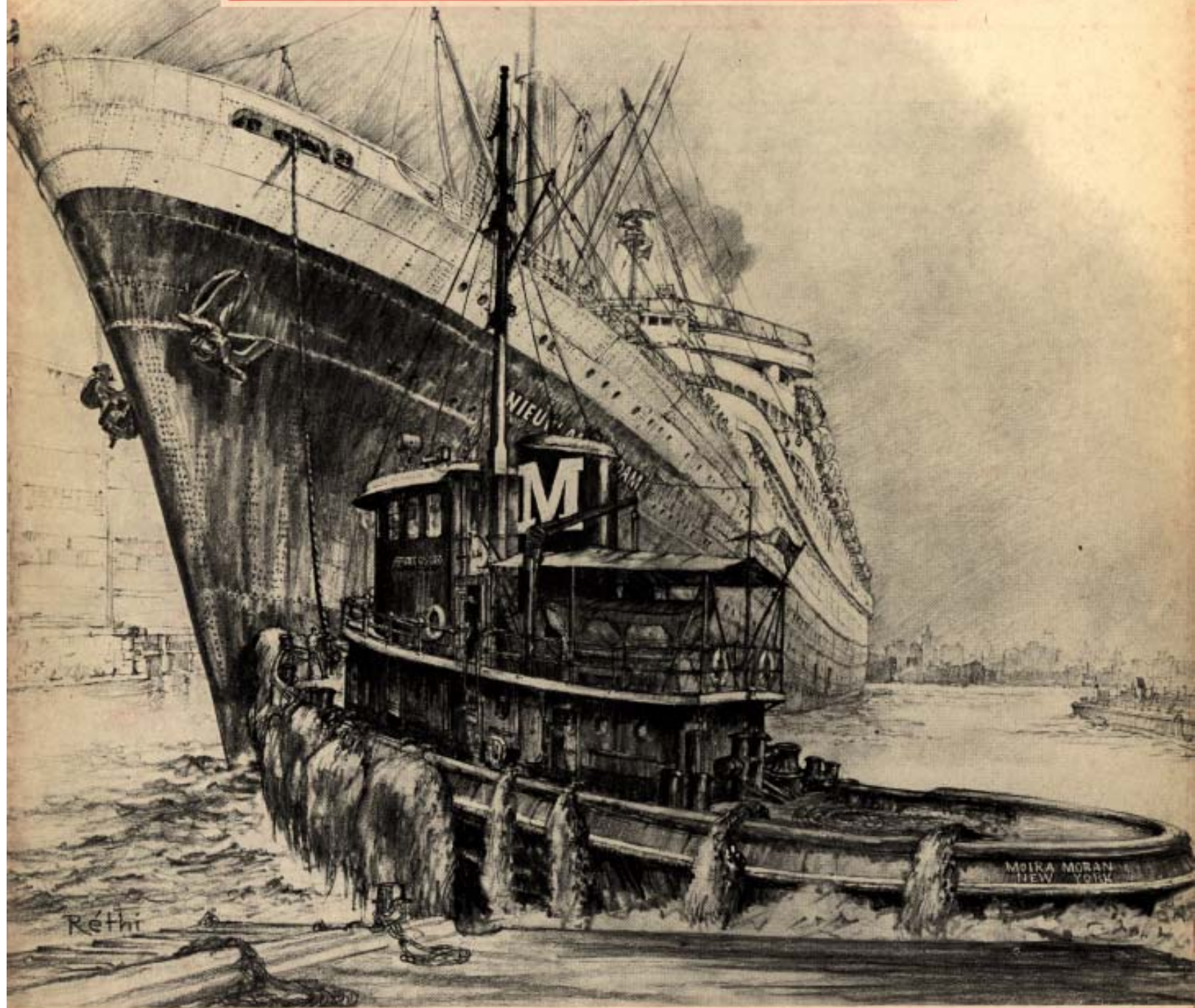


TOW LINE



OCTOBER, 1956

Another Vital Defense Tow
(Pages 8-9)



ON THE COVER—

LET US CONSIDER HERE Artist Lili Réthi's conception of a couple of handsome and in every other respect worthy vessels—Holland-America Line's flagship, S.S. *Nieuw Amsterdam*, and our diesel-electric tug, *Barbara Moran*, assisting the liner to sail from her Hoboken pier. Narrow it down, if you will, to the *grande dame* whose entrances and exits on the mammoth stage which is the Port of New York are followed by a legion of admiring eyes.

In regular transatlantic service the *Nieuw Amsterdam* carries 1,226 passengers in first, cabin and tourist classes, and is manned by a crew of 695. This lady is almost 759 feet long, 205 feet from her keel to her masthead.

Sailing from Rotterdam, she calls at Le Havre and Southampton. For the past seven years Moran tugs have assisted her into and out of her berth on the New Jersey side here.

Besides these crossings, the ship has been the mainstay of the Holland-America cruise service in the post-war era—which has seen the company rise to a pre-eminent position among transatlantic carriers in numbers of passengers carried on pleasure voyages elsewhere.

Built by the Rotterdam Drydock Co., S.S. *Nieuw Amsterdam* arrived in New York May 16, 1938, on her maiden voyage, and since then has established a solid reputation among discerning travelers for the beauty and excellence of her accommodations, public rooms, cuisine and service—eighteen round trips on the Atlantic included.

From September 12, 1940, until April 10, 1946, she carried almost 380,000 persons in connection with her war duties, steamed more than 530,000 miles, and touched at thirty-four ports over the globe, many more than once. When she was reconverted every inch of her interior and exterior received the attention which has made Dutch workmanship famous.

The *Nieuw Amsterdam* made a triumphant return to New York late in 1947. Since then her name again has been synonymous with the finest in ocean travel. She has been scheduled for a thorough overhauling, in the course of which she will be completely air-conditioned.



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Another Vital Defense Tow: Maine to Nantucket

ON AUGUST 9TH — too late for the resulting news pictures to be featured in that month's **TOW LINE**—two ocean tugs operated by Moran Towing & Transportation Co. left Portland, Me., towing the second Texas-tower-type radar platform for a chain of Continental Air Defense Command early-warning stations along the Atlantic coast. It was an important job.

(We have both aerial and surface-type photos now, as well as all essential data regarding the operation, and an adequate selection will be found in this issue—one on this page, a layout in the center fold.)

Our tugs *M. Moran* and *Julia C. Moran* moved the 6,200-ton triangular tower-platform, which measures 200 feet on each side and 20 feet deep, to its permanent site about 30 miles southeast of Nantucket Island, Mass., "without incident, and with dispatch."

In mid-July, 1955, two "M" tugs towed the first such man-made "island" to be placed in operation, from Boston harbor to Georges Bank, about 100 miles off the New England coast.

The company's responsibility in this instance was to J. Rich Steers and Morrison-Knudson, New York, general contractors, who could not have

been less than highly gratified by the smoothness, precision, and flawless success of the operation, due in no small part to more than adequate Moran equipment and supervision.

Indeed, it may be assumed the company was awarded the contract because of such considerations, including our background of world-wide towing experience. We had trained men able to participate in a very important way in guiding and placing the tower. We had extra tugs available for essential collateral tows, as well as the equipment and experience to help set up and operate vital radiotelephone communications between tugs, between tugs and tow, and between both and operations offices ashore. In short, the *least risk* was involved in Moran gear, personnel, and understanding.

The possibility of all sorts of difficulties had to be anticipated, even if they did not develop. Weather is always a vital factor in marine operations, especially offshore. Related findings by the general contractor and such agencies as the Woods Hole Oceanographic Institute had to be evaluated and integrated. Ordinary problems and procedures do not necessarily apply to extraordinary tows; decisions may

have to be made from minute to minute, not in advance.

A tow speed of *X* knots as opposed to perverse tidal currents moving even faster can create self-evident problems. Add navigation in restricted depths of water, winds up to 23 mph. which had considerable effect. Add the absolute necessity to coordinate such factors as the actual arrival time of the tower on location, varying depths of water at the site, tidal conditions there, manifold mooring problems despite carefully pre-located mooring gear. Add the essential procedure that the tower's legs or "spuds" must begin to be lowered six hours in advance of determined optimum conditions at the pin-point "spot"; and add that the tower had to have a specific heading on location. . . . Easy going?

CONGRATULATIONS!—To the general contractors; to Madison A. Moore, head of Moran operations in Portland; to the masters of our tugs *Gay*, *Richard* and *Thomas E. (Moran)* based there, who docked and undocked the tower and assisted the sea tugs out of the harbor; to Capt. Frank Hughes and Leonard Goodwin, assigned from HQ; to Capt. Vine Chapman, Einar Bergstad, and Rodney Jones of the *Julia C., M.*, and *Christine (Moran)*; and to such indispensable men as R. A. Tower, Ed Herb, Capt. John A. Albers, USN, Ed McDuffy . . . and all.

Tugs *M. Moran* (left) and *Julia C. Moran* leaving the harbor at Portland, Maine, August 9, with the radar platform they towed to a site 30 miles SE of Nantucket Island, Massachusetts.

(See center spread of this issue for additional pictures.)





Betty Moran

**FIRST LADY OF
THE MORAN
WATERWAY FLEET**

Christening party (above, left to right): Arthur Parsons, St. Louis Shipbuilding & Steel Co. vice president; Howard C. Moore, Moran construction and repair division manager; Mrs. Moore, Herman Pott, St. Louis S. & S. Co. president; Moran vice president, Joseph H. Moran, II; Mrs. Richard P. Danis, formerly Margot Moran, sponsor, with Mr. Danis directly behind her; Mrs. Pott, Mrs. Joseph H. Moran, II, and J. Frank Belford, Jr., Moran director and executive vice president, Seaboard Shipping Corporation.

ON AUGUST 6 in St. Louis, Mo., the 2,160-horsepower twin-screw towboat *Betty Moran*, "first lady of the Moran inland waterways fleet," was christened by Mrs. Richard P. Danis, daughter of Rear Adm. Edmond J. Moran, president of Moran Towing & Transportation Co., Inc. This first all-new "M" river towboat, designed and built by the St. Louis Shipbuilding & Steel Co., now is on a regular integrated tow run between Mt. Vernon, Ind., and Coraopolis, Pa.

The *Betty's* hull is 124 feet by 30 feet by 10.5 feet, with a 7.5-foot draft. Her bow is a modified model type, and her stern has long easy lines leading to two special Kort nozzles, stainless steel propellers, Contraguide rudders.

Other characteristics: propulsion, two General Motors 12-567 diesel engines, each rated at 1,080 hp at 750 rpm; electric power, two 60-kw, three-phase, 60-cycle, 220-volt a-c generators driven by G.M. 6-71 diesels; two electro-hydraulic, follow-up type independent steering systems; air-motor-driven double-barrel capstan and two 40-ton air-powered winches, on the forward deck; modern galley fitted with a 54-cubic-foot, reach-in refrigerator, an 18-cubic-foot deepfreeze chest, and an electric galley range.

Although you are likely to hear more about the *Betty Moran*, her capable 11-person crew (the cook is a woman!), and her petroleum hauling operations, available space herein is limited to this layout.



Left: Visitors on bow, inspecting capstan, coupling winches, and other gear.

Below: New towboat and barges passing through Lock 44, Ohio River, at Leavenworth, Ind., second trip.



Left: Starboard bow view of our *Betty* on the Mississippi River below St. Louis. Note characteristic pushing knees and 12-foot radar scanner.



Looking off from "Texas deck" between the Betty's twin stacks, showing lifeboat and equipment handling boom. Note another tow.



Pilothouse, showing radar scope, search light controls, steering levers, engine controls, Capt. F. Dezendorf and R. Hadley.



Looking forward, upper engine room, showing main engine exhaust manifold, two auxiliary generators, ship's service switchboard.



Finally, the pride and joy of any ship's cook, an ultra-modern galley, including electric stove, stainless steel sink, gadgets.

Three Ocean Tugs Tow Twenty-one M.S.T.S. Barges to France and Rescue Three Ships

Many uninitiated people seem to have the idea that ports, such as New York, and only such ports, constitute the habitat of tugs. Now and again someone is aware that these floating powerhouses do venture outside along the coasts, as well as into inland waterways—even onto the Great Lakes. We have news for them.

Between early June and mid-October of this year three Moran ocean tugs towed twenty-one barges from Charleston, S. C., to La Pallice and St. Nazaire, France, for the Military Sea Transportation Service.

The tugs involved were the *Edmond J. Moran* (Capt. Jon Halling), one trip; the *Joseph H. Moran, II*, (Capt. James W. Jenkins), three trips; and the *Marion Moran* (Capt. James L. Barrow), three trips.

In these instances the term trip means a little matter of something between 8,000 and 9,500 miles. The total tug miles for all three, figured as accurately as such ocean voyages can be figured in an office ashore: 54,870!

In case anyone thinks the barge tows were all the "M" tugs were required to take care of, please be advised that three rescue jobs turned up unexpectedly. On her return trip the *Edmond J.* picked up the disabled *S.S. Alkis* at sea in Lat. 44°25' N., Long. 36°10' W., on July 25, and towed her to Chester, Pa. The *Marion*,

on the return leg of her first trip, was diverted to assist the *S.S. Evi Livanos*, and towed her to Norfolk, Va. On her third westbound trip the *Joseph H.*, when about 125 miles ESE of Savannah, Ga., was less than 90 miles from the tanker *R. A. Hummel* when the vessel became disabled with boiler trouble. That rescue tow ended in Mobile, Ala.

Moonlight cruise to Casablanca, anyone?

WELCOME VISITORS—Callers at Moran HQ: H. G. C. Sewell, managing director, James A. McLaren & Co., Ltd., London, England, and Mrs. Sewell.

ARTIST'S VIEW—What you see here (or do you?) is the quiet confidence of an officer and crew members of an ocean liner in Moran equipment and personnel assigned to helping them sail their ship from a North River berth in the Port of New York, in this instance Pier 95. They know the job will be handled with great efficiency and dispatch. Philip Kappel of New Milford, Conn., aboard one of the working tugs, our *Doris Moran*, made this etching-like picture to emphasize the foregoing point. Home Lines, Inc., owns this 20-553-gross-ton ship, *Queen Frederica*, and operates her in transatlantic service between New York and Piraeus, Greece. One of Moran's ace pilots, Capt. Frederick W. (Bill) Snyder, was directing the operation, and our *Elizabeth Moran* was the assisting tug.



Moran Pilot, Tugs Impress Naval District Commandant

(Editor's note: At the time the following letter was written, Vice Adm. Hillenkoetter, then a rear admiral, was Commandant of the Third Naval District, New York. Now he is Inspector General, Navy Department, Washington. Moran Towing & Transportation Co. is very proud of this unsolicited testimonial from such a qualified expert. His communication speaks for itself, and we thank him for making the signal.)

Dear Admiral Moran:

... I watched the putting to sea of the USS. *Saratoga* by tugs and pilots from Moran Towing & Transportation Co. As you know, the *Saratoga* is a tremendous ship, and handling her in the comparatively restricted waters of the East River is a considerable exercise in seamanship. From a mariner's point of view, it was impressive to watch the way that big ship was undocked, warped out into the stream, turned and sent down the river, seemingly without any effort and in a minimum of time. I was greatly impressed with the skill and knowledge shown by all your personnel. Would you please express my sincere appreciation and commendation to Capt. Thomas Ball, the senior pilot aboard, as well as to his assistants both on board and in the tugs? This was a very expert performance, and one which fully lives up to the reputation of the Moran company.

R. H. HILLENKOETTER
(Rear Admiral, U. S. Navy)

Forthright Feminine Fan

Dear Mr. Moran:

I have received four pictures of your tugs and they are the most beautiful pictures I have ever seen. I have also received some booklets and have started to read them. I cannot put in words how thankful I am to you for the wonderful information you have sent me. Please keep me in mind for a calendar?

MISS SHEILA R. FOX
(Lotowana Lane, Stony Brook, N. Y.)

HONORED—Captain Fender and 11 officers and crew members of the U. S. Lines ship *S.S. America* on September 27 were awarded the line's distinguished service medal for the heroic transfer of an injured man from the Finnish freighter *Kirsti H.* to their ship on a pitch-black April night at sea.

"THANKS FOR THE MEMORIES"—Thus one of a pair of conscientious seamen's pastors of the Norwegian Seamen's Church, Brooklyn, in a letter to our Joseph B. Moore, assistant vice president, sales department:

Dear Mr. Moore:

I want to express our sincere thanks for the wonderful service rendered by your company in connection with our program for the Norwegian training ship *Statsraad Lehmkuhl*, August 29. It was a very pleasant experience for everyone participating in that three-hour round trip in New York harbor. I assure you that your hospitality was very much appreciated by the captain of the *Statsraad Lehmkuhl* and his crew-members. And, personally, I want to extend my best thanks for your cooperation in this matter.

Most sincerely,
(Rev.) Thor Petterson



Key Personnel Get New Jobs: Goodwin, Nielson, Bishop, and P. Walling

Organizational changes effective October 1 and October 15, respectively, became bulletin board items at Moran HQ following their announcement by Joseph H. Moran, II, vice president.

As of the first of the month, Capt. Leonard G. Goodwin, formerly port captain, replaced Capt. Robert C. Nielson as assistant to Capt. Earl C. Palmer, assistant vice president, sales department.

Captain Nielson, the announcement added, was being admitted to the Reynolds Pilots as a full-share member.

As of mid-month, Thomas Bishop, who joined Moran a little more than five years ago, and who recently has been serving as assistant manager, personnel department, assumed the newly created position of general superintendent, Moran Inland Waterways Corp. It is expected he will spend most of his time outside the office, in the Ohio-Mississippi River territory.

Capt. Percy Walling, well known along the New England coast and inland waterways between Bucksport, Maine, and Chicago, Ill., as master of the tug *Anne Moran*, which for several years has been identified with the Time, Inc., paper barges, has replaced Mr. Bishop at Moran HQ.

Further Information

Dear Mr. Munroe:

In the photo in your June number, of the *Barbara Moran* moving the *Alcoa Ranger* from Brooklyn Army Base, the British cargo vessel in question is undoubtedly one of the ships of Ellerman's Wilson Line, and she is most likely bound for Hull, England...

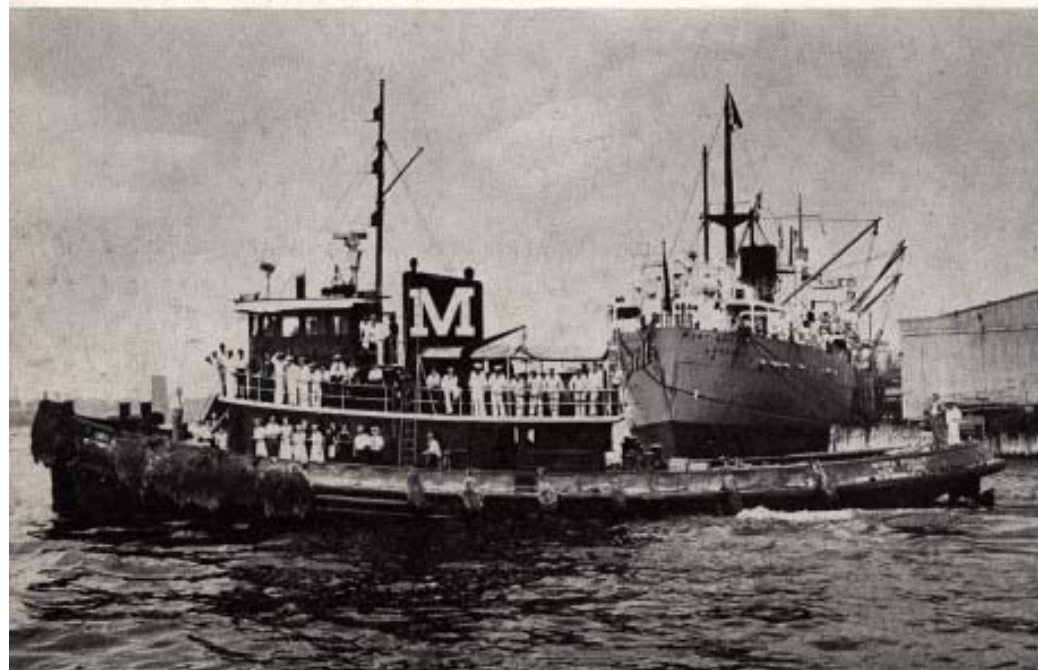
GEORGE R. AMADEI
(Box 64, Staten Island 14, N. Y.)

Dear Mr. Editor:

... I believe this ship can be only one of four, possibly one of two, Ellerman Wilson ships. I believe her to be *Bassano* or her sister *Marengo*. Two almost identical ships, but with smaller funnels, are *Consuelo* and *Rialto*. It would be interesting to know whether you can check up on the date the photograph was made to see if this deduction is right.

E. C. TALBOT-BOOTH, R. D., Sec.
(Ship Spotters, Canterbury, England)

Editor's note: The ship in question was indeed the *Marengo*, and she was bound for Baltimore, Md., presumably to reload.



Bells, Gongs and Buoys Spell Safety to Sailors

(From the New York Times, April 1, 1956. Reprinted by permission)

By GEORGE HORNE
(Transportation Editor)

THESE ARE 3,536 individual aids to navigation in the Third Coast Guard District running from Rhode Island south to Fenwick Island below the Delaware.

From the sentinel lighthouse lithographed against the sky to the spar buoy riding like a lost pencil in a little-used backwash creek, each means safety to some bargeman or deep-sea skipper.

Let one blink out or show what Capt. Henry A. Meyer thinks of as "a discrepancy" and the nerve center of the Coast Guard's district "aids" section at 80 Lafayette Street begins to tingle.

Lightships, nun buoys, whistles, gongs and lights that go on automatically with the coming of night must be kept working to mark waterways that are among the busiest in the world.

Thirty-eight Thousand Items

To the seafarer, standing in from deep water, it is unthinkable that the guides shown on charts would be out of order or missing. The entire United States Coast Guard has a grand total of 38,000 of the items strung in navigable waters from Maine to the Aleutians and from Puerto Rico to Guam. New York is in the Third District.

Captain Meyer is chief of the Aids to Navigation Section here. He is responsible for six red-hulled lightships, 568 fixed structures with lights and signals, including 38 lighthouses where keepers live, 17 electronic beacons and more than 2,000 buoys.

Every day buoy tenders put out from the base at St. George, S. I., or from other stations along the hundreds of miles of waterway in the district, to check on various aids.

Apart from emergency replacements and repairs, every lighted buoy is hauled up and "relieved" every two years. This means it is brought in to the overhaul station and replaced with an identical marker.

Unlighted aids are brought home for inspection and repair every two to three years. A vinyl plastic covering used to paint over the buoy structures in recent years has greatly lessened the maintenance problem, Captain Meyer says.



Capt. Henry A. Meyer, USCG, Chief, Aids to Navigation Section, 3rd Coast Guard Dist.

As soon as the bowl-like hulls of the floating structures are exposed on the tender's deck, workmen plunge in with scraping tools before the hull is dry. If they wait to get home with the barnacled buoy its incrustations harden like concrete.

The worst of this work is accomplished by the time the tender touches home base. On the dock, the finishing work begins, and paint buckets are brought out. Experts on lights, bells and gongs clean and repair these signals and the big buoy is put in place on the end of the dock for its next tour of duty as a channel or shoal marker.

Waves Do Some of the Work

Accommodating waves work much of the sounding mechanism. Gongs are different from bells. Instead of pendent clappers they have upheld hammers that strike inverted metal bowls as the buoys tilt and sway. Some of the sweet music that comes to the ears of Staten Islanders and South Brooklyn residents on misty days is the playing of damp fingers on four and five-gong buoys.

Two of the fanciest buoys permit the ship master or tug skipper to play his own tune with the ship's whistle. They are up the

Hudson, one off West Point and the other along the same bank further north. In low visibility a captain can sound his whistle as he nears the point and an amplifier picks up the sound, actuating bells and a horn for several minutes.

The lightships of this area, familiar to ocean travelers, are *Ambrose*, marking the entrance to the Lower Bay, *Scotland* lightship off the New Jersey Coast, and *Cornfield*, in Long Island Sound below Saybrook. Down the coast are *Barnegat*, *Five Fathom* and *Overfalls*. There are also two relief light-vessels, one at New York and one at Cape May.

Both are named *Relief*. They spell the regular ships when they must come in for repair, and they stand ready to take station if one is hit by a vagrant ship. Some of the liners and cargo ships "home" in to the lightships by radio bearing, and occasionally their homing is too accurate for comfort. Once, *Ambrose* lightship had a minor scraping affair with a visiting tanker, but it wasn't serious. The district has never lost a lightship by collision.

Lightships and Lighthouses

Sea romancers make much of lightships and of the ancient lighthouses that are so rich in atmosphere, so redolent of a gallant maritime past. Lighthouses serve many purposes, depending on location. They may offer landfall to the wandering seaman. Or, like the 80,000 candlepower New Dorp light on Staten Island, serve as a range light. Coming up Swash Channel you can line up Elm Tree light on the shore with the higher "rear range" of New Dorp. It will keep you in the channel for a while, but remember to turn at the proper buoy. It flashes red every 2½ seconds.

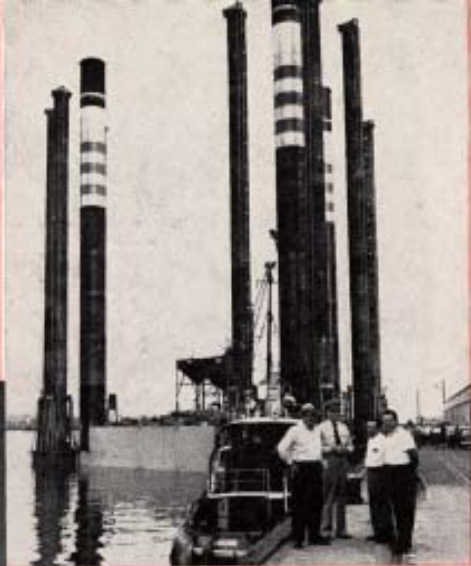
Much better known to the New Yorker than this valuable beacon are Montauk and Fire Island lights. Not long hence mariners may find it difficult to keep their eyes on them, or on other lights that have guided them in for so many decades. This will be when the two-billion candlepower beacons shine forth from the Empire State Building.

(Continued on Page 12)

Below, left: Lighted buoy suspended overside, about to be "planted" at a pre-determined pin-point location. Center: Typical buoy tender, USCGC *Firebush*, passing out The Narrows, New York

harbor, on a mission to outside navigable waters. Right: Old buoy being taken up for servicing.—Photos on this page, as well as one of *Ambrose* lightship on Page 12, from U. S. Coast Guard.





The Texas tower at State Pier, Portland, Me., awaiting completion of arrangements for towing, with our tug *Julia C. Moran* assisting. Group (left to right): Capt. Leonard G. Goodwin, Jr., Moran; Capt. John Albers, USN; R. A. Tower of J. Rich Steers and Morrison-Knudson; and Capt. Frank J. Hughes, Moran general operating manager.



Closeup view of tower during latter stages of construction, in the building ways, South Portland.



Tow under way at sea a dozen miles east of Cape Cod, Mass., with 36 hours to go, and weather conditions still favorable.



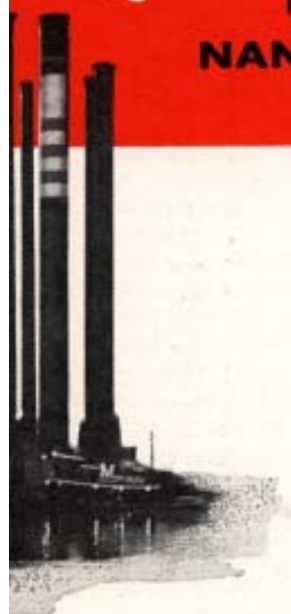
Control point aboard tower, at a critical moment it was about to be pinned to the seabed. Capt. Frank J. Hughes, Henry Camus and Harry G. Steers and Morrison-Knudson, and other key personnel were vital factors in a "must" here.

her vital defense tow

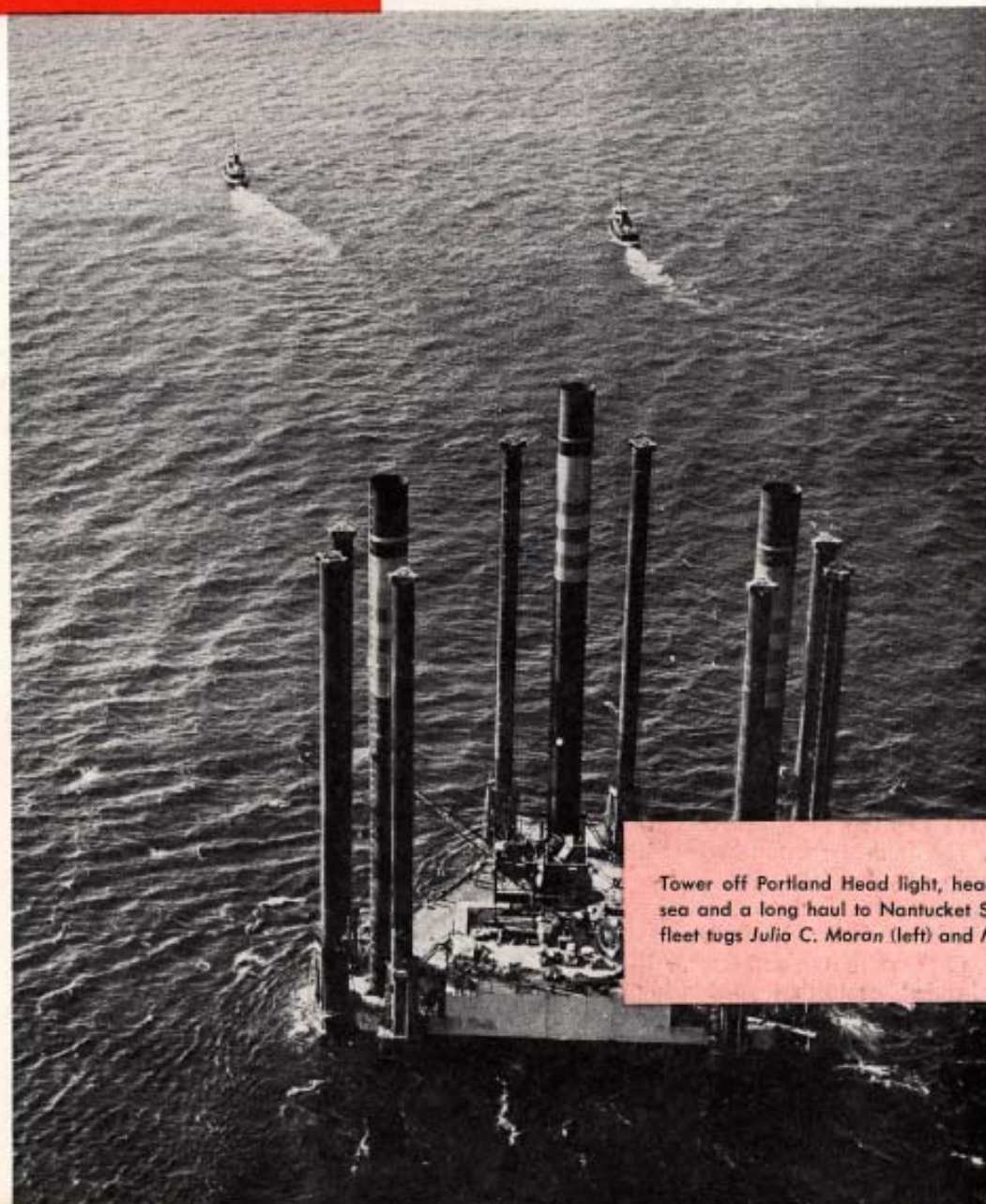
PORTLAND TO NANTUCKET SHOALS



View of the leading corner of the triangular tower, made from a vantage point on its superstructure, en route to site.



al stage in the operation, as
om. Left to right: Captain
ope Joe Lucas of J. Rich
teers. Coordination of essen-



Tower off Portland Head light, headed for the open sea and a long haul to Nantucket Shoals behind our fleet tugs *Julia C. Moran* (left) and *M. Moran*.

Ace Feature Writer, Former U.S. Navy Man, Composes Tribute to Sea, Ships, Sailors

(ALLAN KELLER, in the N. Y. World-Telegram & Sun Saturday magazine)

Editors note: The author of the following feature story, a resident of Darien, Conn., is a veteran and highly esteemed New York newspaperman, one of the most knowledgeable men in his profession when it comes to dealing with maritime matters. He has always been a staunch friend of Moran, and it is with considerable pleasure that TOW LINE reprints, with Mr. Keller's permission, this example of fine appreciative writing on one of the subjects closest to his heart—and to ours.

Ten years is a long time to wait to go back to sea. A man can forget too much. But once back, with the deck of a stout ship beneath his feet, it is as if the song of the wind and the slap of the waves had never been drowned out by the tinny noises of the shore.

A few days ago I stepped aboard the Grace Line's *Santa Rosa* at a South American port and before the lights of the harbor were out of sight, I was 20 years younger, twice as healthy and 10 times happier than I had been on dry land.

The *Santa Rosa* is a comfortable ship, clean of line, a naval architect's *chef d'oeuvre*; sure-footed even in a rough sea. On board were a couple hundred passengers enjoying a southern cruise in March, the dirtiest, meanest month in the North.

Planes are fast and trains are frequent, but ships have a gentility all their own. The *Rosa* was a real lady. We sat at the Chief Officer's table and thought back to another ship—also a great lady—that had carried fighter and torpedo bomber planes in her bosom and upon her broad back.

The escort carrier *Croatan* had performed her chores in the cold, grey wastes of the north Atlantic, shepherding four destroyers and her brood of hawks to keep the Nazi U-boats down. The *Santa Rosa* too had worn battleship grey for four years, carrying troops and munitions to six or seven different fronts. Now she was back on her cruise run, and Capt. Alf Adler headed her north, lights blazing and the orchestra playing. No one thought about blackouts. Except me.

The Caribbean is always a little untidy down in the corner between Cartagena and the Windward Passage. It was on this trip, so only a few old salts gathered on the veranda deck at 0300 to watch the Southern Cross, dipping and swaying above the *Rosa's* stern. The last time we had seen the Cross we had been patrolling between the Canaries and the Windward Islands, looking for a Japanese cargo sub carrying tungsten to the Bay of Biscay.

Tranquility is a passenger on nearly every ship. So too is warm, abiding friendship. The spark that ignites this chain reaction works faster at sea than anywhere else. Before the ship had logged a full day's run we knew and liked Joe Brown, who sells tires in Youngstown, Ohio; Helen Hunt Bencker, who designs downright naughty lingerie; two lovely ladies from Dearborn who shared the Chief Officer's table with us, and the Chief himself, genial "Andy" Andreasen.

Where else, except at sea, can an old sailor stand on the open bridge with a great viking of a three-striper, one of the glamorous ladies from Michigan, and a Catholic chaplain—straining to hear the voodoo drums of Haiti as the ship glides past the island's fore-shore in the velvet darkness?

A man should go back to sea every year or two, just to blow the cob-webs of civilization out of his soul. He should go to learn anew how puny the

sailor is, and yet how strong, to master the winds and the tides that run in the ocean depths. The stars are brighter at sea, the rum in the cup more potent and the years fall off like a coat no longer needed.

A sailor finds many wonderful things at sea—peace, beauty, courage, timelessness. A sailor away from the sea can forget too much.

His First Love: Ships

Gentlemen:

I am an architectural designer whose first love is ships, and I have just seen a copy of TOW LINE for the first time. All I can say is, wow—what a magazine! How can I get on the mailing list? I'd give anything to have this magazine each issue and to receive any back issues you might have available.

ALBERT WILHELM, 3RD
(Philadelphia, Pa.)

NEW ITALIAN LINER—For reasons beyond Tow Line's control, it was impossible to include in our next (August) issue this pleasing maiden arrival photo of the 27,100-ton *Giulio Cesare*, prototype of Italy's new fleet of luxury liners, passing the Statue of Liberty. It was July 10, and the Port of New York gave the gleaming white motor vessel a rousing harbor welcome, which included a Navy destroyer escort, half a dozen tugs—Moran docked her at Pier 84, North River—five helicopters, a Navy blimp, Coast Guard and police launches, and two city fireboats spouting streams of water from every nozzle. The ship, which normally operates between Italy and South America, was transferred to the New York run to provide additional accommodations during the peak of the travel season. First of four new vessels in the Italian Line's construction program, this single-stacked 617-footer compares favorably with other new North Atlantic luxury tonnage. Her master: Capt. Giuseppe Chavien.



Flurry of Moran Items In Other Publications Gets Editorial Notice

An extraordinary amount of recognition for Moran equipment and personnel in public prints of various kinds in recent weeks makes at least minimum mention of a few of the outstanding items indicated as a Tow Line report.

Here then is a not by any means complete list, including brief descriptions of the material:

TELEPHONE REVIEW, published monthly by the New York Telephone Co. for its employees; September. Entire front cover, an action photo of Moran tugs docking the collision damaged liner *Stockholm*.

THE WATERWAYS JOURNAL, weekly magazine published in St. Louis, Mo.; September 8. Portrait photo of the towboat *Betty Moran*, "first lady of the Moran waterways fleet," in a St. Louis Shipbuilding & Steel Co. front cover advertisement; also news material inside.

THE NEW YORK TIMES MAGAZINE, September 23. In a leading feature article, "The *Mayflower* Is Launched Again," a silhouette comparison, forepeak and bowsprit excluded, between the reconstructed Pilgrim ship, 92 feet long, and our tug *Eugene F. Moran*, 106 feet long.

POLARIS, quarterly issued by the U. S. Merchant Marine Academy, Kings Point, N. Y.; summer, 1956. Four-page illustrated feature story by David Holmes, '57, "The Three-legged Monster of Georges Bank," describing the construction, towing, placement, elevation, and fitting out of the first Texas-tower-type radar platform—moved from Boston to its permanent location by Moran tugs.

SAFETY—In *Marine Navigation*, published by the Radio Corporation of America, New York. In an illustrated section, "Radar For Tugs," a statement regarding Moran being a pioneer in the use of such electronic equipment, including comment by Joseph H. Moran, II., and a specific example of the value of radar to this towing business.

THE MARINER, monthly maritime magazine published in New York; September. *M/V Betty Moran* again, a two-page spread describing the launching and characteristics of "the first new river towboat for Moran Inland Waterways Corp."

MARITIME REPORTER—and many other such magazines devoted to ships and shipping. News stories and photos concerned with the launching of the *Diana L. Moran*, ninth new tug built for the company in seven years, at Oyster Bay, N. Y., late in July.

NEW YORK WATERWAYS, official publication of the New York Waterways Ass'n, Inc.; Vol. XII, No. 3. Two-page story about an inspection cruise on the canalized Mohawk River, by two dozen

leaders especially interested in the New York State Barge Canal System, including J. Frank Belford, Jr., a director of the association and of Moran Towing & Transportation Co., and executive vice president of Seaboard Shipping Corp.

NEWARK SUNDAY NEWS MAGAZINE, October 14. Five-page feature by Edward F. Anderson, illustrated with seven photos in color by Johnston, six more in black and white, "Helping Hands and Hawsers"—all about New York harbor operations of Sandy Hook pilots and Moran pilots and tugs.

THE BULLETIN, issued weekly by the American Merchant Marine Institute, Inc., New York, Oct. 12. Entire back cover, a reproduction of Page 6 of our August Tow Line, a full-page layout entitled "Tell 'Em Where You Got It."

Outgoing Mail Division

Commandant
9th Coast Guard District
1700 Keith Bldg.
Cleveland 15, Ohio
Dear Sir:

On Friday, July 20th, Comdr. L. Davis of your search and rescue staff was of tremendous assistance to us in connection with diverting our tug *Anne Moran*, en route to Chicago.

It was of the utmost urgency that Stanley Mikalsen, the chief engineer, be removed from the boat, since his son was in critical condition in a hospital.

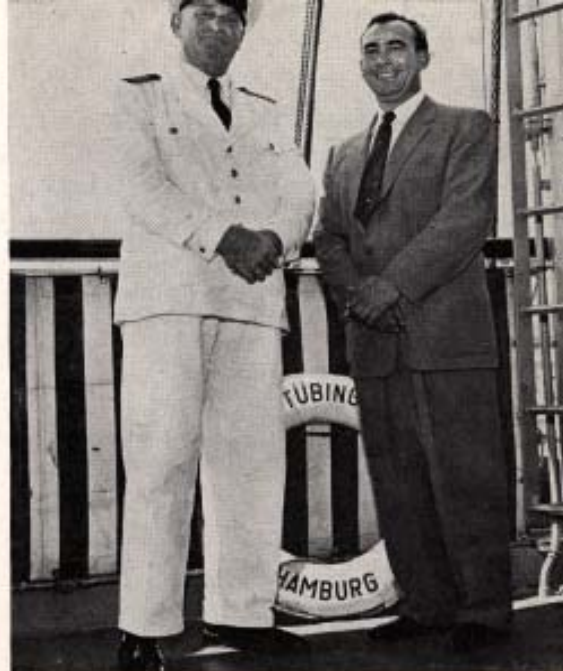
You also were kind enough to send a boat out from a station to take Mr. Mikalsen ashore.

This service was appreciated by us, and it was a great relief to Mr. Mikalsen in time of necessity.

MORAN TOWING &
TRANSP. CO., INC.

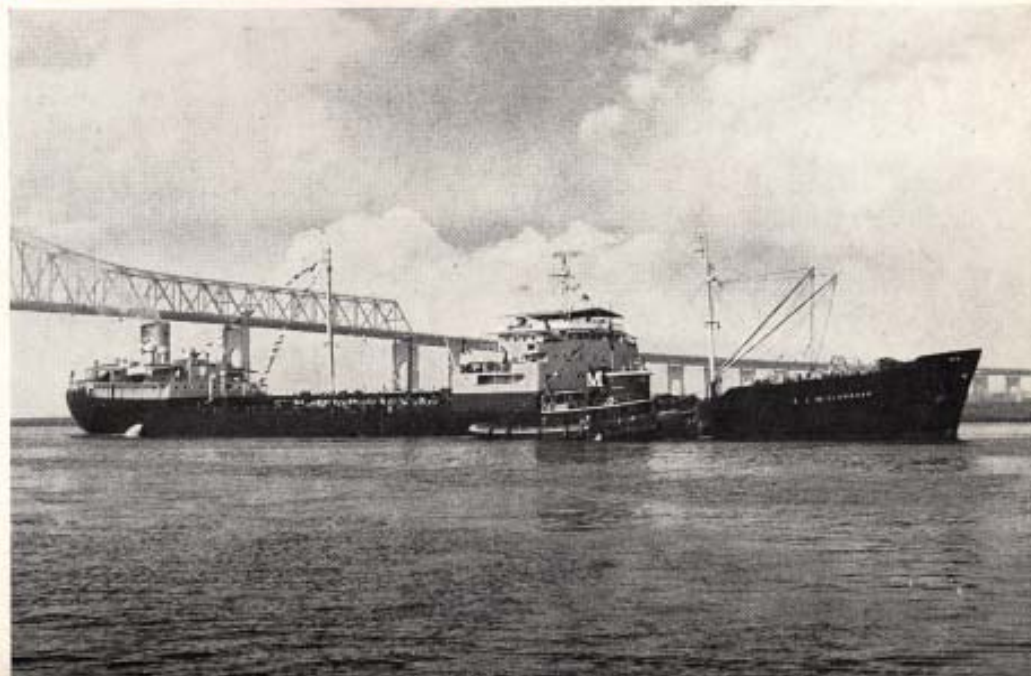
/S/ Thomas Bishop

cc: Commandant, U. S. Coast Guard,
Washington, D. C.
Commander Davis,
Capt. Samuel Denty, Cleveland, Ohio



HALF A CENTURY—Capt. Valentine Wenk, master of the Hamburg-America Line vessel *S.S. Tubingen*, has retired after 50 years at sea—all except ten of them with that company. Shown here with the veteran captain on his own bridge is Henry M. Lampe, since 1951 operating manager for United States Navigation Co., Inc., 17 Battery Place, New York, general agents in this country for Hamburg-America Line. (The best of luck to you, Cap'n, sir!)

12,500-GROSS-TONNER—Upon her maiden arrival at Perth Amboy, N. J., August 12, California Transport Corporation's brand new tanker *E. J. McClanahan* was assisted into her berth by our tugs *Doris Moran* and *Barbara Moran*, under the direction of Capt. John Hanson, pilot aboard. That's Outer-bridge crossing over Arthur Kill you see in the background, with the *Doris* alongside. Pertinent statistics: This tanker is 558 feet long, with a beam of just over 70 feet, a depth of just under 30 feet, and her gross tonnage is 12,500.



Bells, Gongs...

(Continued from Page 7)

This homeric signal was tested last week, and Captain Meyer's section sent out a customary notice to mariners that something unusual was happening in the world of beacons.

Actually, the Coast Guard hasn't decided quite what to do about this light. It isn't an official beacon, but on the other hand, as one of the officers said, "you can't just ignore it."

Unquestionably, they added, it would benefit airline pilots bound for the metropolitan area's airports. The Coast Guard's help to navigators, incidentally, is not limited to seafarers. *Scotland* lightship has an important radio beacon, and it is known as a holding point for overseas fliers looking for Idlewild.

Buoys Called Most Important

Of all their "aids," as they call them, Coast Guard officers consider the buoys the most important. In any discussion of navigation pointers with the men around Captain Meyer, the talk comes back to buoys. The lighthouses and ships are fine, and they are valuable. The bridge lights that show which side of the bridge pier to steam for—they are indispensable.

But it's really the buoys.

Come in from sea and start up Ambrose Channel (or any other channel in the country, for that matter) and you'll find red buoys on starboard. Landlubbers can readily fix it in their minds by the old phrase for memorizing: "red light returning." The color of the light can be white or red. On the port side the buoys will be painted black, and the lights white or green.

The tower buoys that have skeletal steel structures, or cages, are the ones with lights, bells or gongs. Varying sounds and variations in the light arrangements identify the position along the channel. Each buoy is numbered, with even numbers to starboard and odd numbers to port. There are special light and sound combinations for an important turn or juncture in the channel. And special buoys at "bifurcation" points. Any

seaman knows the channel divides here and you can pass safely on either side.

And there is an entire family of buoys that say something special to the mariner simply by shape. They are the nun buoy, spar buoy, can buoy and their identically shaped cousins that have stripes and different markings. They are the silent and the unflashing ones, but they are eloquent in the language of the sea.

CENTENNIAL—The Royal Netherlands Steamship Co., which began operations in 1856 with two small chartered ships, observed its 100th anniversary October 1 with a 77-vessel fleet, 15 others under construction.

ONE-DAY INFLUX—On September 4 the Cunard Line brought 3,790 passengers into the Port of New York: *Queen Mary*, 1,860; *Mauretania*, 1,126; and *Caronia*, 804. It was a 1956 Cunard record.

BELOW: Three implements of U. S. Coast Guard vigilance converge at the outer end of Ambrose channel, entrance to New York harbor, busiest in the world. The optical apparatus of Ambrose lightship can magnify a 1,000-watt bulb to 5,000,000 candlepower. It is the newest, finest light vessel anywhere—one of thousands of aids to navigation (including buoys and lighthouses) maintained by the Coast Guard in navigable inland and coastal waters of the United States and territories. . . . The trim, fast 95-foot patrol boat is one of a type developed especially for the Coast Guard fleet. A special duty is meeting and reporting vessels approaching major harbors, stopping those which for any reason are suspected. Extremely maneuverable, powerful for their size, the 95-footers are regarded as ideal for search and rescue. . . . The Bell helicopter is another valuable arm of the Coast Guard Captain of the Port, who is responsible for the security of the harbor. Amphibious and equipped with two-way radiotelephones, such helicopters may patrol continuously in harbor-dock areas.

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.)

SEPT. 5, 1906—(Port Arthur, Texas, Aug. 25) *Str. Maverick*, while nearing land on 22nd, struck bottom near Ship Shoal and *Barge S. O. 91*, which she was towing, hit her amidships. Both sustained damage.

SEPT. 19, 1906—*Mamie* (Br. tug), from N. Y. for Trinidad, put into St. Croix Aug. 31 owing to heavy weather. Sept. 1, storm increasing, she started for south side of island, in charge of a pilot, for refuge. In passing S.W. Point she struck the bar three times in heavy seas. Anchored in Whites Bay. Sept. 2, hurricane passed, wind shifted to S.W., tug dragged anchor, went ashore, is a total loss. . . . *Robert Burnett* (tug) sank at pier, 6th St., Hoboken, Sept. 13. . . . *Virginia Hudson* (schr), in tow of tug *Asher J. Hudson*, from N. Y. for Norfolk, filled and capsized Sept. 15 off Hereford, N. J. Crew saved.

SEPT. 26, 1906—*Arthur C. Wade* (schr), Chehaw River, Sept. 14, for N. Y., damaged in recent storm, was picked up Sept. 19 by *Str. Captain A. F. Lucas* 30 miles south of Diamond Shoal Lightship, towed to Sandy Hook, and turned over to tug *Standard*. . . . *Str. New York*, from N. Y. for Brunswick, arrived Charleston Sept. 18 with part of crew of *Schr R. D. Bibber*, which capsized off Frying Pan Shoals 17th while en route from Savannah to N. Y. Captain Sayers and a seaman were rescued, after being adrift five days on wreckage without food or water, by *Schr Georgetta Laurence* and landed at Southport Sept. 22.

OCT. 3, 1906—*Str. Winifred*, Port Arthur for Philadelphia, arrived Key West Sept. 30 and reported barge *Conneant*, which she was towing, with eight men aboard, went adrift in storm a.m. Sept. 25, and she had been unable to find any trace of it. *Winifred* lost all her boats and had cabins flooded. . . . *J. M. Duffy* (ss), Port Arthur for Bayonne, arrived Key West Oct. 1, for provisions, and reported lost barge *Fred P. Litchfield*, which she had in tow. . . . (Mobile, Sept. 30) Pilot boat *Louis Harper* is four miles in woods at Cedar Point, blown there during hurricane of Sept. 27. . . . Tugs *Mary Lee* and *Monarch* were blown ashore high and dry at Pensacola Sept. 26. . . . *S. O. Co. No. 10* (tug) was sunk in East River, N. Y., Sept. 25 by collision with *Str. Ella*. . . . *Str. Northern* arrived Key West Sept. 30 from Port Arthur with *Str. Toledo* in tow. She was found disabled in Gulf with loss of rudder and rudder post, and reported she lost a barge in storm.

OCT. 10, 1906—*S. O. Barge 90*, Port Arthur for Tampa, broke away from tug *Astral* in hurricane. Has not been heard from since. . . . *Ship Occidental*, 1,409 tons, and bark *Gatherer*, 1,377 tons, built at Bath, Me., in 1874, sold to Norfolk parties who will convert them into barges.



Normandy Invasion Roles of Company Men Stressed in Riesenberg Volume, 'Sea War'

SEA WAR—The Story of the U. S. Merchant Marine in World War II by Felix Riesenberg, Jr. Rinehart & Company, Inc., New York and Toronto, 1956; 320 pages, illustrated, \$5. Dedicated "to the women and children who survived the merchant mariners" lost in that war.

The publishers are right: this is as dramatic and gallant a book as any yet written about World War II—the story of those for the most part un-sung heroes, the men of our merchant marine, who suffered more casualties, proportionately, than those of any other combat vulnerable service.

"Sea War" opens with the first sinkings, the fantastic "massacre" off the Atlantic coast, follows the development of the Liberty ship, and details the catastrophes of the Caribbean slaughter, the invasions of the Pacific, Africa and Europe, and the deadly Murmansk run. In the book everything is on-the-scene, personal, immediate. It is "the complete story of how the greatest problem of supply in American history was solved, and it is, above all, a heartfelt book by a man who loves the sea . . ."

Of immediate and intense interest to this reviewer, as it should be to hundreds more or less familiar with the circumstances, was Riesenberg's chapter 14, a closeup, hand-to-hand report on the Normandy invasion, in which Moran personnel—indeed even company equipment—are mentioned prominently.

Among the many able men assigned to Operation Mulberry was Capt. John A. Basset, presently one of Moran's ace docking pilots, who was one of the few with practical towing experience available at the time. He had been commissioned a lieutenant commander at the insistence of one Capt. Edmond J. Moran, who had been loaned to the Navy by the War Shipping Administration. A good deal about both is to be found in "Sea War"—rather what went on with them and around them.

Other chapters: Storm Clouds, Sea Chase, Atlantic Coast Massacre, Liberty Ship, Sea Unions, Caribbean Slaughter, Murmansk Gantlet, Maritime Service, Southern Oceans, Pacific Lifelines, Mediterranean Landings, Wolf Packs, Troopships, Asian Seas, Leyte Gulf, To Okinawa, Victory Haul, and the Wake of War.

Riesenberg tells the story compe-

tently, with the intensity of feeling that is due such all-important military events; and according to those more familiar with the cross-channel phase of the invasion, including at least two other members of Moran's current shoreside staff, his account may be considered accurate to the last salty detail. It is a magnificent subject, and magnificent men were involved in it.

No strangers to this sea war—lower case "s," lower case "w"—were our Capt. Earl C. Palmer, assistant vice president, sales, Naval Reserve commander; and Capt. Frank Hughes, general operating manager, master at the time of one of a fleet of fifty V4-type ocean tugs operated by the company as general agents for the WSA.

"Sea War" is heartily recommended.

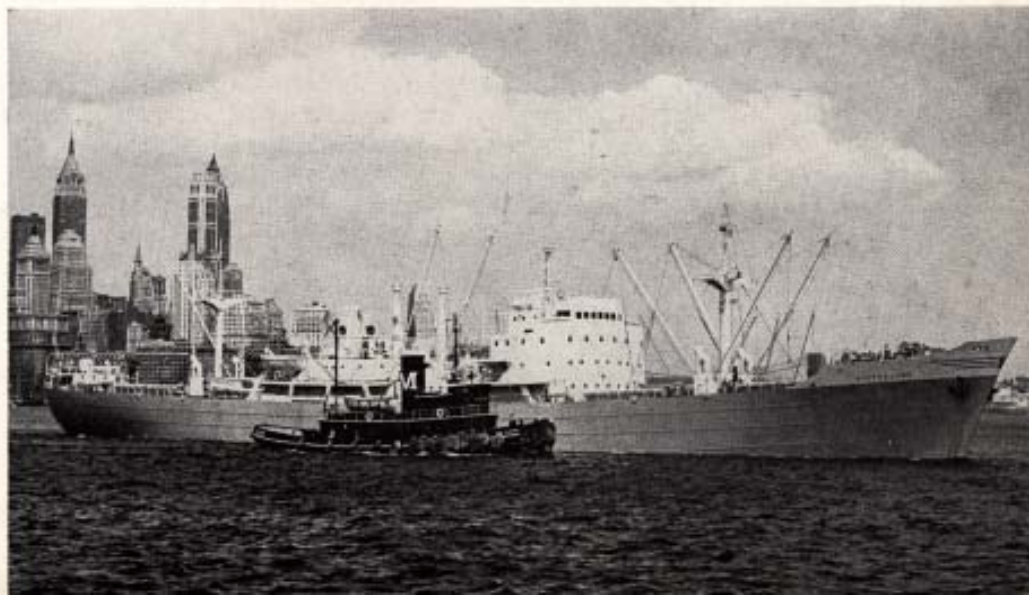
SWISS-FLAG VESSEL—Although she had already sailed from Baltimore to Casablanca, our photographer was on hand for *M/V Silvaplane's* maiden arrival in New York June 25—from Albany, oddly enough. The *Alice M. Moran*, shown alongside, and the *Margaret A. Moran* docked her at Pier 6, Henry Street, Brooklyn. This 7,007-gross-ton ship is owned by Suisse-Atlantique Soc. d'Armement Maritime, S. A., Lausanne; she is operated by Garnac Grain Co., 32 Broadway, New York; and Simpson, Spence & Young, 52 Broadway, are her local agents. *M/V Silvaplane* is 488 feet long, with a 61-foot beam and a depth of 27 feet. From here she went to Dunkirk. Later information showed her sailing from Avonmouth Sept. 7 for Liverpool, where she arrived two days later.

Fleet Safety Record

The following captains and mates had no damages charged against them for the months July and August, 1956:

Agnes A., E. Costello, E. Chartrand; *Alice M.*, E. Hoffman, J. Cummings; *Anne*, J. Morin, M. Moen, L. Geitzler; *Barbara*, H. Sigmon, S. Syvertsen, G. Sahlberg, A. Biagi; *Bartow*, G. Halvorsen, E. Batcheller, J. Fagerstrom, Jr.; *Betty*, O. Russell, H. Hamilton, R. Hadley; *Carol*, R. Hayes, H. Pederson, J. Johnson; *Catherine*, M. Rodden, J. Chartrand, T. Sweet; *Cathleen E.*, W. Waxin, H. Stensland; *Chesapeake*, H. Becker, E. Koski, J. Jaques; *Christine*, R. Jones; *Claire A.*, F. Duffy, C. Sawyer, F. Carpenter; *Dauntless*, A. Edlund; *David E.*, P. Lemke, R. Dunn; *Doris*, B. Scherer, P. Gaughran, M. Grimes, H. Wee; *E. F. Moran, Jr.*, J. Sahlberg, J. Monahan; *Edmond J.*, W. Mason, F. Schweigel, W. Baldwin; *Eugene F.*, I. George, J. Barlow, A. Shaw, G. Ackerman; *Harriet*, M. Connor, F. Perry, P. Walling; *Helen B.*, T. Sorenson, G. Pederson, R. Salvesson; *Howard*, H. Jacobsen, J. Todesky; *Joseph H., II*, J. Jenkins, O. Jungerman; *Julia C.*, E. Dexter, S. Thorsen; *M. Moran*, E. Bergstad, L. Garberg; *Margaret A.*, C. Westervelt; *Margot*, H. Kroll, D. Bodino, E. Ericksen; *Marie S.*, J. Peterson, F. Noel, H. Vermilyea; *Marion*, J. Barrow, L. Magee, A. Stewart; *Martha*, H. Sixten, H. Taft, C. Deklerk; *Mary*, J. McConnell, T. Kivlan; *Michael*, P. Burns, V. Daisy, I. Nordberg; *Moira*, W. Hayes, J. Cray, W. Morrissey; *Nancy*, J. Blaha, M. Sullivan; *Ned*, G. Sanschagrin, L. Foley; *Pauline L.*, C. Sheridan, R. Hayes, Sr., R. Poissant, E. Allen; *Peter*, F. Jonassen, C. Valley, A. Jorgensen; *St. Helen*, P. Berg, W. Kenny, F. Hansen; *Shella*, J. Costello, E. Freeman, W. Karwoski, J. Fagerstrom, Sr.; *Susan A.*, K. Buck, L. Larsen; *Walter L. Meseck*, P. Bogovitch; *William J.*, A. Munson, H. Bickle, E. Knutsen; *Relief Crew #4*, B. Deeley, T. Tobiasen.

NEW DEPUTY—Rear Adm. John H. Carson on Oct. 12 was named deputy commander, Eastern Sea Frontier and Atlantic Reserve Fleet. HQ: New York.





THERE IS a deceptive quality about the personal appearance and bearing—the “stage presence,” as it were—of Joseph F. Meseck, Jr., 105 Cherry Lane, Teaneck, N. J., who has been an industrious and effectual operator in our sales department since Meseck Towing Lines, Inc., became one with Moran Towing & Transportation Co., Inc., two years ago.

Joe's frequently sober look and his quiet, unobtrusive manner of doing business, especially on the impersonal side, should not be taken at shallow face value. On the contrary, he is a warm, friendly fellow with a ready and penetrating wit that is refreshingly left-handed, and when it comes to the shipping business he “knows the score,” as the phrase goes. He affects it, too, in his own way.

Born in Jersey City, N. J., August 23, 1919, young Mr. Meseck went to grammar school there, then to Georgetown Prep at Garret Park, Md. At Holy Cross College, Worcester, Mass., he majored in economics, with the emphasis on business administration.

Joe never had any other idea than to enter his family's business. He prepared for that conscientiously during summer vacations from 1937 to 1942—in the office and repair department and aboard various tugs of the Meseck fleet.

“Eventually I was made vice president,” he says, “but I did everything from answering phones to standing tricks as a working dispatcher.”



Joseph F. Meseck, Jr.

Together with a lot of other knowledgeable young fellows, J. F. M., Jr., was in his Uncle Sam's Navy for four years, from September, 1942, until September, 1946. During most of that time he served in New York and Buffalo, attached to the office of the port director.

Having applied for active sea duty—he was a lieutenant by this time—the next thing he knew he was functioning in the Naval Armed Guard, aboard the tanker *Newburg*. This netted him some depressingly uneventful voyages between San Pedro, Calif., and the Philippines—“too late for action,” he tells you regretfully.

He did all right in Buffalo, none the less, for he met Mrs. Meseck, the former Dorothy Ann Harrington, a native, whom he married there July 20, 1946. The tally (as of press time): four girls and one boy—Judith, Patricia, Barbara and Carrie, all with Ann for a middle name; and Joseph F. 3rd.

Add new faces around Moran HQ: Tyler (Tip) Baldwin, Glastonbury, Conn., twenty-six, a bachelor, who was on destroyer duty with the U. S. Navy prior to joining the company, but who worked on “M” tugs during the summer of 1955, notably the *Harriet Moran*. Recreations: sailboat racing and cruising. And—

Carroll N. Bjornson, twenty-seven, also single, Long Branch, N. J., who is not without experience in both the Navy and the merchant marine. Recreations: Sailing, rowing, classical music—whether or not in that order of importance, deponent saith not.

Since both seem determined to be connected with the operations and/or

sales departments, they are as busy learning the ropes as baseball chasers were outside Ebbets Field during the late World Series. As we go to press, Bjornson is riding the ocean tug *Marion Moran*—as working supercargo, let's say; and Baldwin has just returned from a look-see at the towboat *Betty Moran* operation on the Ohio River.

A signal from Bronk Hannay, chief engineer of the *Edmond J. Moran*, was to the effect that he, too, became a grandfather—for the seventh time, yet!—on September 23. Miss Diane Leigh Bell made her debut at Saugerties, N. Y., weighing seven pounds, nine ounces, according to her parents, Mr. and Mrs. Donald G. Bell.

Independent Grandma



This member of Moran's shoreside family group has more reason(s) than most to be proud: seven living children and fifteen grandchildren. Addendum: she has always enjoyed good health—still does at sixty-seven, an age about which she is not in the least sensitive. Who? Why, Mrs. Kathryn (Kitty) Harkin, 7608 Third Avenue, Brooklyn, presently a substitute switchboard operator in the absence of two ailing regulars, Lillian Harrison and Betty Crowe. And—d'ye know what?—she is a pretty good poker player besides, the story goes. For eight years and three months, exactly, Mrs. Harkin was an operator for Farrell Lines at the company's Thirty-third Street pier. Since then she has done short stints with U. S. Navigation Co., Royal Netherlands S.S. Co., and Funch, Edye & Co. Those children—and they must be proud, too: Joseph M., John J., George H., James F., Gerard J., Kathryn D., and Elizabeth, all residents of New York. . . . Many happy returns of July 8, Kitty!

Experienced Hand



A native Staten Islander—b. there July 23, 1913—Hans (John) Haugk, 340 Wilson Avenue, Eltingville, has been wrestling with columns of figures in Moran's accounting department since April 20, this year. After making the grade at Curtis High School on the island, his first job was with the National City Bank of New York, as an office boy. Other employment, always in the financial end: Whitehouse & Co., brokers; Irving Trust Co.; Amboy Towboats, Inc.—the latter with HQ at 201 Ellis Street, Tottenville. Mr. Haugk is treasurer of the Great Kills Moravian Church Sunday School, where he also teaches a class regularly. Favorite sports: ice skating and horseback riding—and, right now at least, house painting. The Haugk children are Pamela, fourteen, and Peter David, nine. Oh, yes, he's a competent swimmer, too.

George Tuso, payroll department, is bragging about his new granddaughter, Jenilynn, born October 7 in Bay Ridge Hospital, Brooklyn. The young'n weighed six pounds, four ounces at birth, and now is home with her parents, Joseph and Rose Scaratino, in that borough.

Commendation From Master Of S.S. Crown Trader

Gentlemen:

Undoubtedly, you are in receipt of many commendations for jobs well done by your skippers. However, I would like to add my "well done" to that impressive list. The *Margot Moran*, with Capt. Ole Ericksen, undocked my vessel at Bushey Terminal, Brooklyn. It was a difficult job and one that would normally require two tugs. The turning room was short, the general area very congested with other vessels. The smart, seamanlike way the job was done by Captain Ericksen deserves my heartiest praise.

CAPT. J. D. GABOURY
(Amer. Trading & Production Corp.)

A fellow who *really* has something to brag about is Richard J. Neumann of the *Christine Moran's* crew—twin boys, no less! Richard, Jr., seven pounds, one ounce, and Ronald, seven pounds, eight ounces, arrived September 3. Mr. and Mrs. Neumann, who reside at 53 Parkview Place, Baldwin, L. I., favored TOW LINE with a card announcing their "new attraction."

As to this epidemic of grandchildren, Adm. and Mrs. Edmond J. Moran acquired another Sept. 25, when Richard P. Danis, Jr., was born in St. Mary's Hospital, St. Louis, Mo. The six-pounder's mother was Miss Margot.



CAPTAIN PARSLOW

employee for many, many years—an outstanding fleet tug master. His passing is mourned by all who knew him.

Master of the inland waterways tug *Catherine Moran* when he was taken ill, Captain Parslow for a long time previously was identified with the *Sheila Moran*. (One of his grandchildren, Sheila McGill, is named for that tug). He had been master of tugs on the Hudson River, Great Lakes, and from Canada to Florida, including 20 years with Standard Oil. He was born and educated in Cossackie, N. Y., and even as a very young man worked on Hudson River barges.

Captain Parslow is survived by his wife, Nellie Briggs Parslow; four daughters, Mrs. John A. McGill, Watervliet, Mrs. David A. Beales, Troy, Mrs. Donald Herschaft, Pittsfield, Mass., and Mrs. Frank J. Carr, Rensselaer; two sisters, Mrs. Edward Bishop, Springfield, Mass., and Mrs. Arthur Whitehouse, Hyde Park; one brother, Ernest Parslow, Cossackie; and nine grandchildren.

Interment was in Riverside Cemetery, Cossackie; and according to a member of the family, "M" tugs regularly salute as they pass by on the river Cap'n Charlie loved.

Died, Sept. 18, in Samaritan Hospital, Troy, N. Y., of a heart ailment, Capt. Charles M. Parslow, 708 Second St., Watervliet, N. Y., a Moran

New Face in Accounting



Here then is our Miss Victoria Wilson, sweet seventeen, daughter of Mrs. Marie Wilson, 4715 Avenue "N", Brooklyn, who joined Moran's accounting department September 12 as a billing machine operator. Likes it here, too, she says; has no other thought than to stay on indefinitely. A graduate of Midwood High School, Brooklyn, Miss Wilson came aboard at 17 Battery Place, Manhattan, after a year as switchboard operator and policy typer with Kearns & McCourt, insurance agents. An enthusiastic Brooklyn Dodger fan—is there any other kind?—she also puts dancing and swimming high on her list of favorite sports. Nothing extraordinary going on in the romance department just now, she acknowledged, but with a sly glance that seemed to indicate that there might be at any minute.

Too late to take editorial note in the last previous issue, we learned of the marriage of Charles Turner, wiper aboard the *Catherine Moran*, and Miss Joan M. Livingston, August 18. The scene of the wedding was St. Malachy's Church, Brooklyn. There was a reception at Welcome Inn, Glendale, L. I. The couple honeymooned at Cape Cod, Mass., and they are making their home at 130-29 One Hundred and Seventeenth Street, Ozone Park, L. I.

Our Columning Franchise Lapsed in 1942, Alas

Sir:

Why don't you devote at least one full-length column in each issue to the unorthodox humor and subtleties of syntax you customarily distribute willy-nilly through feature stories, captions and miscellaneous items? Somebody ought to carry on the B. L. T. tradition.

OLDEST LIVING "CONTRIB"
(Northwestern U., Evanston, Ill.)

