

TOW LINE



M

QUEEN ELIZABETH

ON THE COVER—



M.S. QUEEN ELIZABETH—1,031 feet long, overall; 83,673 gross tons; 228,000 horsepower, from 16 steam turbines, single reduction, geared to four propeller shafts. . . . **M.T. Cynthia Moran**—106 feet long, overall; 239 gross tons; 1,750 horsepower, diesel-electric. . . . Each is a highly efficient vessel of her kind. Each is preeminently fitted to do the work visualized by her designers and operators.

This is a familiar sight in New York harbor, at the Cunard Line piers and elsewhere along the North River—a Moran Towing & Transportation Co. tug under the towering bow of a huge transatlantic liner, and, when the larger ships are being assisted into their berths, others alongside and pulling on hawsers astern.

The original of this scene is rendered in full color by a newcomer to this space, a British artist, Frank Wootton, who obviously does not view his marine subjects "as through a glass, darkly."

We can tell you a little bit about Mr. Wootton, who by request scribbled a few notes on chaste looking stationery from Mayflower House, Alfriston, Sussex. He was trained at Eastbourne College of Art. A gold medal and a travelling scholarship are among his prized awards. During World War II he served as an official war artist with the Royal Air Force in Normandy and Burma. He has works in permanent collections at the Imperial War Museum, London; in headquarters of the British Fighter, Bomber and Coastal Commands; and in the Eastbourne Towner Gallery.



Moran's European Agents: ENGLAND: James A. McLaren & Co., 65 Bishopgate, London, E. C. 2; SCOTLAND: Henry Abram, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Henning Astrup 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 B, Bilbao; ITALY: O.S.I.A.M., Piazza de Ferrari, 4/47, Genoa; GREECE: The Saporta Agency Co., Ltd., P.O.B. 21, Piraeus.



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Cable Address: MORANTOW

R. M. Munroe, Editor

Jeff Blinn, Photographer

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

A New York Harbor Welcome 'Fit For a Queen'

QUEEN ELIZABETH, II, is an experienced world traveler. In the comparatively brief span of her reign and before her ascension she has visited many remote and colorful places, including some of the greatest port cities, which as a rule should not be seen for the first time from the air.


Her Majesty was well aware that New York must be viewed from seaward—at least from the upper bay—to savor properly its unique distinctions, especially our fabulous Manhattan skyline. Literally millions of voyagers arriving in the world's busiest port via The Narrows between Brooklyn and Staten Island have been awed by their first glimpse of the island's tip, bristling with skyscrapers. Obviously, the majestic Statue of Liberty is an added thrill; and the bustling harbor itself is inspiring.

The Queen and Prince Philip were no exceptions. "Whee!" she exulted, and later, almost breathlessly, "Good-

ness, goodness, goodness!"—even as you and I, to paraphrase another distinguished Briton, Kipling. The Prince was no less vehement, but a little more specific: "Good heavens, this is a most overwhelming thing!"

What enhanced and crystalized the unabashed enthusiasm of the royal pair, we daresay, was the all-out welcome they received from a veritable armada of tooting tugs, cascading fireboats, hovering blimps and helicopters, government vessels, steam lighters, sightseeing boats, small craft—even the British-built reproduction of the Pilgrims' *Mayflower*. The "royal barge"—an Army ferry, the *Lieut. Samuel S. Coursen*—paced the extraordinary flotilla from Stapleton, Staten Island, to The Battery; and that marine salute was something to see even in reverse, from one of those towers ashore.

The Queen was impressed—not the slightest doubt of it. She loves New York. New York loves her.

WATER-LEVEL VIEW—Another thing about tugboating in New York harbor is that you see a lot of the Big City you wouldn't see otherwise, including such impressive after-dark spectacles as the skyscraper office buildings of lower Manhattan ablaze with light. Early one winter evening a posse of Port of New York Authority photographers, armed to the teeth with the latest in gear and film available, took dead aim from a quayside vantage point in Brooklyn just east of Brooklyn Bridge and came up with this stimulating presentation of their subject—surely a picture of scrapbook caliber. From *Tow Line's* standpoint, naturally, the circumstance that our spic-and-span diesel-electric Eugene F. Moran happened along on a mission somewhere further up the East River did not detract from the overall view. (Capt. "Buster" Grimes was skipper of the tug at the moment, and a couple of our staff cameramen, Messrs. Blinn and Shipley, were aiding and abetting their shore-based colleagues.) Besides eye-catching buildings of the financial district and an adjacent area to the northward, you see here the middle span, northern abutment, and part of the over-land stretch of world-famous Brooklyn Bridge on the Manhattan side . . . O. Henry's Bagdad? 



Celebrated Shipmasters

CAPTAIN RENS BRANDS, the hardy, matter-of-fact Dutch sailor now rounding out forty-three years of service with the Holland-America Line, may snort amiably when he reads this, but his is a love story.

A story which begins August 1, 1914, when 17-year-old Rens, a farmer's son, walked blithely away from the rich, green North Holland land that had supported his family for so many generations and became a Holland-America cadet—all because a sailor's uniform "looked good" to him.

This, one might say, started as a boyish love of glamor and adventure. But over the long years of his uninterrupted service with the line, it matured into a deep-rooted love of duty and of the tough, unending task of expertly mastering a stern mistress, the sea.

It was a hard love—a love that brought bombs from the sky, torpedoes from the deep and a five-year separation from a wife and two daughters who lived beneath the iron heel of the Nazi occupation.

And now, some might say the love story is nearing its final chapter. For in November, Rens Brands will be 60, the age for retirement from the line.

Over strong black coffee and mild Dutch cigars, Captain Brands reviewed his career at sea recently as he sat in his quarters aboard the 15,000-ton passenger liner *S. S. Maasdam*. The Holland-America Line makes its top officers slowly, he indicated, and

it makes them well.

Two years after joining the line, young Brands became a junior officer in the deck department. By 1940, after long tours of duty in all ranks, he had reached the post of staff captain on the *Nieuw Amsterdam*. It was a year he will never forget: Captain Brands was in New York when Hitler's troops poured into his tiny country.

"I spent the next three years on the *Nieuw Amsterdam*, which became an Allied troop carrier operating all over the world," he said. His voice betrayed no emotion as he added:

"All this time my wife, Margaretha, and our two daughters lived on in Holland under the German Occupation, first in Rotterdam and later in the eastern part of the country. I did not hear one word from them for five years. I did not know if they were alive or not, and they had no knowledge of me."

The *Nieuw Amsterdam*, the line's flagship, frequently dodged torpedoes in the North Atlantic—also German bombers at Suez in 1941 while unloading troops. The latter, the Captain said, was "a close call."

Captain Brands was decorated with Greece's Order of the Phoenix for his role in taking that nation's refugee royal family from Suez to South Africa aboard the *Nieuw Amsterdam*. "King Paul, then the crown prince, is very nice," the captain said, "and his Queen, Fredericka, is a darling!"

In 1943, Staff Captain Brands became a full captain and took command of the 10,000-ton Holland-America freighter *Leerdam*. It carried vital war cargoes across the North Atlantic and made one round-the-world voyage to Australia. Two years later—with the conflict over and proudly wearing Holland's War Service Medal—Captain Brands was reunited with his family.

Then he went on to be master of several other ships, mostly freighters, and in 1952 became captain of the

12,000-ton *Westerdam*, a passenger vessel. After 47 Atlantic crossings, he left her last January and began to wind up his career by serving as relief captain on other Holland-America liners running in and out of the company's Hoboken berths.

The captain takes leave of the sea with high praise for the United States—"my second home"—and for the "excellent service" of Moran tugs that helped his ships in and out of their Hoboken berths so many times. Captain Brands, an acknowledged believer in discipline and a man who watches his words as closely as his charts and radar, says flatly:

"I always use Moran tugs in the Port of New York. They are the best in the harbor—always on the dot when you need them. And, Moran's docking pilots are the best in New York, too."

Now, the captain is looking forward to living in his new house in Baarn, where the Dutch Royal family resides, and to the steady company of his attractive wife, daughters and three grandchildren. His garden—the country is still not quite out of the boy—and his collection of 20,000 stamps also are happy prospects.

But, somehow, there is the suspicion that this love affair of 43 years is not all over. The captain talks of a possible sea trip to California with Mrs. Brands. When asked if he would miss the sea, this down-to-earth man simply said, "I don't know; I have to find out." **GEORGE MONTGOMERY**

Below: Captain Brands' ship, *S.S. Maasdam*, sailing from New York on August 23rd, as seen from Tow Line's editorial sanctum.



Captain Brands





LOW BRIDGE—Oh, yes, things have been improved since your grandpappy got acquainted with mule-powered equipment on the old Erie Canal, "Clinton's Ditch."

Our Marie S. Moran's hydraulic pilothouse ducks down under low bridges over the New York State Barge Canal . . . and comes right up again, as in this instance when she passed one down river from Utica, N. Y.

A high pilothouse not only gives the pilot better vision, especially while coping with low-lying fogs that infest the canals at night and during early morning hours at certain seasons, but makes it possible to handle barges ballasted less deeply than was necessary previously.

This in turn saves time at terminals, and it makes possible quicker passage through the canals, with less wear and tear on their banks.

—Photo by F. C. Shipley.

Heavy Going Off Thera

(New York Herald Tribune, Aug. 12)

We reef the sail, still plunge, and smiles are grim;
Full in our face the colored raindrops blow;
Oh well, we say, if needs must we will swim;
We've Crete to make, and sixty miles to go.
Large talk, but we're upon the heroes' road;
Only the brave may hear the Orphic song;
We hold the ancient course by gods bestowed;
Our minstrels praise our ship and find her strong.
See the sharp bow rise up in rainbow light!
Proud helmsman in green water to his waist!
She heels, her timbers crack, but she must right!
This is no more than Prince Aeneas faced!
Unreef the sail, and soon, unless we're dead,
Red walls of Candia will loom ahead!

JOHN ACKERSON

Extra Copies Forwarded

Dear Sir:

John R. Newell, Bath Iron Works, has shown me the August issue of *Tow Line*, featuring the towing of Texas Tower No. 4 platform, template and service barge. As with other phases of the project, this was a unique, very interesting and difficult undertaking very capably performed.

Having been Resident Officer in Charge of Construction at South Portland, Maine, for the construction and fitting out of TT-4, I particularly enjoyed your excellent coverage from the time the template was sponsored by Mrs. Alexander and capably undocked by Captain McDuffie until the legs were placed and the platform lifted clear of the water.

If additional copies are available, I would appreciate receiving one; also one for LCDR E. E. Montgomery, USNR, Resident Inspection Officer.

CAPT. STANLEY M. ALEXANDER, USN
(South Portland, Maine)

More Re Texas Tower Tow

Dear Bob:

I have just finished reading your August issue. The story, "We Get the Tough Assignments," is terrific. I read every word of it and it is an excellent job, both in pictorial layout and copy.

ROBERT F. UNRATH
(Port Promotion Manager, Port of New York Authority, New York)



FLASH! A large bird closely resembling a stork has been seen hovering over one of our Central Wharf Towboat Co. tugs—apparently awaiting clearance from a prospective father before landing. As to this, more anon.

This is the first opportunity there has been to report a late-July outing of tug crews and their families at Little Chebeague Island, a picnic-style lobster feast, followed by a ball game, the results of which are still being meticulously guarded by the participants—and no wonder!

Norm Barbour is back with the company after an absence of about two years, as mate aboard the *Thomas E. Moran*. There is a rumor to the effect that some cows and chickens miss his gentle touch; but welcome "home" anyway, Norm.

Two newcomers to Portland harbor: supertankers *Imperial St. Lawrence*, 36,000 DWT, 309,000-barrel capacity; and *Anna*, 40,500 DWT, 356,995-barrel capacity—running into this port regularly, and docking at the new Portland Pipe Line Pier No. 2. (See docking photo below.)

It was not Navy bomb practice. As it turns out, Capt. Howie Wentworth was taking advantage of a little spare time by blasting away at pheasants. He claims to have downed one, but nobody hereabouts has seen any corroborating evidence.

The supertanker *Mobil Fuel*, 29,000 DWT, carrying 254,800 barrels of refined oil, arrived in Portland harbor Aug. 17 and docked at the Socony Mobil Oil pier. This 644-footer, with a beam of 84 feet, drawing 33 feet of water, is the biggest tanker (and cargo) ever to pass through the South Portland bridge. She had only 12 feet of clearance, but negotiated the passage successfully under the experienced eye of our veteran pilot, Capt. E. P. McDuffie.

Below: The king-size tanker *Anna* (El Dorado Cia. Nav. A.A., Panama) being docked by three Central Wharf tugs, *Thomas E. Moran*, *Gay Moran* and *Richard J. Moran*.





BOUND FOR VENEZUELA — The time is mid-summer; the scene, Tampa Bay, Florida. The tug is our *Julia C. Moran* (Capt. Hugo Kroll, Jamaica, N. Y., master), and her tow is Gahagan Dredging Corp.'s new 27-inch hydraulic dredge *Gahagan*. After all, a voyage of only 1,440 miles was in prospect: from Tampa, where the dredge was built, to Maracaibo, Ven., a 15-day deal, it turned out. The *Gahagan* is 174 feet long, 42 feet wide, and 11.5 feet in depth. Capt. Leonard Goodwin, *Moran*'s marine superintendent, was in Florida for the takeoff, June 14. As far as Tow Line knows, the tow was wholly "without incident," which is all to the good. Anyway, the dredge arrived safe and sound.

French Line Replaces Operations Boss Here; Hannicotte, 60, Leaves

The French Line announced October 6 that Capt. Bernard Leglise had replaced Capt. Julien Hannicotte as its operations manager in New York, the latter having reached the compulsory retirement age (60) specified by French law.



Hannicotte

Leglise

Captain Hannicotte is retiring after 14 consecutive years in New York, in various capacities, and a lifetime of sailing, principally for the French Line.

With Mme. Hannicotte, he is settling down to the life of a country squire in Nice, and he has proclaimed an "open house" policy for any personal friends and business associates — these terms being virtually synonymous—who happen to be in the vicinity of his retreat.

Captain Leglise previously was operations manager for the line in Fort de France, Martinique, and was actively sailing up until this year.

Born in Bayon, Department of Gironde, in 1909, he sailed on his first French Line vessel, the training ship *Jacques Cartier*, 30 years ago. During the war years he was on destroyer duty with a Free French naval unit, was given his first command in 1946, and was master successively of the F.L. ships *Saint Lo*, *Carbet*, and *Fort Duquesne*.

Captain Leglise paints in watercolors, draws caricatures, and composes poetry.

Morantow: Two deck barges, New Orleans to Maracaibo—1,732 miles.

Our Price: Good Will

Dear Sirs:

I am a Coast Guardsman stationed aboard *C.G.C. Zinnia* in Gloucester, N. J. I am writing to thank you for your wonderful publication, *TOW LINE*. I look forward eagerly to each issue, and I also enjoy very much your most beautiful pictures, which eventually wind up in my collection. It is humbly requested that I be placed on your mailing list. Keep up the good work. (P.S.—If there is a charge for this service, I will gladly remit your subscription price.)

ALFRED J. CHAMPION, YN2
(22 E. Monroe St., Paulsboro, N. J.)

Fifteen-Year Pins



October 7 brought another pleasant office interlude for Admiral Edmond J. Moran, president of the company. He presented 15-year service pins to Muriel Murray (left) and Nora Lascari with his congratulations and thanks. Miss Murray joined the firm July 1, 1942, as a bookkeeping machine operator under Edwin J. Walsh. Later she was made paymaster of office personnel; and now she is also head of the bookkeeping machine department. Mrs. Lascari came with *Moran* October 19, 1942, as a clerk in Operations under John J. Metzner. Two years later she was transferred to the payroll department, and finally to the bookkeeping machine department.

Wie Geht's?



For the best part of 10 years—count 'em!—you saw her name on the masthead of Tow Line, as an associate: Miss Lucille O. Christian, n.p. Saranac Lake, N. Y. Taking a two-year leave of absence, Lucy left us in mid-July to join an organization operating PX's for the U. S. Army in Germany. We can't tell you anything about that, but her current mailing address is: Hq. 7480th Supply Group (SA), A.P.O. 633, New York, N. Y. She came with *Moran* in 1943 as a stenographer in the WSA department. Since then she has been secretary to Fred Schilling, Ray Fox and Joseph H. Moran, II, in succession... Are you there, Miss X'ian?

"Fantastic Operation"

Dear Mr. Munroe:

Congratulations on the August issue of TOW LINE. This is really an outstanding presentation of an outstanding job. I don't know when I have read or seen pictures of a more fantastic operation.

I have a friend in Switzerland who is a collector of marine photographs, and from time to time I send him (pictures) of unusual marine events. I would like very much to send him a copy of Tow Line for August. . . . Again, my compliments on a most excellent house organ.

IRVING D. JAKOBSON

(Jakobson Shipyards, Oyster Bay, N.Y.)

ITEM—"The Wartime Saga of the Edmond J. Moran," a five-page illustrated feature about that famous unit of the "M" fleet, in Vol. XX, No. 9, of The Titanox News, published monthly by the Titanium Division of National Lead Co., Sayreville, N. J.

Dutch Editor Enthusiastic

Dear Mr. Munroe:

As the shipping editor of IJmuider Courant / Haarlems Dagblad, I take a great interest in all publications about towing. Sometimes I see your TOW LINE, a wonderful magazine! You have found in me a fond admirer of this publication with its beautiful watercolors and photographs. I should be much obliged if it is possible to send it to me regularly. Many thanks! Another question: Would you be so kind as to send us a photo of the tug Joseph H. Moran, II?

WILKO NEEHUS

(Velsen-IJmuider, Holland)

ITEM—A two-page spread in Vol. I, No. 6, (July, 1957) of News Front, a monthly picture news magazine in its first year of publication, researched chiefly at Moran HQ, included pictures of "M" ocean and harbor tugs at work.

Glad to Oblige the Boys

Gentlemen:

I am a teacher in the New York Training School for Boys, and we have been studying about ships and harbors. Of course, the role of the tug came into the picture. The boys jumped at my suggestion that perhaps you could send us some material about tugs. I have thirty (30) boys in two classes, and any information you send will be greatly appreciated.

REV. JOHN W. VANDER GROEF

(Warwick, N. Y.)

'The Worst Summer Ice Conditions in Memory' Did Not Stop M. Moran

About the time our Texas Tower No. 4 tow was approaching the operational site SE of Ambrose lightship, another Moran ocean tug, *M. Moran*, was completing a difficult assignment in a latitude considerably farther north.

Through "the worst summer ice conditions in memory," according to Capt. Jens C. Halling, Lake Mohawk, N. J., master of the tug, the *M. Moran* towed three barges from Argentia Newfoundland, to Goose Bay, Labrador, for the Military Sea Transportation Service.

Anyone who has navigated that stretch of North Atlantic coast can testify it is no Fitzpatrick travelogue even with the best of weather prevailing; and only three days out, the *M.*'s log indicates, the tow had to seek shelter in Nippers Harbor.

"Several vessels were stuck in the small harbor along the coast of White Bay," Captain Halling said. "St. Anthony was blocked, and in the Straits of Belle Isle several ships were drifting in heavy ice, including the *Gretic Leader*, built especially for such conditions."

After two days in Nippers Harbor, glued to the radio, plus a trip out half a dozen miles to the northeastward to check on ice conditions, Captain Halling took his barges in tow again. A few excerpts from the *M. Moran*'s log provide an indication of her progress during the next five days:

"We were then in the ice 12 miles E. of Cape Bauld . . . but after eight miles we had to turn around. . . . Following the edge of the ice, we were heading north 26 miles E. of Cape Bauld. . . . Heavy fog set in again. . . . Spotted an opening on radar. . . . July 1, 0830, we got a break as the fog cleared and we headed into our lead. . . . Nothing but heavy ice. . . . Four miles from Cape Spear, solid ice. . . . We put the *M.* to work and started pushing through. . . . The old pilot (John T. Hex) shook his head and said he had never seen anything like it. . . . Off Fox Island, heavy fog, so reversed course. . . . July 2, 2300, passed George Island and were in icefree waters."

Multiply the foregoing phrases a few times and you'll get the overall picture. Towing through ice fields is not for apprentices in any event.

When word reached the icebreaker *Edisto* that the *M. Moran* was in the run between Horse Chop and Hamilton Islands with her tow, the commanding officer could scarcely credit his ears, but—

"He congratulated us and said 'well done,'" Captain Halling reported.

(Photos by Albert F. Shaw, mate)





Britannic

Queen Mary

Mauretania

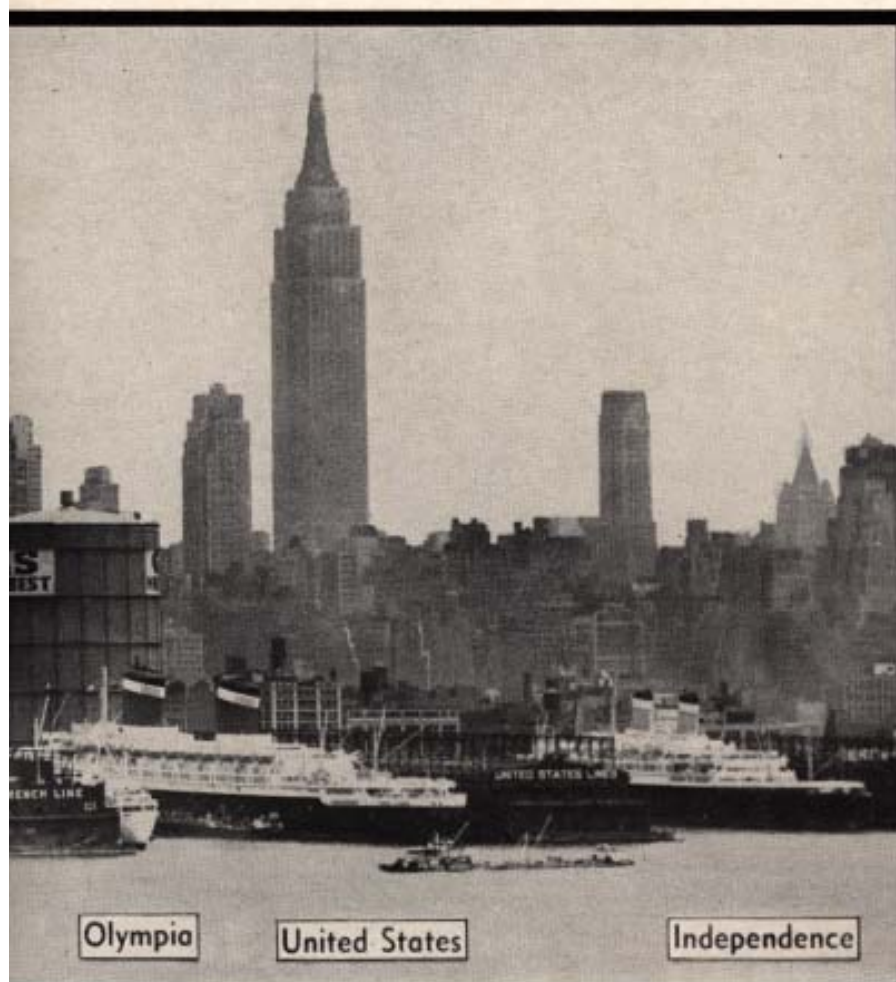
Flandre

—New York Herald Tribune photo, by Ira Rosenberg.

LINERS LAND LARGEST PASSENGER LISTS IN PORT'S HISTORY

FIELD DAY FOR MORAN TUGS...





Olympia

United States

Independence



SEPTEMBER 3, 1957, in the Port of New York was not merely the day after Labor Day; it was a labor day in its own right, on the waterfront.

Between 8 a.m. and 6 p.m. a dozen passenger ships, including *S.S. United States* and *R.M.S. Queen Mary*, debarked 9,386 passengers here — approximately eleven hundred more than the one-day high total set by nine liners seven years ago. North River piers were feverish.

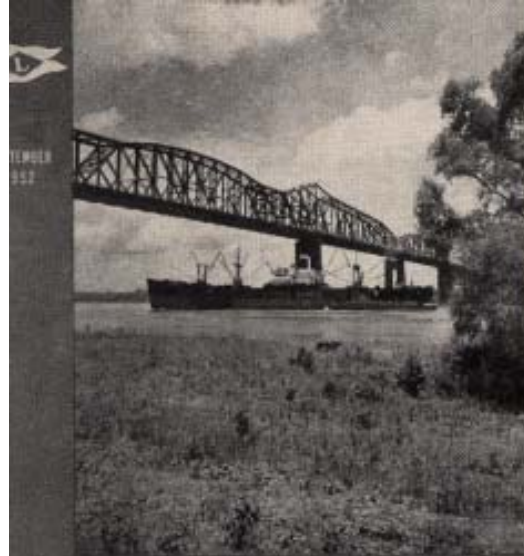
Needless to say, it was a “field day” for tugs of the Moran harbor fleet. Besides the flagship of the American merchant marine and the second largest Cunarder, Moran tugs (and docking pilots, of course) handled the following distinguished seven:

Independence and *Exochorda*, American Export Lines; *Noordam* and *Maasdam*, Holland-America Line; *Flandre*, French Line; *Gripsholm*, Swedish American Line; and *Mauretania*, Cunard Steamship Co., Ltd.

There were no “hitches”. Tugs and the other essential agencies — customs, immigration, all hands — functioned like clockwork under maximum pressure. It was a day’s work to be proud of . . .

Reminder: “M” tugs also handle the oil barges that refuel many of these ships.





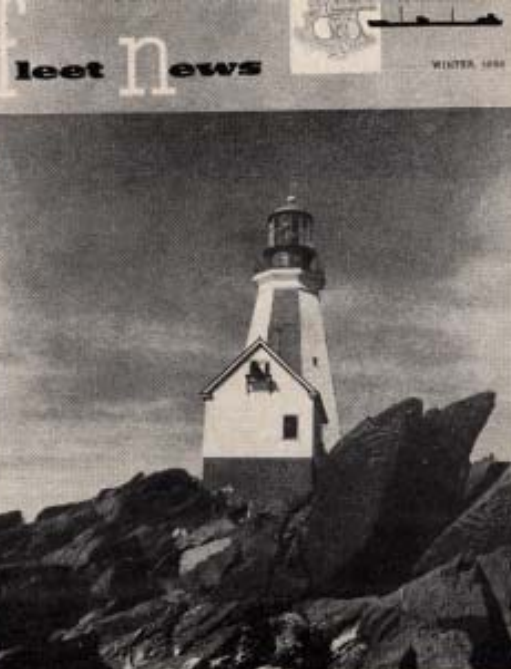
Lykes FLEET FLASHES

BULLETIN

JULY 1953



IN THE HOOD: Long Wharf—Dr. Crossland, of the West
STANDARD OIL COMPANY OF CALIFORNIA



fleet news

WINTER 1953



THE Orange Disc

SEPTEMBER + OCTOBER 1 1953

Meet Some More of Our CONTEMPORARIES

(Clockwise, from upper left)

Lykes Fleet Flashes—Monthly; Lykes Bros. Steamship Co., Inc., 925 Whitney Bldg., New Orleans, La.; Larry Guerin, Editor.

Bulletin—Quarterly; Standard Oil Co. of California, 225 Bush St., San Francisco 20, Calif.; C. R. Lyman, Editor.

Fleet News—Quarterly; Imperial Oil, Ltd., 111 St. Clair Ave. W., Toronto 1, Can.; Gordon R. McKean, Editor.

The Mooremack News—Quarterly; Moore-McCormack Lines, Inc., 5 Broadway, New York 4, N. Y.; Howard S. Kennedy, Editor.

Our Yard—Monthly; Sun Shipbuilding and Dry Dock Co., Maritime Bldg., Chester, Pa.; John Hart, Editor.

The Compass—Quarterly; The Marine Office of America, 116 John St., New York 38, N. Y.; Rear Adm. Edward C. Holden, Jr., USNR, Editor-in-Chief.

The Texaco Star—Quarterly; The Texas Company, 135 E. 42nd St., New York 17, N. Y.; Ellis Prudden, Editor.

The Orange Disc—Bi-monthly; Gulf Oil Corporation, Gulf Bldg., Pittsburgh 20, Pa.; Donald C. White, Editor.

(This is No. 2 of a series)

THE MOOREMACK

SUMMER 1956

News



The Texaco Star

ADDITIONAL MATERIAL



1953
SECOND QUARTER

The COMPASS

OF THE MARINE OFFICE OF AMERICA



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of the Invention
of the Steamship
By Capt. W. H. Jones



SUN SHIPBUILDING AND
DRY DOCK COMPANY
CHESTER, PA.

May 1953

Our Yard

Wickert Plant
MACHINES
for
ANY PURPOSE

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. 4, 1907—Passing of the British str. *Caronia* through Ambrose Channel on her way to sea was very gratifying in that she went through without mishap and it does away with any uncertainty as to the practicability of channel's use by the largest ocean liners . . . (Baltimore, Md., Aug. 27) In U. S. District Court today, Capt. John W. McCoy of the ill-fated tug *Gerry*, libeled British str. *Barnstable* which yesterday collided with and sank the *Gerry* in Patapsco River off Sparrows Point. The amount claimed is \$66,200. Five men lost.

SEPT. 11, 1907—Tug *Robert H. Smith* was sold by American Towing & Lighterage Co., Baltimore, to U. S. Isthmian Canal Co. and will be employed at Colon, C. Z. . . (Providence, R. I., Sept. 4) Tug *Edgar F. Luckenbach* arrived today with barge *Carrie Clark* from Norfolk and reported barge *Coal King* sank off Montauk Point, Tuesday. Crew saved.

SEPT. 18, 1907—Turbine str. *Yale* and *Harvard*, built for the outside route between New York and Boston, will begin that service today, the *Yale* departing Pier 45, North River, at 5 p.m., the *Harvard* from India Wharf, Boston, at 5 p.m. Both str. will arrive at their destinations at 8 a.m. the following morning.

OCT. 2, 1907—(Boston) Wireless message received at Navy Yard from U. S. cruiser *Prairie* stating she had collided off Cape Cod with schr. *Flora Nickerson* and schr. was totally dismantled. Cruiser passed in Highland Light with schr. in tow this a.m.

OCT. 9, 1907—Bark *Freeman*, which arrived at Boston Oct. 7 from New York, reported forced into Shovelful Lightship Oct. 6 by number of barges in tow of tug *E. F. Moran* and afterwards went on Bearse's Shoal. She reported no damage. . . . Barge *Herndon*, with cargo of 2,997 tons of coal, for Portsmouth, arrived at Kittery, Me., Oct. 7, leaking badly and with part of keel gone, having grounded off Cape Ann. . . . American liner *St. Paul*, from New York, reached Southampton Oct. 8 24 hours late after a voyage navigated entirely by dead reckoning. The feat accomplished by Captain Osborne is regarded as marvelous. From time str. passed Sandy Hook on her way out of New York the sun never was seen. By night no star appeared, and during the entire voyage it was impossible to take an observation.

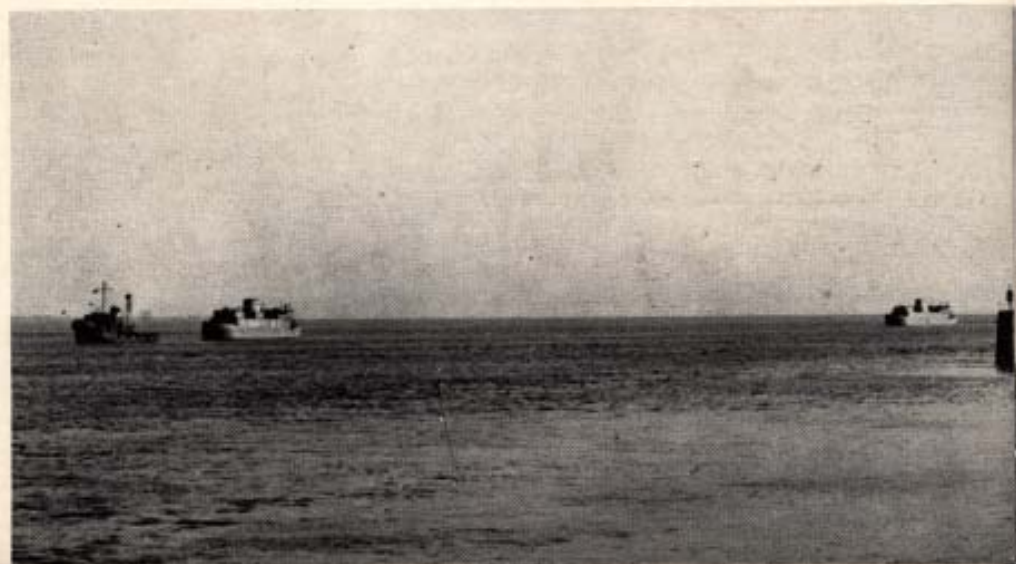
OCT. 16, 1907—(Philadelphia) Str. *Commonwealth*, built for New England S.S. Co. for service between New York and Fall River, was launched Oct. 9 at Cramps Shipyard. Sponsor was Miss Marion F. Mellen, daughter of the president of the company. . . . Barge *Saxon*, lumber loaded, in tow of str. *Katahdin*, Georgetown, S. C., for Philadelphia, stranded 30 miles N. of Cape Hatteras at midnight Oct. 12. Steamer proceeded and arrived Philadelphia Oct. 14.

Point of Interest (Oswego)



In the New York State Barge Canal-Lake Ontario port of Oswego, N. Y., Moran inland waterways tugs are no novelty; but in this instance Tow Line's itinerant "second string" cameraman, F. Shipley, Esq., was aboard the *Marie S. Moran*. He may have crawled out of a comfortable bunk just in time to snap Frank Hickman, 20 West 49th St., Bayonne, N. J., chief engineer, pointing out local improvement activity—harbor dredging, no doubt—to his assistant, Fred McHale, 308 Bement Ave., Staten Island, no longer in our employ. . . . And some sweet day your editor is going to smuggle himself and his Rolleiflex aboard one of those far-ranging canalers for a junket up that way: an inspection of home territory from the water side.

PHILATELY NOTE—One of a series of pix made by Jeff Blinn, Moran's staff photographer, of *M/S Hannover* (Hamburg-American Line; U.S. Navigation Co., agents) on her maiden arrival in New York, March, 1955, has been used in stylish reproduction on a West German 15-pfennig postage stamp commemorating "*Tag der Deutschen Seeschiffahrt*." The first day of issue was June 25, 1957. It's a pity we cannot reproduce the jewel-like little item in colors here.



Harbor Dawn

(New York Times, June 15)

Without a sound a phantom ship
draws in
Toward harbor towers of phantom
silhouette.
Sammambulists who gravely disembark
In a strange country not awakened yet,
The passengers debouch, thin out,
are gone.
Still, as before the crowd grew thick
or thin,
One figure lords that reeded vast
lagoon,
Hauls up, waist-deep, his catches of
the night,
Nor once lifts eyes to the dissolving
moon
And ship that anchors in oblivion.

GEOFFREY JOHNSON
(Bristolstone, Dorset, England)

TRANSATLANTIC TOWS—Not that it represents anything unique in our distance operations, far from it, but four Moran ocean tugs added to the company's laurels that many highly successful tows between United States and French ports this summer.

Marion Moran (Capt. James L. Barrow), Edmond J. Moran (Capt. Leonard Peters), and M. Moran (Capt. Albert Shaw) each towed a 100-ton crane barge from Charleston, S.C., to St. Nazaire, France, for the Military Sea Transportation Service.

The barges were 100 feet long, 70 feet wide, and 12.6 feet deep; and it should go without saying that maritime skills adequate for just about every kind of weather and sea condition got their workouts during these transatlantic voyages.

Another tug, *Joseph H. Moran, II*, (Capt. James W. Jenkins), had something different in the way of a tow—extraordinary, to say the least: one F5-type barge, 176 feet by 32 feet by 19 feet, and two FMS-type (repair) barges, 210 feet by 40 feet by 15 feet, tandem rigged. She logged approximately 3,700 miles (one way, via the great circle route, about 200 miles shorter than the others), and averaged 6.3 knots on the long haul. Item: Three days of full-gale northeast winds.

Here's the tow at St. Nazaire, Aug. 6, with two barges shown.

Briton Has Made More Than 700 Models in 20-21 Years



Mr. Dennis Sears, 116 London Road, Nottingham, Notts, England, is very much interested in Tow Line and in Moran's pictorial calendars, he says, and now we are interested in him—sort of a mutual interest society, it might be said.

Our correspondent builds ship models—other kinds, too, for all we know. In fact, his output is something to marvel at: "over 700 different models in a period of 20 or 21 years," according to his own estimate, which is good enough in this quarter. However, he gets some help with his avocation, as you can see.

This picture, one of two he was kind enough to submit, shows Mr. Sears working on a model of *M.V. Britannic*. His son, Rodney, seems to be sandpapering lifeboats; while Mrs. Sears is cutting and sewing sails for yachts, galleons, etc. The builder neglected to say, and we are not sure, but that ship behind the boy could be another Cunarder, the *Saxonia*. (His *R.M.S. Mauretania* is eight feet long.)

Mr. Sears is a member of the World Ship Society; but what we have been wondering is, where does he get that kind of energy? . . . Thirty-five models a year, egad!

Ex-Moran Skipper Signals

Dear Mr. Munroe:

I am having forwarded to you a publication, *Down-East Magazine*, which carries a story under the title "The Saga of a Powder Horn" which will appear in the October issue. . . . The story was written by (you guess who) N.L.P. A number of your masters have made inquiries about me and what I am doing for a living, so I thought this would give them a very good idea that when the Moran Towing & Transportation Co. retires a captain he is qualified for almost any job that comes along, even to writing pirate stories. With warm regards to your Miss Christian and all the official Moran family, and hoping to see you all this coming winter, if my present plans carry—


CAPT. NELSON L. PROCTOR
(Starboard, Maine)

Collects Maritime Data

Dear Sir:

I feel obliged and am sending you this little thank-you note after receiving the back numbers of your magazine. I do appreciate them very much, and will treasure this as a valuable addition to my collection.

H. J. BRANDENBURG
(Chief Officer, *M/S Westerdam*,
Holland-America Line, Hoboken, N. J.)

NOON SAILINGS—About lunch time on Friday, Aug. 23, if you had been at Moran HQ and had happened to glance out of a window towards the Statue of Liberty and the New Jersey waterfront beyond, this is the interesting scenic composition that would have rewarded you. *S.S. United States* (left) had sailed at noon from Pier 86, North River, with the assistance of our *Carol Moran* and *E. F. Moran, Jr.*, with Capt. Carl W. (Bill) Morch aboard as pilot. At the same time, *Maira Moran* and *Helen B. Moran*, taking signals from Capt. Frederick W. (Bill) Snyder, had helped *S.S. Constitution* shove off from Pier 84, North River. What that lone tug crossing in their wake was up to, you will have to imagine . . . Sailing, anyone? 

Prospective Sailor

Dear Sirs:

I received the information you sent me, and I appreciate it very much. Since I intend to make life on the water my career, you have been very helpful. I now have some idea of how the small tugboats operate.

FRANK DECOSKEY, JR.
(112 Sumner Ave., Pittsburgh, Pa.)

ITEM—Maritime Exchange Bulletin, Vol. XLV, No. 1, doffed its editorial hat to Moran (as it has many times previously) with photographs of *M. V. Gripsholm* and *S. S. Matsonia* maiden dockings in New York, a news story concerning the Moran Inland Waterways Corp. opening an office in Mount Vernon, Ind., and other mentions.

Fans (j.g.) Aged Seven, Three

Dear Mr. Moran:

Thank you very much for the pictures. I want my mother to frame them. My grandfather, Herman A. Feidmann, wrote to you, and I appreciate you sending them to me.

BILL PRICE

Dear Mr. Moran:

My daughter Ann, aged three, also wanted to write, since she is going to have one of the pictures for her room, but I decided you would have enough trouble reading Bill's letter. Thanks a million.

SHAN PRICE





MORAN on the Inland Waterways



Margaret Neafsey, sending, New York

If it had not been for that one-subject issue of *TOW LINE* we tossed at subscribers in August, interested persons would know before this that Moran HQ again enjoys the convenience of a TWX machine—i.e., teletypewriter service as provided by the Bell System. The machine is installed in the office of Capt. Percy Walling, personnel manager, and the company number is NY 1-3434. (Customers, suppliers note.) Although TWX affords a fast, private working circuit with Moran Inland Waterways Corp. HQ, 110 West 3rd St., Mount Vernon, Ind., and the machine out there was installed principally with that value in mind, the 1957 teletypewriter directory lists 37,440 subscribers alphabetically, any one of which (or a combination of several, simultaneously) may be called from either of these two machines.

Hironymous is a name not unfamiliar to accounting department employees handling bills for food consumed aboard the towboats *Betty Moran* and *David E. Moran* on their inland waterways runs. So here is a snapshot of "Poss" Hironymous' little girls, with a bull calf that won Blue Ribbon, Champion of Class, and Grand Champion as their entry in a Posey County 4-H Club Fair contest there in Indiana.



The girls are named Bonnie and Jill; and their pappy infers that this is the kind of meat he supplies to our towboats.

And this is Alvin Kenneth Hall, assistant to Capt. John A. Brown, general manager, Moran Inland Waterways Corp. He is 26, married, has a couple of chillun: Robert Wayne, aged three, and Sandra Kathryn, two. Until he joined the Mount Vernon force he was employed by the Interstate Finance Co. out yonder. Welcome abroad, Mister H.!



COMPANY MEN HONORED—

"There is no flag hoist, as in the Navy, for the tugboats of this port, commending them for deeds of valor," Allan Keller wrote in the last Christmas issue of *Tow Line* (which see) in his feature story on Moran tugs and men displaying exceptional courage in fighting the spectacular Brooklyn waterfront explosion and fire of Dec. 3.

None the less, Farrell Lines came up with an awards reception and luncheon at the Downtown Athletic Club in mid-summer, when citations and commendations were given to Moran men and others for their individual roles in connection with saving endangered vessels and for other fire fighting activities.

Here is Capt. John A. Bassett, one of our ace pilots, receiving from Admiral George Wauchope, executive vice president of Farrell Lines, his own and the other awards to Moran employees.

The others receiving Farrell awards were (alphabetically): Sigurd Andersen, Daniel Fusco, Philip Gaughran, Jr., Ramon Giusti, Louis Hernandez, Ralph Johanssen, and William Poulsen.

Again, congratulations to all hands.

GAS TURBINE SHIP—Government and industry officials and representatives of the press on Sept. 18 went for a run out of New York aboard G.T.S. *William Patterson*, world's largest merchant ship powered with a free-piston gas turbine. The tug *Barbara Moran* did the necessary at Pier 2, North River, to get the *Patterson* started. Clarence G. Morse, Maritime Administrator, called the ship "an example of the type of dynamic research" being undertaken by his government agency. She is the fourth war-built Liberty ship to be selected for experimental conversion and engine replacement. Her new 6,000-horsepower engine was built by Cleveland Diesel Engine Division of General Motors, and the conversion was done in the Baltimore yard of Bethlehem Steel Co.

The *Patterson's* turbine is the first of its type to be installed in the United States. It replaces the triple-expansion reciprocating steam engine which was standard equipment in 3,250 World War II ships of this type. . . . Good sailing!



Add Tough Assignments

Dear Bob:

The August issue of *TOW LINE* topped them all! "We Get the Tough Assignments" brings to mind words like "saga" and "epic," so often used with less justification in publishers' blurbs. If you can find time, you should re-do the story for one of the magazines with mass circulations—preferably one that would take advantage of the excellent pictures available. It's easy to tell someone else what to do, but perhaps you won't mind my saying that this, perhaps in combination with some of the other tough assignments, would make a whiz of a magazine piece; and the over-all material you have accumulated would pack well between book covers. . . .

TRUMAN T. FELT, P.R.C.
(Washington, D. C.)

We're Pleased, Too

Dear Sir:

I have the honour to inform you that I am a collector of photos, pictures and all kinds of other particulars about ships and tugs. Would you be so kind as to send me some details about your ships? I should be very pleased if you could send your publication.

NICO VAN DRIMMELEM
(Utrecht, Holland)





AS REFRESHING as a breeze from a Norwegian fjord was a catch-as-catch-can interview your correspondent had with the newest assistant to Moran's marine superintendent. His name is Frederik Jonassen, and here is a fathom or so of pertinent information from his personal coil.

As Irving Miller's opposite number in Capt. Leonard Goodwin's department, not infrequently Fred is away from his desk at Moran HQ, solving problems having to do with maintenance and the replacement of towing gear. After having devoted the greater part of his young life to the sea, this suits him just fine, but you almost have to ambush him if you want to talk to him ashore.

This Moran-man of decisive and vigorous action was born in Tonsberg, Norway, on the last day of May, 1923, and within 15 years he had weighed anchor. During the following decade his ports of call covered six continents as he served aboard tankers and freighters, including fruit carriers.

For something different, as you might say, young Fred signed on for five-month stints aboard British factory-type whaling ships operating in the Antarctic.

Considering his modesty—a noticeable characteristic—Fred's bizarre adventures on these many voyages will be merely indicated. (A submarine interrupted one crossing of the Indian Ocean. Several days in a lifeboat later,

he was beached in India for a month and a half. Another passage was abbreviated by a mine off Scotland.)

"The important thing," he points out, "is that I came to work for Moran in 1947, as a deckhand aboard the old *Christine Moran*."

He became a mate on the *Nancy Moran* in 1952, transferred to the *Bartow* in 1954, and secured his master's license in 1955.

Incidental intelligence: Fred never was seasick until he sailed coastwise on a tugboat!

There are three more Jonassens residing at Brown's Trailer Court, Lodi, N. J.—Mrs. J., formerly Grace Baade of Spring Valley, N. Y., and sons Frederick, nine, and Eric, five.

Perhaps noticing your correspondent's puzzled expression, Fred acknowledged that he bought his trailer in 1950, intending to overland it to Alaska, but changed his mind—fortunately, it might be surmised. Currently, he is building a summer home in the Poconos.

New York University takes care of his free evenings. No laggard, this fellow.

H.J.B.

Another hold-over item, stymied by that one-subject August issue:

Born in Staten Island Hospital, July 24, Robert Earl Meyer, seven pounds, son of Frank and Joan Meyer, 209 Pelton Avenue, same borough. Frank is a diesel mechanic at the Moran maintenance and repair base.

Another: The second annual picnic for Moran shipyard personnel and their families and/or friends, July 27, at Henny's Grove, 2187 Richmond Avenue, New Springville, S. I. "Refreshments . . . Games . . . Prizes . . . Dancing; Commencing at 1200 hrs., to (?)," was the announcement signal.

Decorative; Efficient, Too



So here is a new face—and a pretty one—in the Construction and Repair Division office at Moran HQ: Miss Eileen Gaffney, 25, 109 Columbia Avenue, Jersey City, N. J., a company employee since mid-August. Previously she was a secretary for the Warehousemen and Helpers Union, Local No. 867, in Jersey City. A graduate of St. Michael's High School, Union City, our Miss Gaffney likes it fine here, she says, despite the commuting nuisance. Her youthful enthusiasms embrace dancing, ice skating, the theater (movies and TV included), and books. No romances going on at present, she tells you—but you can only half believe it.

Dead reckoning, dry land navigation was the ticket this summer for vacationing Capt. Edward W. Erickson, 173 Columbia Heights, Brooklyn, of the tug *Cynthia Moran*. "Cap'n Willie" and Mrs. E. set a course roughly SW, not counting a few days at Lake George, N. Y.—all the way down to the Texas panhandle, into New Mexico, Arizona, even Mexico. Land miles logged, 6,300.



"Jimmy"

Meet our new one-to-five office boy, young Mr. Dominick J. Lantonio, 18, 2801 Farragut Road, Brooklyn, who was a June graduate of Midwood High School—now a freshman at Brooklyn College, majoring in education. He started work as a member of the shoreside staff September 6. Seems to be making out fine. Basketball, photography, reading (autobiography), and dancing occupy his leisure time, if any. "I like to take automobiles apart," he says, "—with tools."



Fred Jonassen



HAWERS & HORSES—An interesting, not to say unusual, avocation for a tugboat deckhand, came to light in the course of a conversation with Nils Nelson of the *Cynthia Moran*: jumping horses. Nils has participated in a no less spectacular event than the National Horse Show in Madison Square Garden, New York, as well as in local affairs of the kind in Westchester County and in Darien, Conn. It all began during his years at New York Military Academy, 1945-48, but is tapering off now due to lack of time. Twenty 93rd St., Brooklyn, less than a whistle toot from the Narrows, is home to Nils, and a Norwegian girl, Berid, makes it a happy one.

CASUALTY REPORTS

Maureen Doyle, Moran receptionist and relief switchboard operator, sat still for some surgery Oct. 8 in Methodist Hospital, Brooklyn. As **TOW LINE** hobbled off to press, she was reported to be resting comfortably, making a satisfactory recovery, but her running mates on the board were doubtful that she would be back in the office until after the first of the month.

Lillian Harrison, another switchboard equestrienne—only 27 years as an operator for Moran!—may be observed in her accustomed spot if you're careful to look at the right time. She is working short shifts at the moment, and the word is she doing all right, too, after a long and serious illness involving more than one dose of complicated surgery. "Lill" must be a good deal tougher than lots of people thought.

No surgical strike-out victim either was young Jack Balsamo of Moran's dispatching staff, who returned to his swivel deck chair and fancy communications equipment Oct. 7 after being under the knife and recuperating promptly at his home, 2155 East Ninth St., Brooklyn. Looks as healthy as a college athlete now, he does.

ITEM—A TWX (teletype) machine has been installed at Moran HQ. See "Moran on the Inland Waterways" column, Page 13, for further details.

ITEM—An eye-catcher, a three-column photo of Moran tugs moving *U.S.S. Independence* in the East River, with the overline "Tugs Shift Unfinished Carrier to a New Berth," just too late for our August issue.

Another Maureen Aboard



This item might be regarded as a little late, but all kinds of excuses to cover the lapse are available. On July 1 Miss Maureen Allen, 26 Hill St., Brooklyn—our spy reports her to be "on the mature side of 17," whatever that means—came to work for Moran as secretary in the purchasing department. A member of last June's graduating class at Bishop McDonnell High School, our Miss Allen speaks some Dutch, too, her mother having come from Dutch Guiana. She likes swimming, roller skating, and probably it is no more than fair to pass along some office scuttlebutt to the effect that she is "going steady" with a policeman.

Via Nite Wire: With reference to the leading item in our "Portland Notes" column, about a stork hovering over one of the downeast tugs, the package has been delivered. Leo Theriault, oiler on the *Thomas E. Moran*, has a daughter, 8 lb. (Oct. 7.)

MATRIMONIAL BOOM—Big doings in the Miss-to-Mrs. Department at Moran HQ!

Regina Ann Daly, daughter of Mr. and Mrs. B. J. Daly, 45-24 Forty-second St., Long Island City, secretary to E. F. Moran, Jr., and Robert V. Gillen, ass't. night circulation mgr. of the N. Y. Herald Tribune, were married in St. Raphael Church, Sunnyside, Oct. 5. They are setting up housekeeping at 37-60 Eighty-eighth St., Jackson Heights, Queens.

Rita Carnivale, daughter of Mr. and Mrs. Anthony C. Carnivale, 2022 Colden Ave., Bronx, and Placido L. Vettoretti, a sales engineer, were married Oct. 12 in St. Clare of Assisi Church, same borough. Rita came to Accounting from Seaboard Shipping Corp. late in '56. This pair will make a home at 2011 Hering Ave., Bx.

Office colleagues (f.) had Regina and Rita as honor guests for luncheon at Busto's Restaurant before they shopped off. The accountants came up with luggage, gadgets, and a cake for Rita; in Sales there was a cake and a fine gift for Regina.



Miss Carnivale (left) and Miss Daly

Moran Towing & Transportation Co., Inc.
Is Proud To Honor
CAPTAIN
CHARLES M. PARSLOW

WHEREAS,
Captain Charles M. Parslow served the Moran Towing & Transportation Co., Inc. faithfully for many years, and

WHEREAS,
his outstanding professional qualities and his unflinching devotion to the Company's best interests will long be remembered, and

WHEREAS,
he had a personal attachment for his last command, the

SHEILA MORAN,
in which he served with distinction,

NOW THEREFORE,
the Board of Directors desires to spread the following resolutions upon the minutes:

RESOLVED,
that we hereby record and give formal expression of our appreciation and gratitude for the years of loyal and devoted service rendered by Captain Charles M. Parslow to the Company;

RESOLVED FURTHER,
that a copy of this resolution be tendered to his family as a token of the esteem and regard in which his memory is held;

RESOLVED FURTHER,
that a copy of this resolution be placed permanently in the files of the tug Sheila Moran in memory of Captain Parslow.

Stated and sealed in:
New York City, June 4, 1957

[Signature]
[Signature]

