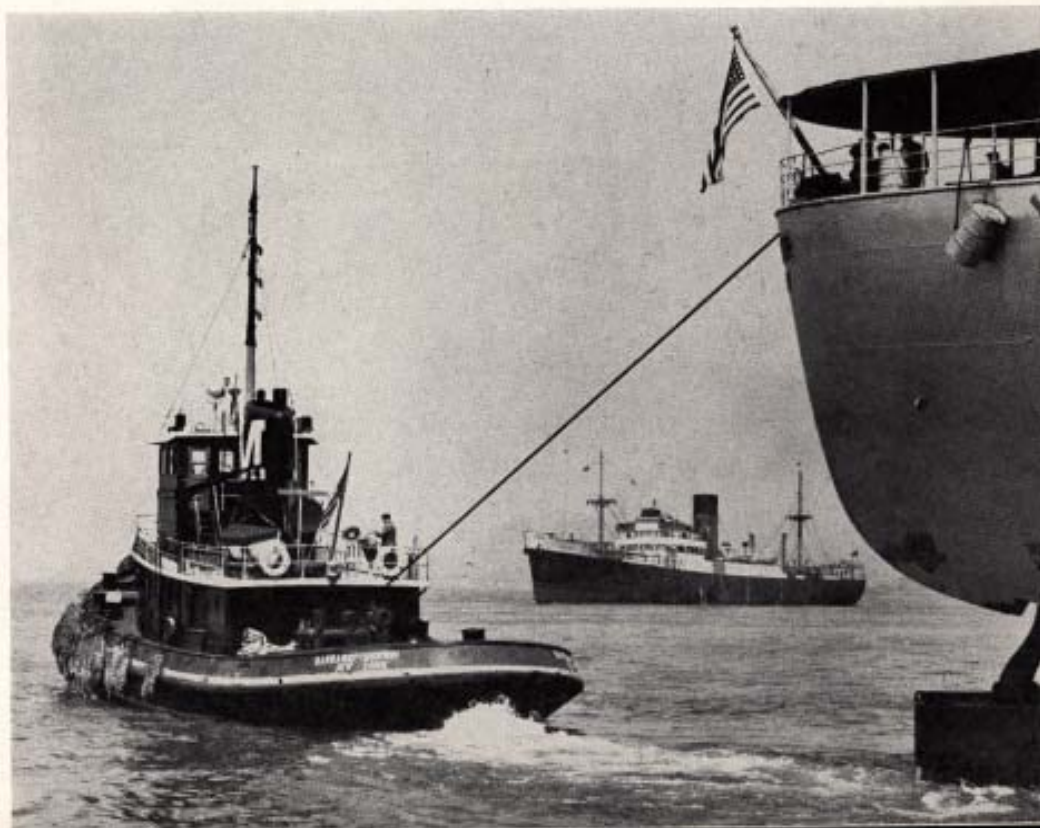


Aboard the tug *Elizabeth Moran* on May 17 for a comprehensive tour of New York harbor were two interested and interesting guests of the company: Wakaji Kawamura, investigator for the Ministry of Agriculture and Forestry, Japanese Government, formerly Governor of Kochi Prefecture, and Miss Fumie Adachi, public relations representative for the Central Raw Silk Association of Japan, 385 Fifth Avenue, New York. They made no secret whatever of the fact that they were very much impressed with what they saw—of port operations and Moran equipment.

Dear Sirs:

Your magazine *TOW LINE* is admirable and we continue to enjoy it. It is greatly appreciated by all concerned here. Would you kindly make the indicated change of address on your mailing list?

JESSE B. THOMAS
(Asahi Evening News, Tokyo)



FLOATING FIRE FIGHTERS

IN THE PORT OF NEW YORK

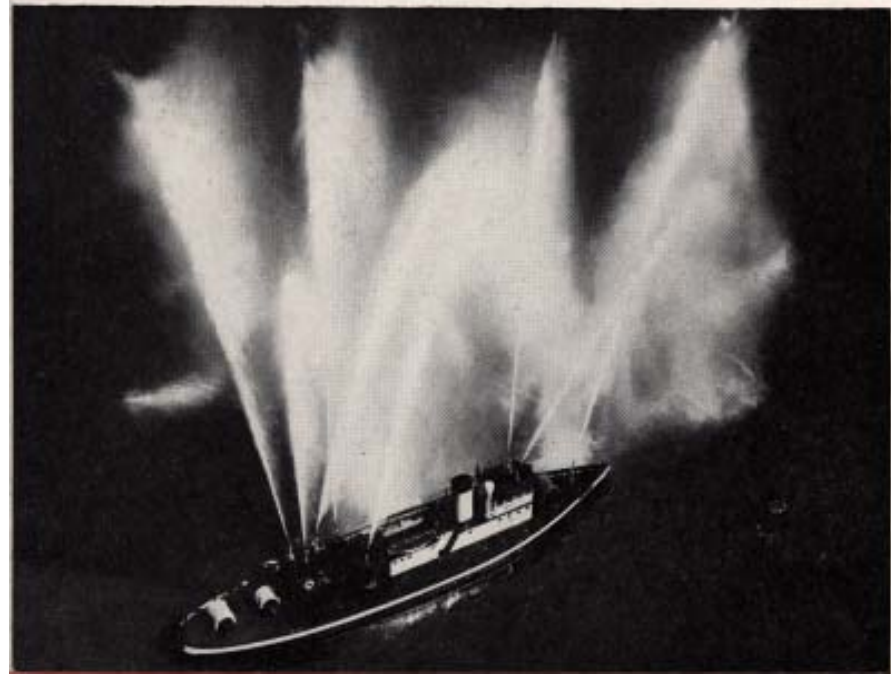
By WILLIAM JEROME DALY

Editor's note: "Jerry" Daly, whose by-line appears just above, is a veteran newspaper man, presently secretary of the New York City Transit Authority. He was born at Corlear's Hook, within a stone's throw of the East River waterfront and in the atmosphere of the fireboat station at Grand Street. He has been a fire buff for more than half a century, and is a member of the International Association of Fire Chiefs and the National Fire Protection Association.

When fire strikes a pier, warehouse, cargo ship or any craft in the Port of New York and threatens to be dangerous, Moran tugs, as a matter of public service, assist New York fireboats in their battle against the flames—a sort of auxiliary fire fleet. Boats of other towing companies and Coast Guard boats, too, share in any such effort.

Last year, in addition to 821 responses to waterfront alarms, New York fireboats crossed the Hudson River fifteen times to help subdue large fires on the New Jersey waterfront. In many of these local and inter-state operations Moran tugs have been of great assistance. Three of the fifteen calls were to Jersey City, three to Hoboken, three to Weehawken, one to Bayonne, one to Communipaw, and one to Newark. New York fireboats did not operate on three precautionary calls.

New York fireboats respond to fires in our neighboring state on request from the fire officer in charge of the New Jersey fire department affected. He is the only person that Fire Chief Edward Connors or Fire Commis-





sioner Edward F. Cavanagh of New York will recognize. This is a mutual understanding between chiefs of neighboring fire departments everywhere.

Requests for help from fire chiefs of communities on the west side of the Hudson are honored by the New York department pursuant to the provisions of the New York City charter, predicated on an agreement dated September 16, 1833, between the bordering states relative to jurisdiction over New York Bay and the Hudson River. This was approved by Congress.

It gives exclusive jurisdiction over New York Bay and the Hudson River, "west of Manhattan" to the State of New York. The New York City charter (Sec. 487) provides that the New York fire department "shall have sole power and authority to extinguish fires upon any vessel, dock, pier, warehouse, etc., bordering upon or adjacent to the Port."

New York derives no revenue from such assistance.

Moran tugs have aided the fireboat fleet at more than fires. In the afternoon of September 17, 1953, the 49-year old fireboat *George B. McClellan* was throwing Niagaras of water in New York Bay for the entertainment of a boat load of VIP's from Washington, D. C. In the midst of the show a huge condenser in the engine room of the old fireboat blew its top. The fireboat became disabled. Engineer John D. McKean was scalded at his post of duty. The tug *Julia C. Moran*, nearby at the time, towed the crippled fireboat to her berth at St. George, Staten Island, where the unfortunate engineer was taken ashore and rushed to a hospital. He died two days later. The *McClellan* never returned to duty.

A bronze plaque testifying to the "outstanding service" of the crew of the *Julia C. Moran* to the crew of the disabled fireboat adorns the wall of the dispatchers' office at Moran HQ in the Whitehall Building, 17 Battery Place, Manhattan. It is the gift of the Marine Towing and Transportation Employees Association and the United Marine Division—Local 333, I.L.A.

New York City is presently reduced to eight fireboats. For many years the leading port in the world had ten fireboats covering 650 miles of navigable waterfront and protecting 200 piers (130 shedded). These piers are capable of berthing 400 ships at one time. There are 4,007 tugs, lighters, barges, derricks, etc. in the port. Cargo averages 137,353,450 tons a year.

In Fire Commissioner Cavanagh's budget for 1956 there is earmarked for new fireboats \$2,475,000. Mr. Cavanagh, formerly commissioner of the Department of Marine and Aviation, and very marine minded, is figur-

ing on spending \$1,647,000 this year. Two of the fleet of ten fireboats were condemned by the Coast Guard during the past three years. The *McClellan* (1904) and the *Cornelius W. Lawrence* (1908) were auctioned.

New York's fire fighting armada:

John D. McKean, Pier 1, North River, (1954); named for the engineer of the ill-fated *McClellan*; capacity 14,000 GPM at 170 pounds; 16 knots; diesel; twin screws and rudders; radar; cost \$1,427,000.

Fire Fighter, 37th Street, Brooklyn, on Gowanus Bay; (1938); name dictated by Mayor Fiorello LaGuardia as a proletarian gesture to the fire fighters of the world; 20,000 GPM at 150; diesel; twin screws; 20 knots; radar; cost \$1,125,000.

John J. Harvey, 13th Street, North River (1931) named for the pilot of the fireboat *Willett*, who was killed February 11, 1930, by an explosion in the burning cargo of the *North Ger-*

(Continued on Page 13)



Tug Bartow Rescues Two Long Islanders

Chalk up another speedy and characteristically adroit rescue job to the credit of a Moran harbor tug—the industrious *Bartow* in this instance.

At 0440 Saturday, May 26, the *Bartow* (Capt. Frederick Jonassen, Lodi, N. J.) shoved off from the Texas Company's Bayonne dock off Hamilton Beach, Bergen Basin, with the Texaco *Barge No. 325*, headed for Idlewild Airport, presumably with a cargo of aviation gasoline.

Ten minutes later, Captain Jonassen recorded in his log, the tug let go of the barge to pick up two men seen floundering in the water—Frank Nolan, Bay Shore, L. I., and Michael Roman, 147-23 Liberty Avenue, Jamaica, L. I. It seems one of the luckless pair had fallen off a dock, the other had jumped to his rescue, and both, the worse for wear, were hanging onto piling.

Anyway, Nolan and Roman were hoisted aboard the *Bartow* promptly, perhaps fortunately, and subsequently were put ashore—warmed with strong coffee and the good wishes of the tug's alert crew, one would assume.

Less than an hour and a half later the *Bartow* and her barge were at Idlewild.

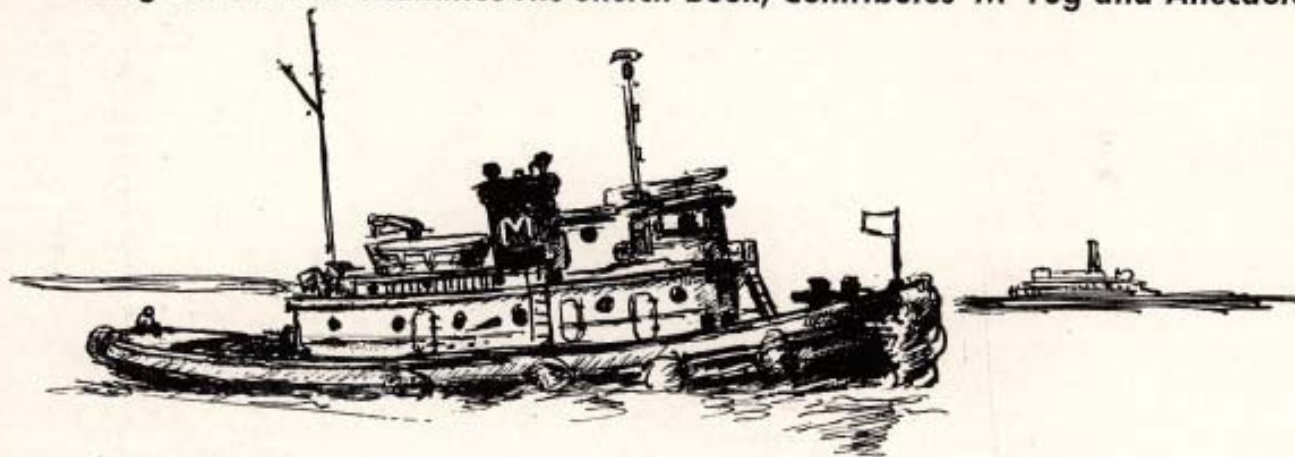
Precision Miniatures



The insidious virus responsible for "tugboat fever" is no respecter of the sexes or of individuals. Bankers, barristers, butlers, and bellboys; dowagers, dancers, dieticians, and dressmakers—apparently nobody is immune. One of the commonest symptoms of this malaise is model making, which can range from miniatures to large scale, fully-equipped masterpieces. Maureen Doyle, receptionist and relief switchboard operator for Moran, goes in for assemble-them-yourself plastics produced by the Ideal Toy Co.—some as cute as a bug's ear. She says her mother is not too keen about the resulting "clutter" at home, but there seems to be no lack of appreciation here at fleet headquarters. All you need is the instruction sheet, a steady hand, and some styrene plastic cement.

PORTLAND vs. PORTLAND—"We're a long way from Moran headquarters," writes John Finch, marine editor of the Oregon Journal, Portland, Ore., "but not too far to enjoy reading your fine magazine. However, on the enclosed list (your February issue) I believe the checked item should read Portland, Oregon, instead of Portland, Maine." Mr. Finch refers to the story we carried under a two-column, two-line head: American Ports that Passed Million-ton Cargo Mark, 1954; Moran in Forty-seven. We appreciate his interest, but decline the nomination. For one thing, TOW LINE listed only those ports, with their respective tonnages, that *Moran tugs* have operated in and out of—in most instances, as we said, many, many times. The Oregon port was not included; the Maine port was, for that reason. Let Mr. Finch draw a bead on Yates Catlin of the American Waterways Operators, Inc., whose typist must have been responsible for a confusing error in the list originally released by the Corps of Engineers, U. S. Army, since tonnages for Portland, Me., and Portland, Ore., were reported as identical. The correct figure for the west coast port should have been 11,336,975—thus placing it a couple of notches down the list, between Newport News, Va., and Tampa, Fla.

Cambridge Reader Re-examines His Sketch Book; Contributes 'M' Tug and Anecdote



Dear Mr. Munroe:

Thank you for sending me a copy of your April TOW LINE with my poem in it.

When I lived in New York City I enjoyed painting the waterfront, especially the tugboats. Most of my boat pictures are now in private collections, but I still enjoy looking through old sketch books where the "M" on the smokestack is as common as it is in New York Harbor.

A number of years ago at an exhibition in Manchester, Vt., which is about as far inland as you can get in New England, I overheard two visitors talking about one of my pictures. (Artists can be forgiven for eavesdropping in such instances.) Pointing to one of my representations of a tugboat, one farmer said to the other, "You see that 'M'? That means Moran."

JAMES L. MONTAGUE

(213 Brattle St., Cambridge 38, Mass.)



HOLLAND-AMERICA LINE PIER—This is an architect's conception of the new square-shaped cargo and passenger terminal to be built by the City of New York at the foot of West Houston Street, North River, for occupancy by Holland-America Line—which has agreed to transfer all of its steamship operations from Hoboken, N. J., to the Manhattan side of the river. The retouched photo of a section of the island extending from Canal Street to Christopher Street, approximately, shows four HA-type ships berthed at the terminal planned and negotiated by the New York Department of Marine and Aviation. The estimated cost of the project is \$16,240,000. Parking space for about 1,000 automobiles will be provided on the roof of the structure. To the southward, downstream, is shown a new proposed Pier 36, as it would appear according to plans still under consideration.

All Hands Were Helpful

Dear Bob:

Many thanks for permitting Francis Greene and me to take Helen Hall aboard your tug *Moirra Moran*. . . . May I mention a special word for your two most able captains, William Hayes and John Cray? Without their help Miss Hall's (radio) program would have been a complete fizzle. They really put out for her. I cannot imagine tug masters being any more cooperative than they were. It was a pleasure for me to meet Capt. "Bill" Snyder and "Tony" Huseby, too. Everyone contributed to a fine morning.

FRANK O. BRAYNARD

(*Amer. Merchant Marine Inst., Inc.*)

Salute to 'M' Skippers

Gentlemen:

I have just received the April issue of your publication *TOW LINE*, for which I am very grateful. As I am taking up the position of marine superintendent of the Cunard Steam-Ship Co., Ltd., in London, I shall be glad if you will kindly convey my best wishes to the many tugboat captains with whom I became acquainted during my many visits to New York. I shall miss seeing the old familiar "M".

Capt. A. G. CUTHILL

(88, *Leadenhall St., London, E.C. 3*)

Sorry, No Vol. II, No. 6

Dear Mr. Munroe:

Recently I was looking over my old *TOW LINES* to see how many I really had. After checking, it looks like there are six issues in a volume. If this is so, I am missing only four: Vol. II, Nos. 5 and 6, Vol. IV, Nos. 3 and 5. I also have doubles of a few back issues which someone might need, and an extra first edition. Would you please let me know if you have the issues I need to complete my collection, or someplace else I can write?

ROBERT LEONARD

(5 *First St., Waterford, N. Y.*)

FRIENDS HONOR RETIRING ADMIRAL

Rear Adm. Louis B. Olson commander of the U.S. Coast Guard Third District and Eastern Area, was honored May 28 at a luncheon given by E. F. Moran, Sr., chairman of the board, Moran Towing & Transportation Co., and a commissioner of the Port of New York Authority.

The special occasion, for which a group of Admiral Olson's friends gathered in the Whitehall Club, was the veteran officer's impending retirement from service, June 1, to his recently acquired home in Coral Gables, Fla. (His successor in New York, scheduled to assume both commands about June 20, is Rear Adm. Henry C. Perkins, previously chief of operations at U.S. Coast Guard HQ, Washington, D.C.)

In a brief talk following the luncheon Mr. Moran reviewed some of the Coast Guard's outstanding work in war and peace, with special reference to the importance of the service in this district and in the Port of New York, and paid glowing tribute to Admiral Olson's record here and elsewhere, afloat as well as ashore. Some remarks by Commo. John S. Baylis, USCG (Ret.), amplified the host's appreciation.

The retiring officer gave full credit to his district-area staff, and to officers and men who preceded him in New York, for the work of the service in the sprawling territory under his command. He predicted the brightest of futures for the world's busiest port, assuring all hands of full cooperation and continuing constructive work by his successors.

The guest list for Mr. Moran's luncheon follows:

Rear Adm. R. H. Hillenkoetter, USN, retiring commander, Third Naval District; Capt. Hewlett Bishop, Atlantic Coast Director, Maritime Administration; William E. Cleary, secretary-treasurer, American Waterways Operators; Walter L. Green, former president, American Merchant Marine Institute; Vincent A. G. O'Connor, New York Commissioner of Marine and Aviation; L. R. Sanford, president, Ship Builders Council of America; Edward J. Shaughnessy, district director, U.S. Immigration and Naturalization Service; H. Gerrish Smith, chairman, Ship Builders Council of America; Commodore Baylis; Rear Adm. L. C. Farwell, USCG (Ret.); Capt. Harold Nerney, USMS, representing Rear Adm. Gordon McLintock, superintendent, U.S. Merchant Marine Academy; Vice Adm. C. T. Durgin, superintendent, New York State Maritime College; Arthur M. Tode, honorary president, Propeller Club of the United States; Julius C. Manzi, secretary, Propeller Club Port of New York; R. M. Munroe and Howard J. Blinn, public relations manager and staff photographer, Moran Towing & Transportation Co.; and Rear Adm. Edmond J. Moran, USNR, and Joseph H. Moran, II, president and vice president, Moran Towing & Transportation Co.

Below (l. to r.): Admiral Olson, E. F. Moran, Sr., and Admiral Hillenkoetter.



Fleet Safety Record

The following captains and mates had no damages charged against them for the months of March and April, 1956:

Agnes A., E. Chartrand; *Alice M.*, E. Hoffman, J. Cummings; *Anne*, G. Hayes, J. Morin, S. Abrams; *Barbara*, H. Wee; *Carol*, R. Hayes, L. Thorsen; *Catherine*, C. Parslow, T. Sweet, J. Chartrand; *Cathleen E.*, H. Stensland; *Chesapeake*, H. Becker, T. Shubert; *Christine*, A. Shaw, V. Chapman; *Claire A.*, A. Duffy, J. Driscoll; *Dauntless*, A. Edlund, J. Johnson; *David E.*, O. Russell, P. Lemke, H. Hamilton; *Doris*, B. Scherer, M. Grimes, C. Valley, P. Gaughran; *E. F. Moran, Jr.*, G. Dyrsten, T. Tobiasen; *Edmond J.*, W. Baldwin, F. Schweigel, W. Mason; *Elizabeth*, T. Ball, J. Johansen; *Eugene F.*, E. Bergsted, G. Ackerman, J. Halling; *Harriet*, M. Connor, F. Perry, J. Hendrickson; *Helen B.*, T. Sorensen, G. Pederson, R. Salvesen; *Howard*, H. Jacobsen, J. Todesky; *Joseph H., II*, B. Fiske, L. Garberg; *Julla C.*, J. Barrow, E. Dexter, T. Daniels; *M. Moran*, E. Thorsen, C. Nielsen, J. Mueller; *Margaret A.*, J. Monahan; *Margot*, D. Bodino, H. Kroll; *Marie S.*, J. Petersen, F. Noel, H. Vermilyea; *Marion*, I. George, P. Burdogan; *Martha*, H. Sixten, H. Taft, F. Carpenter; *Mary*, M. Rodden, J. McConnell, T. Kivlan; *Michael*, V. Daisey, P. Burns, P. Berg; *Moir*, W. Hayes, J. Cray, A. Rowohlt, W. Morrissey; *Nancy*, M. Sullivan, J. Blaha, C. Sawyer; *Ned*, G. Sanschagrin, L. Foley; *Pauline L.*, C. Sheridan, R. Hayes, R. Poissant, J. Smith; *Peter*, H. Anderson, I. Nordberg; *Sheila*, E. Freeman, W. Karwoski; *Susan A.*, K. Buck; *Walter L. Meseck*, P. Bogovich; *William J.*, A. Munson, L. Richardson, E. Knutsen; *Bartow*, F. Jonassen, E. Batcheller; *St. Charles*, B. Decey, C. Shannon; *St. Helen*, C. Norall, B. Kenny, F. Hansen; *Relief Crew #1*, O. Ericksen, O. Olsen; *Relief Crew #2*, J. Jorgensen, G. Carlson; *Relief Crew #3*, J. Jaques; *Relief Crew #4*, C. Westervelt, B. Prime; *Relief Crew #5*, P. Walling, J. Fagerstrom, Jr., D. Higbee, L. Geitzler.



CHICAGO BOUND—Bill Leighton, photo editor of the Oswego Palladium-Times, made this shot of our *Anne Moran*, first of the "M" fleet to arrive in the Port of Oswego, N. Y., in the 1956 canal season, with the Time, Inc., paper barge N. L. Wallace. Second: Sheila Moran.

DANISH MOTOR VESSEL—A strangely uncluttered stretch of the East River, a skyscraping section of midtown Manhattan, and a couple of pier ends on the Queens side of the River provide an attractive setting in this instance for a Danish ship, *M/V Florida*, 3,538 gross tons, operating between U. S. North Atlantic and Gulf of Mexico ports and Oslo, Norway, and Copenhagen, Denmark. Det. Forenede Dampskibs-Selskab, Copenhagen, are her owners; Funch, Edye & Co., 25 Broadway, are her New York agents. The *Florida*, first Scandinavian-American Line vessel to arrive in this country after World War II, was built in 1944. Since the war this service has been augmented by six additional vessels, two of the same size as the *Florida*, the other four of about 6,300 tons. On this arrival our tug *Pauline L. Moran*, with Capt. Charles P. Sheridan as pilot, docked the ship at India Street, Greenpoint.—Flying Camera, Inc., photo.

Important Rendezvous!



This familiar scene at the bulkhead alongside Pier "B", Jersey City, symbolizes something pretty important in the workaday life of a tugboatman—grub, and plenty of it. Crews of the Moran fleet are no exception to the rule; they are always on the alert for chow call, and they eat very well indeed, as Tow Line staffers can testify from personal experience. Here the *Doris Moran* loads dry stores from a ship chandler's truck in between docking assignments in the North River. The husky deckhand taking cartons over the bow is Sigurd E. Andersen, 155 Woodvale Avenue, Prince Bay, Staten Island. Anon he'll encounter some of that grub in more interesting form, in the galley, naturally.

No Charge for Subscription; But Your Idea Tempts Us

Dear Sir:

Would you kindly let me know how much you charge for a subscription to your great publication, *TOW LINE*? It's the best; and being a marine man, I am much interested in getting the magazine.

Thanks. FRANCIS J. BRANNIGAN
(225 W. Broadway, Fulton, N. Y.)



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.)

MAY 9, 1906—Steel schr. *Wm. L. Douglas*, 3,470 tons, and steel schr. *Thomas W. Lawson*, 4,914 tons, have been chartered for a two-year period for carrying bulk oil between Texas oil ports and northern ports. They are now being fitted out with additional bulkheads and will be towed between ports... The superior court at Providence, R. I., sold at public auction May 3 the steamer *Mary*, of Providence, Newport and Block Island Transportation Co., to Wm. J. Dunn of Fall River, for \$7,050... Tug *Unique*, which was purchased from the Dalzell Towing Co., left New York May 6 for Lake Champlain, where she will tow barges for the Northern Boatman's Union... At a special meeting of the board of directors of the Maritime Exchange of the Port of New York, the following new members were elected: Alfred W. Booth, A. W. Booth & Co.; Eugene F. Moran, Moran Towing & Transp. Co.; E. H. Patton, Southern Pacific Co.; and Riley Williams, D. L. & W. RR.

MAY 16, 1906—(San Francisco) Survey by underwriters shows damage by the earthquake to vessels at Union Iron Works to have been considerable. Two freight steamers, the *Mexican* and the *Columbia*, under construction for the American-Hawaiian Steamship Co., were found forward in their cradles and damaged to the extent of \$15,000 each. One steamship on drydock was thrown to one side, wrecking the dock and damaging the vessel approximately \$100,000... (West Palm Beach, May 11) Tug *Sybill*, with three barges in tow for the Key West railroad extension, was compelled by rough weather to cut them adrift last night. The barges were ashore at Boynton this morning, and were pounding to pieces.

MAY 23, 1906—*Apache* (ss), Charleston to New York, lost propeller May 16 and anchored off Brigantine, N. J. She was towed to New York by steam yacht *Tuscarora* next day.

MAY 30, 1906—Ship *A. G. Ropes*, which arrived at New York May 23 from Hiogo, will be converted into a barge by the owners, L. Luckenbach Towing & Transportation & Wrecking Co.... Barge 20 (Rockland and Rockport Lime Co.), laden with lime, was destroyed by fire off The Battery night of May 26... The M. Moran Towing Co. of New York has purchased the fleet of seagoing tugs of the firm of Dailey & Ivins. The fleet consists of three modern steel seagoing tugs, and this purchase gives the Moran company one of the largest fleets of seagoing tugs on the Atlantic coast.

JUNE 13, 1906—Steamer *Santiago*, late of Ward Line, left New York June 9 on her first trip on the New York and Boston route for the Joy Line.

JUNE 20, 1906—*Essex* (ss), for Providence, was destroyed by fire at Baltimore morning of June 13.

Milestone: Five Years



Here is John J. Metzner, Jr., again—he was profiled briefly in our April, 1954, issue—and this time for a more explicit reason. In the company board room he is being congratulated and thanked by Admiral Moran upon having completed five years of service, entitling him to wear a nifty "M" tie-clasp. Jack is the second eldest of four children of J.J.M., Sr., Moran vice president, operations; and he has a couple of his own out in Rockville Centre, L. I. . . . Our congratulations, too!

President's Secretary



Meet Admiral Moran's new secretary: Miss Patricia Mary Lynch, daughter of Mr. and Mrs. Peter Lynch, 181 Oak Street, West Hempstead, L. I., who joined the shoreside staff at 17 Battery Place on April 16. She likes her new spot, too; let there be no mistake about that. A graduate of Hempstead High School in the class of 1952, Miss Lynch went on to the Grace Institute, a secretarial school in Manhasset, then joined Grace Line as Girl Friday to the general manager at Pier 57, North River. She is a rabid Brooklyn Dodger fan, and is at Ebbets Field in person as well as in the spirit as often as possible during home stands of the world champions. Swimming, bowling, and dancing hold high rank among her recreations; and—let her say it—"Boy, do I love to eat!"

YACHTING SEASON AGAIN

It is the custom of Moran management at this season to bespeak for sailing yachtsmen, especially racers, the fullest cooperation of tug masters and mates in delicate questions of right-of-way. So this is the annual reminder to all hands that it is the continuing wish of the company that sailors for pleasure be given every courtesy of the "road" consistent with safety and common sense.

FIRE FIGHTERS...

(Continued from Page 9)

man Lloyd *Muenchen* at the foot of Barrow Street, Manhattan; 16,000 GPM at 150; gasoline-electric; 18 knots; cost \$594,000. The *Harvey* is to be converted to diesel this year.

John Purroy Mitchel, Noble Street, Greenpoint; (1921) oil fueled; 9,000 GPM at 150; 12 knots; cost \$275,000; named for the 95th Mayor of New York (1914).

William J. Gaynor, St. George, Staten Island; (1914); 7,000 GPM at 175; 14 knots; cost \$118,794; named for the 94th Mayor of New York (1910).

James Duane, 35th Street, North River; (1908); 9,000 GPM at 150; oil fueled; 12 knots; cost \$118,995; named for the 44th Mayor of New York (1784).

Thomas Willett, 90th Street, Hell Gate; (1907); 9,000 GPM at 150; oil fueled; 14 knots; cost \$118,925; named for the first Mayor of New York (1665).

Abram S. Hewitt, Fulton Street, Brooklyn; (1903); 7,000 GPM at 150; coal burner; 10 knots; cost \$83,750; named for the 87th Mayor of New York (1887).

The Marine Division of the NYFD is under the command of Chief George W. Carlen at Pier 1, North River. He commands four chief officers; forty company officers; 353 men (including 36 pilots and 90 engineers) and 36 civilian stokers. The budget for the fireboat fleet this year is \$2,589,720.

Moran's diesel and diesel-electric tugs have pumps of 475 GPM, driven by 40 HP electric motors. They are a worthy adjunct to the largest municipally organized fire fighting fleet.

ASHORE



AND AFLOAT

Mr. and Mrs. Joseph H. Moran, II, have another daughter, Cynthia, who arrived May 7 at New York Lying-In Hospital, weighing seven pounds, 14 ounces. Their first-born, Diana Louise, is three and a half years old.

Belated congratulations to the Marvin Scotts on the birth of *their* second child, Susan Marie—longer ago than any really enterprising reporter would care to admit. The family resides at Grimes Hill, Staten Island, and Marvin is a deckhand on the *M. Moran*. Marvin, Jr., is two and a half years old.

Mrs. Margaret Duffy, ailing for three months, is again working her regular shift on the Moran telephone switchboard. She reports complete recovery and says she is very happy to be back in her "Position 2."

Mrs. Margaret Keller, who substituted most capably during Mrs. Duffy's illness, said before taking leave of Moran HQ May 25 that she and her husband, Fred, and their two boys will be shoving off soon for South America. It seems Mr. Keller has signed a two-year contract with an oil company in Colombia. . . . Good luck!

As to "M" switchboard personnel, it is a pleasure to report that Mrs. Betty Crowe returned to that always busy cubicle February 21 on a permanent basis, replacing Miss Gloria Engel. Betty has served as a vacation-time substitute over the past several

years, and it's nice to have her aboard now on a full-time basis.

All Moran shoreside personnel and many afloat were saddened June 5 to learn of the sudden death of Miss Florence A. Lonergan, a company employee for nearly 30 years when ill health compelled her, March 15, to retire from her position as secretary to E. F. Moran, Jr., vice president. She is survived by a sister, Miss Rose Lonergan.

Miss Regina Daly, formerly secretary to the president, on April 16 took up another station and new duties as secretary to E. F. Moran, Jr., following Miss Lonergan's retirement.

The word as we go to press is that John Masi, our roly-poly office boy, who has been on the disabled list since early in March with a fractured ankle (and complications), will be back on the job before June becomes July. . . . Have a cigar, Johnny!

Hugh L. Mesnard, an inveterate gad-about—in line of duty, that is—recently returned to Moran HQ following two months of temporary duty in California. A dyed-in-the-wool photographer, our chief engineer took along his favorite among many cameras, and has promised to exhibit to

New Face in 'Sales'



On the last day of April this young lady, Miss Rosemary Moccia, joined the Moran organization as a sales department secretary—especially in the Joe Moore territory. She got her stenographic training at St. Nicholas High School in Brooklyn, graduating in 1954, and came to us from the Knomack Mfg. Co., Inc., (Esquire shoe polish), where she was secretary to the sales manager. Our Miss Moccia resides with her parents at 24 Ten Eyck Street in the "borough over the river."

the shoreside staff pix of some of the eye-catching countryside he saw.

Rear Adm. Edmond J. Moran, president of the company, on April 4 flew to London, Eng., to attend the London Salvage Association's centenary banquet at the Guildhall—a very auspicious occasion. The First Lord of the Admiralty presided over the gathering and ceremonies, which were said to be traditional and impressive. The Admiral returned to New York on April 12 aboard the Cunard liner *RMS. Queen Elizabeth*, commanded by Commo. Sir Ivan Thompson.

William T. Hayes, Jr., 15-year-old son of the captain of our *Moirra Moran*, on April 25 qualified for the Eagle Scout award, the highest B.S. of A. distinction, and got it on June 15—the first in his troop in 15 years.

MORAN BOWLERS—Here are the energetic boys who carried our company colors through the 1956 Steamship Bowling League season, just past. Left to right: Eddie Ross, Capt. Ole Ericksen, Ray Brauchle (holding the team trophy awarded for high series gross), Mike Bodlovic, captain of the team (with his trophy for third high individual series), Arthur Gormley, and Fred Morgana. . . . Hear a pin drop, anybody?





Seventh Annual Outing

Tuesday, June 5, 1956

Just over a hundred shoreside employees and guests—one guest per employee—boarded the *Barbara Moran* (Cap. "Buster" Grimes), and the outing got under way at 1000 when the tug left Pier 1, North River, and nosed around into the East River. Thence into Long Island Sound and to Playland, Rye Beach, where the party transferred to buses for a 10-mile ride to Travers Island, summer home of the New York Yacht Club at Pelham Manor—an ideal spot.

Besides food and soft drinks aboard the tug, going and coming, other refreshments were served on arrival at the club; then, competitive athletic events of various kinds, including a spirited softball game—with appropriate prizes for all winners.

Item: Buffet supper on the clubhouse veranda—chicken Tetraxini, roast turkey, baked ham, potato salad and sliced tomato, pickles and cole slaw, ice cream or pie, coffee!

The *Barbara Moran* shoved off from Rye Beach at 1750 and arrived back at Pier 1 at 2010. . . . It was a new place for the outing, and a shorter ride than usual, but all hands liked the change. A fine day—weatherwise, socially, in every other respect.



