

TOW LINE



FEBRUARY, 1958

New Moran Tug...
(Pages 3, 12)



ON THE COVER—

WHAT IS THIS, an Evers wash drawing on cloth or textured board, in reverse? It is accurately and sufficiently detailed enough to be a C.G.E. product, but it isn't.

This is a negative print, projected through one of several screens available for such special purposes, of an otherwise routine photo by our staff cameraman, Jeff Blinn. Otherwise it might be regarded as an eye-catcher, something different and—come, let's acknowledge it—striking.

The tidy vessel, as you see, is none other than our 1,750-horsepower, diesel-electric *Cynthia Moran*, launched at Jakobson's Shipyard, Oyster Bay, L. I., December 4, 1956—one of the all-around best tugs of her kind in this or any other harbor in the world.

Master of the *Cynthia* as of now is Capt. Alfred C. Rowohl, Flushing, N. Y. Sivert Sivertsen, Palisade, N. J., is her chief engineer.

Although this tug is normally assigned to New York harbor and the routine of docking, undocking and transporting vessels, she is capable of going to sea and has on more than one occasion—for example, her rescue of *S. S. Antonis*, disabled 620 miles SE of New York.

This negative view shows her moving leisurely downstream in the North River, off the new Port of New York Authority pier at Hoboken, N. J.

Certainly there is no mistaking that silhouette; but if there were, what about that block "M" on her stack—white on black in the positive version—an increasingly familiar sight hereabouts and elsewhere around this essentially watery world?



Moran's European Agents.

ENGLAND: James A. McLaren & Co., 65 Bishopsgate, London, E. C. 2; SCOTLAND: Henry Abram, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Henning Astrup A/S, Fridtjof Nansens plass 4, Oslo; Birger Gjestland A/S Kong Oscars Gate 62, Bergen; DENMARK: Jørgen A. Rasmussen, 33 Amaliegade, Copenhagen K.; SWEDEN: A. B. Sandström, Stranne & Co., Postgatan 2, P.O.B. 93, Gothenburg; FINLAND: A. B. Lars Krogius & 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 Nava's Aguirre 8, Bilbao; ITALY: Marittima Internazionale-Marinter S.p.A., Via alla Porta degli Archi 3/7, 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, Associate

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New Moran Tug Will Serve at Portland, Maine

THE MORAN TOWING CORPORATION has awarded to Jakobson's Shipyard, Oyster Bay, L.I., a contract to build a new steel tug for its affiliated concern, the Central Wharf Towboat Company, Inc., Portland, Maine. The keel will be laid March 10th.

Admiral Edmond J. Moran, president of the parent corporation, said the increasing number of large tankers using the Maine port has made it necessary to increase the horsepower of the tug fleet there in order to handle the ships with maximum efficiency.

Madison A. Moore, Central Wharf president, pointed out that the Portland Pipe Line Corporation has constructed a new pier to accommodate tankers of as much as 60,000 deadweight tons, which will require the assistance of more powerful tugs.

The new Moran tug, not named as yet, will be 100 feet long (over-all), with a molded beam of 25 feet, 10 inches, and a designed draft of 12 feet. These dimensions were determined with the Down East operation in mind; but she will be classified *A-1 Towing by the

American Bureau of Shipping, and will be capable of all types of service. In accordance with Moran policy, an inclining experiment will test her stability before she is assigned to Portland.

Howard C. Moore, manager of Moran's construction and repair division, said the new tug will be the first vessel powered by a General Motors 1,600-horsepower, Model 567-C engine, to drive a five-blade propeller through a Wichita clutch.

Electricity will be provided by a 25-kilowatt generator driven from a power takeoff on the main engine; also by a 30-kilowatt generator driven by a General Motors Model 3-71 diesel engine. She will have the usual set of motor-driven pumps.

The steering gear will be an electric-hydraulic V-line type supplied by Sperry. It is designed to throw the rudder 100 degrees, hard-over to hard-over, in 12 seconds. The rams will be mounted on the afterdeck and connected directly with tiller, thus eliminating steering chains, sheaves, etc.

(Continued to "Portland Notes," Page 12)

SEVENTH SINCE WAR — On Dec. 18th the Port of New York welcomed in fitting style another new transatlantic passenger liner, the 22,000-ton S.S. *Sylvania*, seventh new Cunard passenger ship to arrive here since the end of World War II.

Near the Statue of Liberty and the Battery, she was accorded the traditional maiden arrival salutes: by helicopters, fireboats, and harbor craft of all kinds, including the "M" tugs (*Carol Moran*, *Cynthia Moran*, and *Diana L. Moran*) assigned to assist her into her berth on the north side of Pier 90, North River. Capt. Chester Evans, one of Moran's senior pilots, was in charge.

The *Sylvania* — from Liverpool via Halifax, with 344 passengers — made port here only 10 days ahead of the 110th anniversary of Cunard passenger service in New York.

The new ship was built for service between Great Britain and Canada. She made her first run to Montreal last June; and was scheduled to make a West Indies cruise and three transatlantic voyages from New York before returning to the Canadian run.

The *Sylvania* (Capt. Frederick G. Watts) has accommodations for 154 first class passengers, 724 in tourist class. She is equipped with Denny-Brown stabilizers to minimize rolling in heavy seas. — Photo for Moran by Flying Camera, Inc.



Ships Bring Exotic Cargoes from Distant Ports to New York; Tugs Dock, Sail Them

By ALLAN KELLER, Special Writer for Tow Line

THE FREIGHTER rocked at her pier, setting the bow and stern spring lines swaying. Above decks there was a clanking and banging of winches and booms and the sound of cargo nets slithering through open hatches. On the land side the towering cubes of Brooklyn's Bush Terminal stood bleakly up against the cloudy sky, while on the water side two Moran tugs, their work done, scooted off for another job.

From ten thousand miles away in the East Indies the Java-New York Line freighter had come in to dock with palm oil, sisal hemp, skins, manganese, and a hundred other articles that New York handles each day on their way to soap factories, steel mills, dye works, fabricating plants and the like.

Up the Hudson, where Manhattan skyscrapers mark the heart of the city, great liners like the *United States*, the *Queen Mary*, the *Liberté*, and the *Caronia* discharged or took on passengers. At those docks stylish women and busy, prosperous looking men swarmed about like commuters headed through Grand Central Terminal.

Outlying Precincts

But away from the "gold coast" of the west 40s, out in Port Newark, at Constable Hook, Erie Basin, Newtown Creek and other outlying areas the workhorses of the sea, the freighters and tankers, came and went about their business without fuss or feathers.

Only those whose work is connected with this incredible traffic realize the strange and colorful cargo that flows into the world's greatest port. No one

gets a better view of it, in all its romance, excitement and yet essential facets, than the men who man the tugboats, docking, undocking and otherwise assisting the ships.

"It Ain't Easy!"

Before the palm oil reached the heated tanks of the Java freighter thousands of Indonesian natives had plucked the buds from the tops of palm trees and crushed them to extract the oil. Then by ox yoke and shoulder pole they had carried it through jungle to the go-downs where commission merchants sampled it and haggled over prices before having it loaded on the freighters.

Once aboard the ship the Dutch engineers fed steam into the pipes that jacketed the tanks so the palm oil wouldn't get cold and congeal. Solid palm oil would be worse than lard to handle—and one mistake of that type could ruin the profits of a three-month voyage.

On this run the freighter had also taken aboard great bales of crude rubber and tea packed in plywood chests bound with lead strips. While the great pumps sucked the oil from the tanks

the booms lifted the chests and bales onto the pier in a great cascade.

Across the slip was another cargo vessel that had come from East Africa laden down with sisal hemp. Her officers had waited in the little ports where ice in a drink is only a mirage while natives baled the platinum strands of fibre. A man born in Holland or Scandinavia who goes to sea dreams strange dreams, and to these sailors the sisal hemp made them think of the golden tresses of women back home in Europe.

Imagine you are in the pilot house of a Moran tug. You leave the freighters from Java and East Africa and steer a course for the docks under Brooklyn Bridge. On the Brooklyn side there is an Icelandic ship, in from Reykjavik, its hold bulging with thousands of barrels of dried fish, kegs of salted herring, drums of cod liver oil and iced tins of cod roe.

Gilding Brooklyn Lily

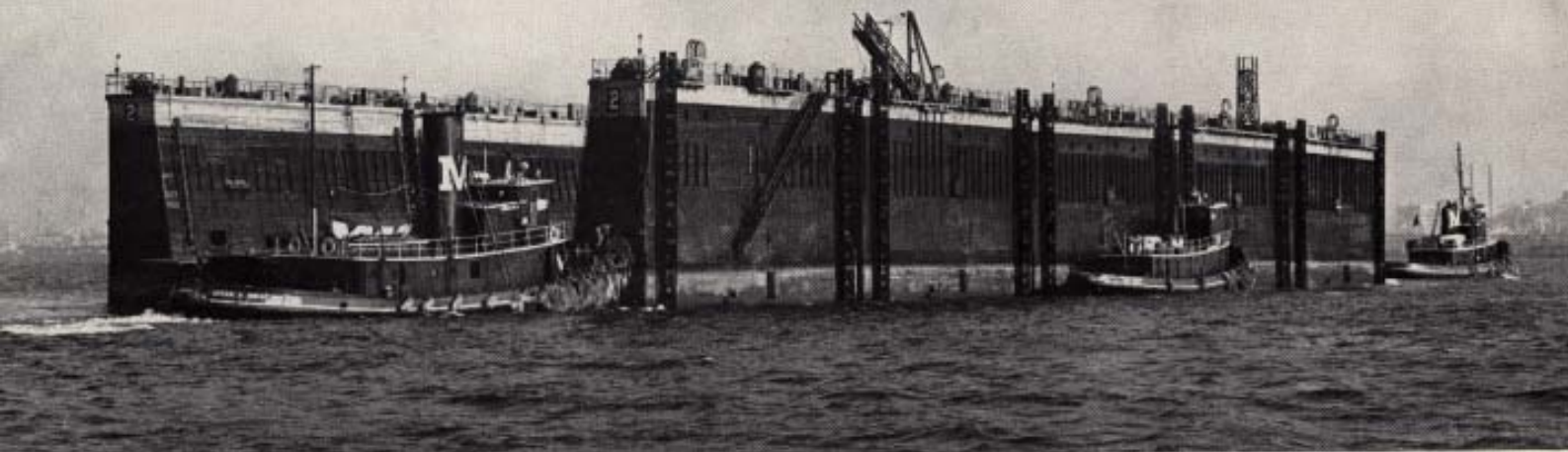
From the open hatches streams the tangy aroma of smoked fish to merge in the air that sweeps across Pineapple, Clark and Joralemon streets with the pungent odor of green coffee being off-loaded from ships of the Grancolumbia Line.

Huffing and puffing, the Moran tugs move Barber Line vessels laden with coconut oil, duck feathers, human hair and dragon's blood. The feathers will be washed and made into eiderdown

(Continued on Page 9)

BALMIER CLIME—Winter came on apace in the New York latitude where *Mayflower*, if had been a popular waterfront exhibit since leaving her original port of call, Plymouth, Mass. So they wanted the colorful replica of the Pilgrims' ship moved to—where? Miami, where else? ("Exotic," our talented colleague Keller's word is.) And where would they look for a staunch tug to tow her down there? We assigned the *Christine Moran* (Capt. Rodney Jones), and away went the 1957 version of the *Mayflower*—with our *Christine's* hawser attached to a 60-foot towing bridle of inch and a half chain. This was duck soup for the working press and indefatigable press agents of South Florida. "My descendants can be proud of me for what I just did," the Miami Herald's whimsical Lawrence Thompson wrote. "Thanks to me, they can brag that an ancestor landed on the *Mayflower*." You can imagine the stir she created upon being berthed at Watson Island, McArthur Causeway, and visitors got the scent.





HARBOR MOVEMENT—No errand for amateurs and not child's play obviously, was Moran's assignment to move this Bethlehem Steel Co. dry-dock from their Hoboken yard to the one at 56th Street, Brooklyn. Five "M" tugs, *Cynthia*, *Alice M.*, *Catherine* and *Susan A.* (*Moran*), accomplished the mission between 0800 and 1130 on Jan. 3rd, with Capt. John A. Bassett aboard as pilot to call the signals. Judging by our accounting department records, the five-section dock as you see it here must have measured 600 feet long . . . Gangway!

Inter-family Matter

Gentlemen:

Could you send *another* Moran outfit your 1958 calendar? With best wishes . . . and the sincere hope for a prosperous '58 for you,

THE MORAN FAMILY
(93-03 107th Ave., Ozone Park, L. I.)

Another Evers Fan

Dear Sir:

I wish to express my appreciation for the beautiful 1958 calendar I received today, together with a separate print of Mr. Evers' superb painting of your *Diana L. Moran* entering the harbor at Willemstad, Curacao. They do both Mr. Evers and the Moran company great credit. I take this opportunity to thank you again for having placed my name on your mailing list for this material and your excellent house publication *TOW LINE*. The latter has revealed for me the truly astonishing scope of the Moran activities and the many tasks they include. I hope you will be kind enough to continue to send it to me. Someday I hope I may have the privilege of meeting Mr. Evers and learning something of the manner in which he achieves the astonishing perfection of his drawing and color values.

COL. P. MELVILLE, USAF (Ret.)
(Washington 16, D. C.)

NAMESAKE—The first atom-powered merchant ship will be christened *N.S. Savannah* after the famous pioneer American steamer that crossed the Atlantic Ocean.

SEASONAL ALTERATIONS—In the Syracuse Herald-Journal we saw an item to the effect that when the New York State Barge Canal closed for the winter the sills of locks at Phoenix (Oswego Div.) and Brewerton (Erie Div.) would be lowered one foot, "as part of a canal deepening program launched in the 1930s." Tow Line's staff photographer upstate, Mark H. Chapman, must have seen the news story, too, because it wasn't very long before he came up with these two pix (br-r-r-r!) of a Troy contractor's operations at the Phoenix site. Skating, anyone? Canal men in Syracuse said plans are afoot to lower the sills of the remaining locks along the Oswego Division.

Tugs Brave Ocean to Aid Ships in Need; Crippled Freighters Towed to Safety

(JACQUES NEVARD, in the New York Times, Jan. 11th)

The Old West had its Fifth Cavalry to call on in times of need, and the modern Atlantic has its tugs. Yesterday, two of these latter-day riders-to-the-rescue-of-the-beleagured added to the laurels of their kind.

The coastal tug *Cynthia Moran* of the Moran Towing and Transportation Company arrived here with the British freighter *Berylstone* in tow. The 4,312-deadweight-ton ship, en route from Newfoundland to New York with a cargo of paper, had developed engine trouble in heavy weather off Nantucket Island, Massachusetts.

Editor's note: A little something can be added now (as we write, a month later) to the foregoing account. . . . For one thing, Capt. Leonard Goodwin, our marine superintendent, was temporary master of the *Cynthia Moran* on the S.S. *Berylstone* rescue, and a fast and otherwise efficient job he made of it, too. . . . For another, Capt. James W. Jenkins is master of the *Joseph H. Moran II*. As this is being tagged together, the tug is still several days from New York on her return voyage (light) from Europe. She relieved the *Risanger*, another ship of the same line, of the *Brandanger* tow 470 miles WSW of Flores, Azores. It was extremely rough going a lot of the way to Rotterdam, where the ship was taken instead of to Antwerp. . . . An outstanding rescue, we call it. (Three more are being completed now.)

The tug put a line aboard the stricken ship at 7 A.M. Thursday and docked her at the Todd Shipyard in Brooklyn before 10 A.M. yesterday.

Meanwhile the towing concern's ocean tug *Joseph H. Moran II* was en route to Antwerp, Belgium, with the 9,275-deadweight-ton Norwegian freighter *Brandanger* in tow. The freighter had been sailing from Vancouver, B. C., to Antwerp, when her engines failed east of Bermuda. The *Joseph H. Moran II*, which was returning to New York from Venezuela, was diverted off Barnegat, N. J., and sent to get the *Brandanger*.



Celebrated Shipmasters

MAY IS A SIGNIFICANT MONTH for Capt. Ernest H. Nelson, master of the American Export liner, *S.S. Constitution*. This is why:

May Day, 1908, saw him off to sea for the first time, as a deck boy of fourteen, from his native Helsingborg, Sweden. On May 10th ten years later he was married; and on May 29th he got his second mate's license.

Captain Nelson, who served three years in sailing ships, has the distinction of being one of the few immigrants ever to land in the United States at South Norwalk, Conn., where his ship, a three-masted schooner, put in with a cargo from Nova Scotia.

He arrived on this side of the Atlantic in 1911, and followed his early love, the sea. He was with the Army Transport Service, Luckenbach Steamship Co., and others, including the Old Dominion Line, where he shipped as a quartermaster aboard the *Jefferson* with Capt. John A. Bassett, presently one of Moran's ace docking pilots, whose counterpart story of distinguished sea and war service has already appeared in these pages.

Captain Nelson has been a shipmaster since 1921. He joined American Export Lines thirty-two years ago.

His most unusual—not to say disconcerting—voyage for his present



Captain Nelson



Captain Nelson's ship, *S.S. Constitution*, being assisted in North River by our Carol Moran.

employers was when he carried a thousand monkeys (!) from India to New York via Cape of Good Hope. Lost only about 120 during the voyage, too, but had to put in to Bermuda to replenish food stocks for the jittery animals at high wartime prices. The monkeys were for the National Foundation for Infantile Paralysis.

His most nerve-racking trip, you gather, was one of two months, from Karachi during the early part of World War I, in the 10-knot *Examelia*, an old Hog Islander. Outbound, he was in a convoy that lost ships to the German U-boats, but he returned alone because "in those days you were on your own after you delivered your cargo." (On your own on a hostile sea.)

Rose gardening and collecting odd cordial, brandy and liquor bottles are among Captain Nelson's pet hobbies. He fondly displays bottles shaped like dogs, roosters, and turtles—most of them French. Pride of his extensive collection is a double bottle (Dutch) with a gold-flaked liqueur and music-box arrangement which can be wound up, causing a tiny girl inside to dance. Want to know about the contents of these bottles? Untouched, except for one—a Venetian glass decanter containing Italian brandy. This was designed for use as a candlestick if and when anyone emptied it. It is so used in the captain's home in Huntington,

Long Island, where gift items from friends here and abroad are arranged in a decorative shelf display.

Captain Nelson doesn't think that training before the mast is anything like as essential as it was when he went to sea. In those days, Sweden's minimum requirement to stand an examination for a mate's license was 18 months' service in square-riggers.

This Celebrated Shipmaster is a life member of Bredablick Lodge, F. & A. M., New York.

"Two Such Men"

Dear Mr. Bull:

On Dec. 19, 1957, the tug *Joseph H. Moran, II*, picked up a Gahagan tow in Trinidad and departed for San Juan, P.R. The following day it was noted that the barge *B-5* was listing badly, and the captain immediately headed for the nearest port, Fort-de-France, Martinique. Our vice president, Mr. V. G. Hussin, met the tow in Martinique. The following is an excerpt from his report:

"Captain Jenkins and the chief engineer of the *Joseph H. Moran, II*, performed invaluable services in getting the *B-5* drydocked and in supervising repairs, scraping and painting. The Moran Towing & Transportation Co. is very fortunate in having two such men."

We should be pleased if you would advise these two men of our appreciation of their prompt and considerate action.

JAMES F. HUSSIN, Ass't to V.P.
(*Gahagan Dredging Corp. New York*)

A Scottish Maritime House—Its History

We are considerably indebted to a valued correspondent, Capt. William M. Reid, Deputy Master of Trinity House, Leith, Scotland, for an extremely interesting memento (professional and seasonable) that reached this editorial desk at Christmas time:

THE HISTORY OF TRINITY HOUSE OF LEITH, by John Mason, M.A., Ph.D., F.E.I.S.; published by McKenzie Vincent & Co., Ltd., Glasgow; 194 pages, illustrated; price, 10s. 6d.

Anyone interested in antiquities, particularly in the maritime field, cannot be less than deeply impressed with the story of Trinity House—incorporated by royal charter—which goes back to 1380.

"It is a nice book," our Mr. Reid wrote, but he'll get no argument on that from this quarter, "and gives some idea of the difficulties seamen had to put up with in the bad old days. Trinity House (has) played an important part in this port with everything nautical. It took the author six years to write the book, as he had so much research to do."

Having been sailing recently in the waters of Churchillian history, one of the most interesting things about the book, for us, was the revelation that when Oliver Cromwell came to Scotland in 1650 he drove the masters out of the house "and stole all of our books and records"—an understatement of fact, no doubt.

"They never were able to get hold of them after he left," Mr. Reid said. "However, we have complete minutes and records from 1654, a mere 303 years. That is the story the author has done his best to put on record."

To give you an idea of how the Trinity House history is illustrated, the frontispiece (in full color) is a full-length portrait of Admiral Duncan, Viscount of Camperdown, by Raeburn, said to be worth 20,000 pounds. There are other interesting pictures, including photos of Capt. J. R. K. Taylor, Master of the House since 1947—not to mention a wealth of graphic historical material we haven't space here even to list.

This is nautical history with a capital "H". The volume is recommended enthusiastically.

A Jigsaw Puzzle Subject, Now We Can Rest on Our Oars!

Dear Sirs:

In your issue, Christmas 1957, *TOW LINE*, we noticed a reproduction under the heading "New York Harbor, Moran Tugs Synonymous to London paper Artist," which was most interesting.

We thought you would be interested in the enclosed illustration where the Moran tugs are well to the fore. The signer obtained this from the original of a jig-saw puzzle he had given to the young son of his secretary, so you will see that your tugs are advertised even around the children's circle of England.

We think our having sent you this will prove how closely we read your *TOW LINE* and how much we appreciate receiving it regularly.

GEOFFREY C. RIDLEY, Managing Director
(G. C. Ridley & Co., Ltd., 17 St. Helen's Place, Bishopsgate, London)

Editor's note: The picture Mr. Ridley refers to is a reproduction in color of a Thomas Airviews photo made for Moran in connection with the maiden arrival in New York of French Line's *S. S. Liberté*, Aug. 23, 1950. It appeared on the front cover of our October issue that year. An 8-photo center spread described step by step how tugs assisted the ship into her berth at Pier 88, North River, with Capt. Anton Huseby as docking pilot. The waterfront shown extends from Pier 50, 10th Street, to Pier 58, 18th Street. Five "M" tugs and two Coast Guard cutters are ahead and alongside the *Liberté*, moving upriver at about 12 knots.

"High Grade Service"

Dear Ed (Admiral Moran):

The 1958 calendar is most interesting and attractive. Your marine artist is deserving of congratulations for his skill and meaningful portrayal of a tugboat at work. Moran tugs are symbols of high grade service wherever they appear in maritime trade. Every good wish for a fine 1958.

FRANK W. SPENCER
(Atlantic Towing Co., Savannah, Ga.)

That Moran Field Day

Dear Sirs:

With pleasure my son and I have read the October issue of *TOW LINE*, especially the featured article about the "field day" for Moran tugs, Sept. 3. What a great number of ships! We were very proud to read there were also two Dutch ships, the *Noordam* and the *Maasdam* of the Holland America Line. Further, the splendid article about Capt. Rens Brands. We are now waiting for the next issue, and we wish you a very happy and prosperous New Year.

J. V. D. OEVER
(Maaskade 82a, Rotterdam, Holland)

CITY WELCOMES EMPRESS—The Canadian Pacific liner *Empress of England* arrived Jan. 13th from Liverpool, via Canada, for her first visit to New York. The 25,000-ton ship was welcomed by municipal fireboats and helicopters, as well as by the Moran tugs that assisted her to dock at Pier 95, North River, West 55th Street. Commanded by Capt. C. L. deH. Bell, the *Empress* arrived here with only 81 passengers, the others having debarked in Canada. Regularly in the Europe-Canada service, she was scheduled to make four West Indies cruises out of New York in the following three months. The trim 640-foot ship has accommodations for 150 first-class and 900 tourist-class passengers in routine service, but carries a maximum of 600 on cruises, when only the better rooms are utilized. She has a single aluminum funnel, low enough to clear St. Lawrence River bridges, and is fully air conditioned. Her decks are arranged echelon style, with cargo handling machinery and other obstacles cleared from passenger areas. She is equipped with stabilizers to minimize rolling at sea.



Green Mountain State Newspaper Gal Sees Compensations in Work Aboard Moran Tug

Editor's note: A tear sheet from the Burlington, Vt., Free Press of Nov. 26, 1957, reached TOW LINE's editorial desk too late to be reprinted in the Christmas issue, but we are pleased to pass it along now. Included in the layout was a revealing three-column photo of seven members of the *Catherine Moran's* crew at mess, and the caption, "Their home away from home, with good food and plenty of it; wooden sleigh center-pieces add a holiday touch."

By ELIZABETH KIRKNESS

HIGH WINDS ON THE LAKE one afternoon made it impractical for the tugboat *Catherine Moran* to deliver her cargo to a local oil company's pipeline. Instead, she nosed the heavily laden barge inside the breakwater about 4:30 p.m. and tied up at the dock overnight.

Her steward, Fred H. Serley, heaved a sigh of relief. Now he could—and did—go about getting supper for the crew of eight hungry men.

"Don't judge him by his name," said relief Capt. Tabor W. Sweet. "He's not that way by nature."

What, No Whipped Cream?

Serley grinned and proved the point by inviting the Burlington Free Press reporter aboard for cake and coffee.

It was a chocolate cake, light as a feather; the coffee a delicious brew.

The *Catherine Moran* is a not-unfamiliar visitor on Lake Champlain. Last year she called here frequently,

bringing fuel oil and gasoline from Albany to different ports. This year she has made only four or five such trips.

The tugboat, which belongs to the Moran Towing and Transportation Co., New York City, leads a busy life. She's 94 feet long overall, has a 22-foot beam and draws 10 feet of water.

Oil in Wholesale Lots

Barges which she tows or pushes, carry 15,000 barrels of gasoline or 13,500 of fuel oil at once, all in bulk tanks. Most of her deliveries are on the lake and on the New York Barge Canal.

The barges are manned by a crew of three, who live aboard.

It's 48 years since Sweet started decking, 46 since he received his license.

"If we have good going we can make it from Albany to Burlington in about 28 hours," he said.

Winters, and in between trips, the *Catherine Moran* works around New York Harbor and Long Island Sound. She has helped dock such liners as the *Queen Mary* and *Queen Elizabeth*.

When tugboats are shoving the big vessels around, a regular pilot from the Moran company is aboard the liner, directing their work, the captain explained.

Often newsmen and photographers charter a tug to meet incoming ships (chiefly on maiden arrivals) and to interview arriving notables.

"We've had some exciting experiences and a few close calls over the years," Sweet admitted, "but as soon as they're over we try to forget them."

The pilot house of the *Catherine Moran* is spotless, the brass gleaming.

Down in the neat, roomy galley is a long table covered by an immaculate red-and-white checked tablecloth.

Gathering around, the crew were more than ready for the big meal, highlighted by veal cutlets. Many a housewife might envy Steward Serley's menu. There were potatoes and vegetables, a green salad, relishes, dessert and plenty of piping hot coffee.

The *Catherine Moran's* crew are "all family men" they pointed out with pride: Mate J. Chartrand; engineers William H. Rice, and E. L. Rose; and deck-hands Russ LaBombard, John Latka and H. P. Barmann.

Barmann, a camera fan, has a large collection of colored movies taken on his travels.

Their Homes Are Scattered

Sweet's home is in Rouses Point, N. Y.; the others come from such scattered points as West Hartford, Conn., Albany, Staten Island and Watervliet, N. Y.

One young man was married only last week.

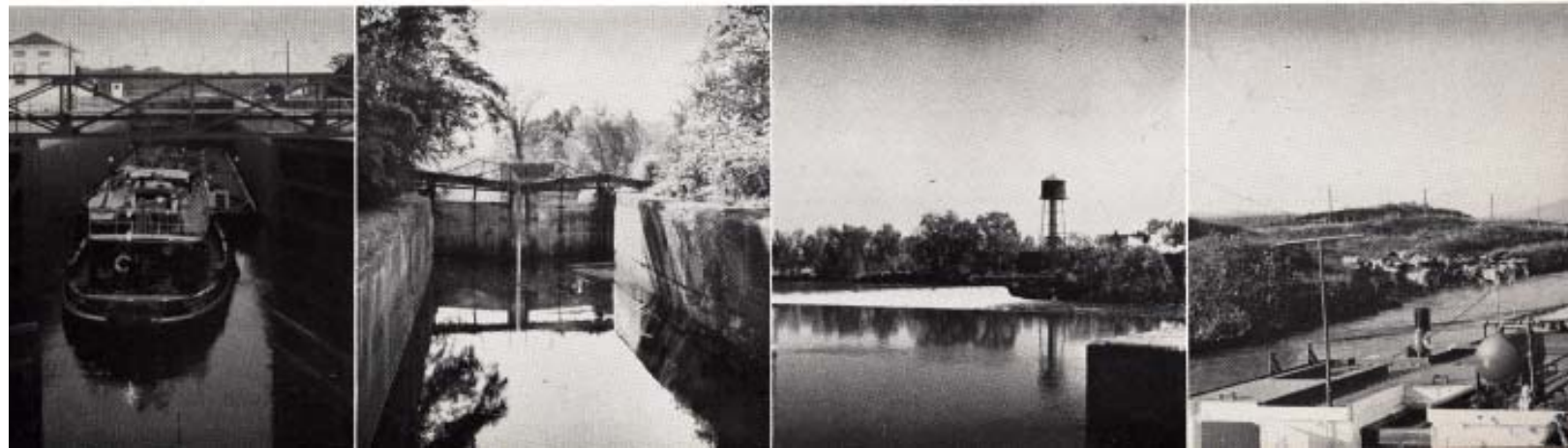
Another tug from their company is on her way to Burlington bringing the new Lake Champlain Transportation Co. ferry here to be put into shape for next year's service.

Manning a tugboat, crew members seemed to feel, is a good life. . . . Especially with Serley's cooking.

COMPANION-PIECE—We regard this strip of four characteristic photos by Prof. F. C. Shipley as a peculiarly fitting accompaniment for the *Catherine Moran* story by Elizabeth Kirkness, above. Left to right: (1) Early morning finds the tug *Claire A. Moran* with the Texas Company's barge *Texaco No. 398* at Lock 2, Champlain Canal, north-

bound. (2) A relic of the tow path days, this Old Champlain Canal lock with its hand-operated wooden gates lies abandoned a few dozen yards from Lock 5 of the present Champlain division of the New York State Barge Canal at Schuylerville. (3) The channel of the Champlain Canal runs close above the river dam at Schuylerville, where heavy

concrete cribs guard boats from being drawn down towards the dam by the current. (4) Cows cool their hooves at the edge of the summit level of the Champlain Canal west of Fort Ann; but this picture is a little deceptive since the *Texaco* barge is moving along in 12 feet of water. . . . That Shipley gets around, doesn't he? And Tow Line is glad of it.



Ships Bring...

(Continued from Page 4)

quilts. The human hair will be woven into hair nets, and the dragon's blood (which sounds worse than it is) is a dye that came from a Malayan tree. It will wind up in the color film a million camera owners will use.

Around-the-Clock Duty

Morning and night, in cold weather and warm, the ubiquitous tugs move about the harbor, helping the sea carriers in and out of their slips. Norwegian freighters with fish, Finnish ships with newsprint, Japanese ships with mixed cargo from all over the Pacific shuttle in and out of the Narrows like so many ferry boats.

Their cargoes come from a thousand ports: monkeys for the polio laboratories of universities and hospitals, snakes, lions and other animals for zoos and circuses. All come into port in a never-ending Niagara.

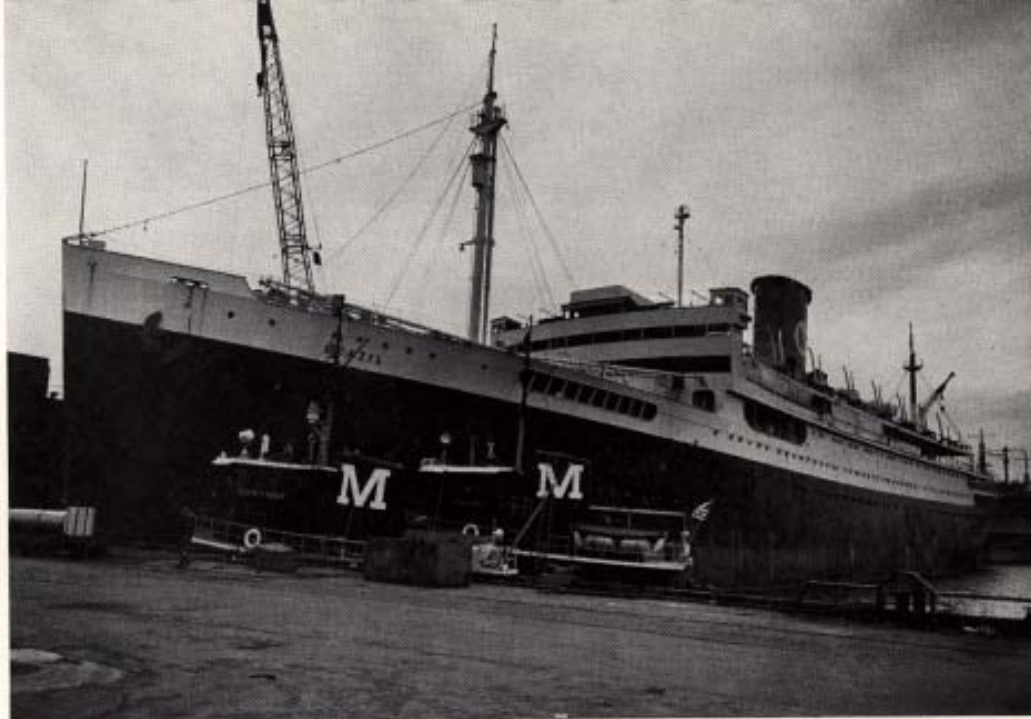
Not all of it colorful. For the coffee cups of America hundreds of freighters bring the green, un-roasted beans from Brazil, Colombia, Costa Rica, Venezuela.

Highgrade bauxite ore, crude oil from Maracaibo or the Texas Gulf ports, sugar from the West Indies, pour into the city by the millions of tons and gallons; but it is the unusual, the exotic cargo that brings the romance of equatorial jungles, Nepalese tea gardens and South Sea Island beaches to the myriad piers and docks of the Port of New York.

The Raw Materials

From the African west coast come mahogany and cocoa beans. From India come tea, dyes, brass goods and cashew nuts. Out of Singapore come tin and rice and rubber. Off the crude piers of the Society Islands comes copra destined for soap, cosmetics and shortening. And from Cape Town and Durban come small industrial diamonds to help turn the wheels at Detroit, Hartford and Cleveland.

But whether it's nutmegs and cloves and pepper from the Spice Islands, Panama hats from Ecuador, or cod tongues from Nova Scotia, the work-horses of the sea—the freighters and



tramps and tankers—must pare their time in port to the thinnest. Quick turn-arounds make bigger profits. A ship makes no money tied up at a pier.

So the hurrying, bustling, energetic tugboats with the big white Ms on their black stacks flit about the harbor—shoving, pulling, hauling, puffing and grunting, doing their part to make loading-unloading swift and efficient.

The overpowering scent of spices from the jungle, the beauty of tropic sunsets and the sound of temple gongs coming offshore in Bali or Sumatra are the fabric from which memories are woven; but it is the rates and duties and cost of fuel that mean profit or loss.

It is here that the tugboats lend a strong and essential hand.

Query from England


Dear Sir:

Considering myself very fortunate to be on your mailing list . . . I wonder if I can ask you a further kindness. Can you please give me any information concerning Eugene Moran's book, "Tugboat"—how it may be obtained or the name of the publishers. I have not many books on tugs, as the only ones published over here have been "Turmoil" and one issued by L. Smit of Holland. I have nothing dealing with tugs on your side.

E. HEAD

(15, Smith St., Shoeburyness, Essex)

Editor's note: "Tugboat—The Moran Story," by Eugene F. Moran and Louis Reid, is published by Charles Scribner's Sons, New York; 364 pages, illustrated, with jacket by Lili Rethi; price, \$5.95.

JOINS LAID UP FLEET—"She is a gallant and lucky ship," said  William T. Moore of Moore-McCormack Lines, referring to S.S. Brazil, withdrawn from service, now in the James River reserve anchorage in Virginia. "We began to operate her in 1938 under long-term charter, and we have operated her ever since with the exception of the war years. Her war record was one of the proudest in the U. S. Merchant Marine. She transported thousands of troops, participated in the invasion of North Africa, and carried supplies and munitions into remote fighting areas. In peacetime she has served nobly in helping to cement the close industrial, commercial and cultural ties that now exist between our country and the 'Good Neighbor' countries below the equator—Brazil, Argentina, and Uruguay."

It was Christmas Eve when the Brazil was towed away from Todd Shipyards' Pier 5, Erie Basin, Brooklyn, by our tugs Eugene F., Diana L., Carol, Barbara, and Cynthia (Moran), directed by Capt. Ole Ericksen, pilot. Out in the channel, the Diana L. (Capt. Einar Bergsted, in charge) and Eugene F. (Capt. Axel Jorgensen) took over and headed southward. On the 27th she was safely in her laid up anchorage.

Only 11 days before that, a new Brazil, the largest ocean liner ever built in the deep south, was launched at Pascagoula, Miss., and christened by Mrs. Emmet J. McCormack, wife of the chairman of the board, Moore-McCormack Lines. This ship is scheduled to go into service in mid-summer.

Another replacement for Mooremack's celebrated 'Good Neighbor Fleet', a new S.S. Argentina, will be launched in March.

A third ship of the original trio, S.S. Uruguay, was laid up in 1954.

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.)

JAN. 1, 1908—(Boston) Coastwise Trans. Co. has received word from London Salvage Ass'n that it will be impossible to save two parts of schooner *Thomas W. Lawson*, and wreck has been abandoned.

JAN. 8, 1908—(Norfolk, Jan. 2) Tug *Joseph M. Clark* spoke schooner *Elizabeth Palmer*, Boston for Baltimore, off Cape Henry, which reported she had on board Captain Swan and all the crew of schooner *Estelle Phinney*, which was run into by the *Palmer* and sunk last Saturday night off Barnegat. The *Phinney* sailed from Norfolk for Boston 27th with 1,300 tons of coal, and was valued at \$25,000.

JAN. 29, 1908—(Norfolk, Jan. 27) Tug *John Scully* arrived here with barge *Clintonia*, loaded, having picked her up about eight miles off Hog Island, with both anchors and chains gone, sails blown away, lifeboats smashed, rudder disabled. Tug beached her on Norfolk flats... *Edgar F. Luckenbach* (tug) was run into and sunk in Upper Bay, New York Harbor, night of Jan. 28 by str. *Pawnee*, bound out for Philadelphia... (Lewes, Del., Jan. 25) Tug *Murrell* reports barges *Fanny*, Philadelphia for Boston, and *Gwennie*, Norfolk for New Bedford, broke adrift off Barnegat Friday morning. Rescued crew of *Fanny*, which had decks swept clean of cabin, pilothouse and boats. The *Murrell* searched until noon Saturday, but failed to locate the *Gwennie*. She has a crew of five... Str. *San Giovanni* (Ital.), which arrived in New York Jan. 26 from Naples, brought crew of barge *Matanzas* which, with barges *Fall River* and *Grafton*, broke adrift from tug *Concord* during recent gale. Str. *Mauretania* reported by wireless as having crew of *Fall River* aboard. The *Matanzas* stranded at Montauk 8 a.m. 27th. She was a total wreck. The *Grafton* had not been heard from, and is presumed lost with her crew... Str. *Alleghany* (Br.) at Norfolk reports barge *Scully*, which broke adrift from tug *Coastwise* in recent gale, anchored 70 miles S x E ¼ E from Cape Henry. All well; refused assistance. Tug *John Scully* has gone out to pick up barge... (Lewes, Del., Jan. 25) Barges *White Band* and *New Jersey* parted from tug *Mary E. Scully*. She recovered and towed in the *New Jersey*. The *White Band* sank about three miles N. Overfalls L/S. Her crew of four men and two women, who were on barge, were doubtless drowned.

FEB. 5, 1908—Tug *Hercules* (new), towing new tug *Goliath*, left Philadelphia Jan. 29 for San Francisco. *Goliath* is loaded with fuel oil, from which *Hercules* will draw fuel after consuming her own.

FEB. 19, 1908—(Boston, Feb. 14) *Dudley Pray* (tug) ran on Sandy Bay breakwater, Rockport Harbor, Mass., yesterday and probably will be a total loss. She is rolling heavily today. Crew landed last night... (Feb. 16) Tug slid off into deep water and disappeared this afternoon.



Always Glad to Help

Dear Admiral Moran:

Capt. Peder Gald, Head, Department of Nautical Science, has informed me of the presentation of your company's houseflag for display, with the colors of other prominent American steamship companies, in O'Hara Hall at the Academy. Permit me this opportunity to express my sincere appreciation of your generous gift and of your continuing interest in the Academy...

RADM. GORDON McLINTOCK, Supt.
(U. S. Merchant Marine Academy)

FLASH!—Referring to the British newspaper cartoon about "Four D. Jones" & Co. reproduced on Page 5 of our Christmas issue, we hear from Norman Hardaker, 90 Whetstone Lane, Birkenhead, Cheshire, Eng., that the episode, next to unintelligible here, had to do with "Four D." accidentally pulling out a "drain plug" at the bottom of the Atlantic Ocean. Presumably, all hands are or were agog about this.

Gulls in Mid-Atlantic

(From Voices)

A thousand miles from any land, these birds

Patiently follow the ship's stern,
patiently deploying

In endless, senseless circles. What shores
are theirs

Who seek the shorelessness of central
ocean?

Being without apparent origin
Or destination, these are truly free;
It is easy to see that those terrible twins,
Conscience and intelligence, have never
paid them a visit.

OLIVER EVANS.

UNDER AND OVER—This 7,835-DWT German ship, *M. V. Mellum*, was moving upstream under the Williamsburg Bridge, East River, New York, when our picture was made, but the latest report available as we write puts her in Buenos Aires, S.A., on Jan. 25. Her rated speed of 14 knots might have a little something to do with that. Owned by the Messrs. Glaessel & Co. of Bremen, she is currently in the North and South America service. The *Mellum* is 382 feet long and 53 feet wide, with a load-line draft of 26 feet. She was built in 1957 at Elsflether Werft, Elselth, Germany. Ernst Glaessel, Altenwall 21, Bremen, has been Moran's German agent for many years.

Danes Like 'Em, Too

Gentlemen:

Your very nice calendar and art print picturing Willemstad have just reached our address, and—reciprocating your kind wishes for a happy and prosperous New Year—we should like to thank you very much for your kind gesture in sending this outstanding material. You may rest assured that we will give it a prominent hanging. Your New York picture of last year we still enjoy very much.

STEEN P. SORENSON & LOUIS LINUM
(Copenhagen, Denmark)

DULY NOTED—The transportation exhibit of the New Jersey Historical Society, 230 Broadway, Newark 4, N. J., with Moran Towing & Transportation Co. among the contributors. We loaned them a super-duper model of the tug *Eugene F. Moran*, and tossed in (for permanent exhibit over there) a couple of special enlargements of Blinn photos.



WHAT THIS DEPARTMENT is going to have to do—short of starting westward in its ox-drawn Conestoga wagon to cover the territory personally—in order to get spot news and a few items of personal intelligence out of Moran Inland Waterways Corp. HQ, at Mount Vernon, Ind., is not clear at this point. Does anyone out there know how to send and/or receive heliograph or smoke signals? (*Roger Wilco.*)

However, there comes to hand a significant letter addressed to Capt. John A. Brown, general manager of

Moran operations on the Ohio River and its tributaries, from one Dr. E. D. Shumaker, owner and captain of the cruiser *Ann Teek*, date-lined "Winter Storage, Scio, Ohio, Jan. 10." Thus the doctor:

Dear Sir:

I harbor my cruiser at Wheeling, W. Va., during the boating season, and during the past year I was in radio contact with the *Betty Moran* several times. As a result of this, I am writing this letter.

I have never met your captain or pilots in person, but I wish to congratulate you upon the very apparent high calibre of these men. They have been consistently kind, courteous and helpful, and in every way have contributed to my boating pleasure. I might say that the reason I have not met them in person is because I am "allergic" to fuel tows.

Many times they have furnished radio information that saved me much time at the locks, and in return for this I have radioed "safety" information that I am sure

they appreciated. In my book they are O.K.

If you should have a pad of Moran matches, an old 1958 calendar, or even a half-used cigarette butt, you might send it along to me so that I will have something to think about until next spring, when I can put my hunk of dry rot back into the river.

Sincerely,

E. D. SHUMAKER.

Captain Brown and Moran HQ, New York, have already thanked the doctor for his complimentary letter.

It is the policy of this company to have its tug, towboat and barge personnel show every courtesy to yachtsmen and other pleasure boatmen consistent with safety and common sense, and it is most encouraging to be informed gratuitously and so politely that our boys afloat are supporting this policy.

All hands: More power to you!

DOWN MEMPHIS WAY—So here are the photos we had no space to use with Lillian Fascue's feature story in the Christmas issue. Left: Capt. Vincent F. Bruno of the towboat *David E. Moran*, who is said to be "more than a match for anyone on the river." Right: At mess aboard (l. to r.), Owen Morris, junior engineer; Harry Robinson, tankman; Bill Radford, pilot; Ralph McGee, ass't engineer, and Mrs. Delman J. Peyton, cook. Below: The *David E.* passing Memphis, Tenn., headed upstream in the Mississippi with empty barges after delivering her oil cargo. To Merle Thomas (standing on barge deck) and other towboatmen, such waterfronts are as familiar as road signs are to motorists.





(Continued from Page 3)

According to Joseph H. Moran, II, executive vice president of the parent company, the appearance of the tug will not differ radically from that of the *Grace Moran* class, since she will have a single mast forward and the familiar stack—although the house will be somewhat longer in proportion to the overall length of the vessel. However, the layout of the deckhouse will be considerably different from those of recently built tugs.

There will be four double staterooms forward on the main deck, with a thwartship passageway to provide access to each room. The design calls for a complete inside passageway through the boat from stairway to pilothouse (which has a captain's and mate's room aft of it) through the upper engine room into the galley, located at the extreme after end of the main deckhouse.

A ventilating fan located under the pilothouse will supply air through a system of ducts to all the sleeping rooms. The space usually taken up by the forecabin will be utilized as a storeroom, but so constructed that it can be converted into a forecabin easily if desired.

The tug will be equipped with a powered capstan, but no towing machine, Mr. Moore said.

He estimated that about six months will be required to build the tug.

This is Miss Ann B. Costello, 42 Tyng Street, Portland, Maine, who joined Central Wharf in September 1952, as a dispatcher, and has continued in that capacity except for a troublesome stretch of illness during 1956. Hers is a familiar voice in the Port of Portland: "255 to the *Thomas, Richard, or Gay.*"



The tug *Harriet Moran*, ordinarily based on New York, was in Portland for four weeks, relieving tugs of the local fleet while they were in drydock. Her regular captain is Leland M. Geitzler, Staten Island.



And this is Mrs. Virginia (Arthur H.) Goodno, 10 Cooper Street, S. Portland, stock control clerk for Central Wharf since January, 1957. After some years in New Hampshire and Connecticut, "Ginny" decided there are no greener pastures than those of her home state. In case she seems a little on the solemn side here — well, she ain't.

The new Cape Ann-type house of William Talbot, chief engineer of the *Thomas E. Moran*, and Mrs. Talbot in Wildwood Park, Falmouth Foreside, Maine, drew a half-page layout of photos, with elaborate descriptive captions, in the *Portland Press Herald* of January 2. It's a cross between Cape Cod and ranch types. Nice!

UNDOCKING A TANKER — Roger W. Flint, a talented amateur photographer of Portland, Maine, made this shot of one of Central Wharf Towboat Co.'s tugs, *Gay Moran*, under the bow of a not quite identifiable tanker, assisting her to sail from Portland Pipe Line's No. 1 pier in the Down East port. We thank him, since it is not too often that a working picture as technically good as this one comes to hand from non-professional sources. The *Gay* is a 1,200-horsepower straight diesel tug, with pilothouse controlled six-cylinder, Model DMQ 36, Enterprise engine. Master: Capt. H. B. Wallace.

Now hear this!
Annual Moran
MEETINGS and DINNER
for all male personnel,
ashore and afloat

HOTEL COMMODORE
Sunday, March 30th, 1958

(Details later)

First launching of the new year at the Bath Iron Works yard was the *U.S.S. Edson*, largest destroyer type, which slid into the waters of the Kennebec River just before noon January 4th, in sub-zero temperature. The *Thomas E. Moran* (Capt. Edwin P. McDuffie) assisted in docking the *Edson* after her launching... Alas, we haven't room for a photo of the event.

As to Captain McDuffie, he seems to have joined that growing contingent of motorists who go for the economical Volkswagon. But he has been cautioned against trying to park the derved thing under one of those semi-trailer trucks just because it happens to be convenient.

A new monthly freight service between Portland and the Far East was inaugurated recently with the sailing of U.S. Lines' *Pioneer Main*, one of the new Mariner-class ships.

It seems the local population between Portland and Yarmouth thought one of those sputniks had landed; but a closer investigation revealed it was only Hank Andred, chief engineer of the *Gay Moran*, flying low in his new fire-engine-red pickup truck...

Signal from Down East

Dear Sir:

Would like you to know how much TOW LINE is appreciated, not only by me, but by my fellow members of the P.B.S.A. (*) as well. Would very much like to have a print of the Christmas cover to adorn the wall of our Harpswell Men's Club. After working over 40 years around the New York waterfront... your magazine is like a letter from home. Please keep it coming.

(*) POT BELLIED STOVE ASS'N.

ROBERT H. BARNES
(R.F.D. 1, S. Harpswell, Me.)



NEW YORK WATERWAYS

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 100 West 42nd Street, New York 36, N. Y.

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THE GRACE LOG

SEPTEMBER-OCTOBER, 1957



NEW SANTA ROSA
 FIRED FOR LAUNCHING
 NERATED BY THE PROPPELLER CLUB
 Story on Page 4



THE MARITIME EXCHANGE A BULLETIN

ISSUED MONTHLY BY THE MARITIME ASSOCIATION OF
 THE PORT OF NEW YORK



Vol. XIV

NOVEMBER, 1957

No. 7

the BULLETIN

LAKE CARRIERS' ASSOCIATION

NOVEMBER, 1957



Meet Some More of Our CONTEMPORARIES

(Clockwise, from upper left)

New York Waterways—Bi-monthly; New York State Waterways Association, Inc., 17 Battery Place, New York 4, N. Y.; William E. Cleary, Sec.

The Grace Log—Bi-monthly; W. R. Grace & Co., 7 Hanover Square, New York 5, N. Y.; Fred W. Wackernagel Jr., Editor.

The Maritime Exchange Bulletin—Monthly; Maritime Association of the Port of New York, 80 Broad Street, New York 4, N. Y.; William F. Giesen, Editor.

Exide Topics—Quarterly; The Electric Storage Battery Co., 42 So. 15th Street, Philadelphia 2, Pa.; James S. Gillespie, Editor.

The Propeller Club News—Bi-monthly; The Propeller Club of the United States, 17 Battery Place, New York 4, N. Y.; Charles H. Godsoe, Editor.

Lloyd's Log—Monthly; Lloyd's, London E. C. 3, England; K. B. Maish, Editor.

Communications News—Quarterly; Communications Products Dept., Radio Corporation of America, Camden, New Jersey; Bob Z. La Terza, Editor.

The Bulletin—Monthly; Lake Carriers' Association, 305 Rockefeller Building, Cleveland 13, Ohio.

This is No. 4 of a series)

Exide TOPICS

WINTER EDITION—1957



Communications News

MURKEL, MICROWAVE AND MARINE RADIO

V. O. NUMBER 2 CINCINNATI, N. J. SUMMER, 1957



MORAN RELIES ON
 RCA RADIO FOR
 VITAL MARINE
 COMMUNICATIONS

NOVEMBER DECEMBER 1957



LLOYD'S LOG



The Propeller Club NEWS

ISSUED BY THE PROPELLER CLUB OF THE UNITED STATES

SHIPPING LEADERS ON CONFERENCE PROGRAM

General Problems in Maritime Affairs Discussed at American Maritime Union Conference Meeting

Various speakers took all cases of maritime affairs, the American Maritime Union Conference Meeting, held in New York City, October 22-23, 1957. The conference was held at the Hotel Waldorf Astoria, New York City, and was attended by representatives of the shipping industry, labor unions, and government officials. The conference was organized by the American Maritime Union, which is a labor union representing maritime workers. The conference was held in New York City, and was attended by representatives of the shipping industry, labor unions, and government officials. The conference was organized by the American Maritime Union, which is a labor union representing maritime workers.

ADMIRAL WYNKOOP REELECTED PRESIDENT OF THE PROPELLER CLUB OF THE U. S.

Radio Corporation Vice President Unanimously Reappointed to Head Shipping Association, Plans Increased Program for Promoting U.S. Shipping

Admiral Thomas T. Wynkoop, U.S. Navy, President of the Propeller Club of the United States, was re-elected President of the Club at the 1957 Annual Conference in Atlantic City, New Jersey, October 22, 1957.

Admiral Wynkoop has received the confidence of the membership of the Propeller Club of the United States, which is a labor union representing maritime workers. He was re-elected President of the Club at the 1957 Annual Conference in Atlantic City, New Jersey, October 22, 1957. Admiral Wynkoop has received the confidence of the membership of the Propeller Club of the United States, which is a labor union representing maritime workers.

The Propeller Club of the United States is a labor union representing maritime workers. It was founded in 1905 and has since then been a leading voice for the interests of maritime workers. The Club has a long history of fighting for better wages, working conditions, and benefits for its members. The Club is also active in promoting the U.S. shipping industry and in supporting the U.S. merchant marine.

ASHORE



AND AFLOAT

TUGBOATING is my life! I like it and have never considered doing anything else."

Thus Capt. Thomas L. Ball, master of the *Alice M. Moran*, as two bells and a jingle sent his tug out stern first into the ebbing tide of the North River. He likes the *Alice M.*, no question about it.

"She's a real quiet lady," he says, referring to her 1,900-IHP Unaflo engine, "but once you've used the direct pilothouse control and enjoyed the maneuverability of the new diesel-electric tugs you prefer them for close handling of ships."

Forty-five years in New York harbor have not dampened Captain Ball's enthusiasm, nor his appreciation of the progress tugboating has made in his time. He is no stand-patter.

A Cornell graduate—and we don't mean of that upstate university—he began his career as a deckhand (what else?) aboard the *Edwin Terry* in 1913. Add the *William E. Cleary*, the *Eli B. Conine*, also owned and operated by the Cornell Steamboat Co.

The captain's first commands: such tugs as the *Little Dart* (Erie RR) and the *Evening Star* (Meseck). In 1918 the former started him on a 36-year stint which, fortunately, was uninterrupted by Moran's acquisition of the Meseck fleet in 1954.



Captain Ball

It all comes naturally to such a tugboatman's tugboatman—born Dec. 13, 1895, in Port Ewen, N. Y. His father plied the old Hudson & Delaware Canal between Roundout (Kingston), N. Y., and Honesdale, Pa. (The H. & D. was opened up to carry coal to New York; it ceased operations in 1902.)

Captain Tom's signalling whistle has sounded the authoritative note from the bridge deck of the *United States* and from the quarter deck of one of the last full-rigged commercial sailing ships in New York harbor, the *Tusitala*. He was impressed when the U. S. Navy cooperated so fully in connection with his assignment in handling the unfinished super-carrier *U.S.S. Saratoga* in the East River.

"Why, they constructed a platform 50 feet above the flight deck and equipped it with excellent communications—just for the pilot!" he says.

Stowed in the captain's personal locker are such vivid recollections as rescuing some 30 men trapped in the stern of the ill-fated *Normandy* as she burned at Pier 88, North River—not to mention piloting the ship on her last trip, to the scrapyard. Headed Port Newark way, also to be scrapped, was the battleship *New Mexico*.

"I left her there with the brass band still playing," he remembers.

On the sunset side of the Hudson is the skipper's castle, also occupied by Mrs. Ball (*nee* Rose Hanley; her father owned a fleet of barges) and their son, Thomas Vincent. Young Tom will graduate from Fordham University in June as a budding admiralty lawyer.

A devoted family man, when it's vacation time the captain assembles his family crew and heads westward. These trips produce lasting memories.

"Met a mariner I hadn't seen in years—at the edge of the Grand Canyon!" he will tell you. "I didn't have time for much more than 'hello'; I was too anxious to get to the next stopping place.

Quite a guy, the captain is one of Moran's senior pilots.

On the Quiet Side



Deceptively quiet of manner, since she is acknowledged to be handy with a bowling ball and a tennis racket in addition to a typewriter, is our Miss Evelyn Nora Brown, who recently came aboard at Moran HQ as secretary to Jack Eyre, assistant to John S. Bull, vice president, sales. A couple of her preceding jobs: United Fruit Company, freight traffic department, and R. S. Stockvis, representatives of a Holland export firm. Daughter of Mr. and Mrs. Arthur Brown, she resides with them at 246 Jamaica Ave., Brooklyn. Attended Franklin K. Lane High School in Queens. . . . Pretty, h'm?

Capt. James A. McKenna, Roselle, N. J., died Jan. 20 after an illness of about two years. He was 58 years old, and was the oldest employee of Meseck Towing Lines, Inc., in length of service, having started in March 1920. He worked briefly for Moran in 1955-56 aboard the *Howard Moran*, ex-*Margaret L. Meseck*.

That Bronk Hannay, chief engineer on the *Edmond J. Moran*, is a grandfather again—for the 10th time, yet! No. 10, Michael Paul Squeo, eight pounds, six ounces on arrival Dec. 31st, must be making things livelier at 21 E. 4th St., Mt. Vernon, N. Y.

On a recent return trip from Vera Cruz, Mex., Albert C. Hagy, ocean tug crewman, tarried at the U. S. Coast Guard marine inspector's office in Miami to sit for and to be awarded a master's license for "uninspected motor vessels of not more than 300 tons on oceans."

Another '58 arrival: Diane Mary Cummings, seven pounds, 14 ounces, Jan. 2nd. She makes an evenly divided house, five boys, five girls, for James J. Cummings (tug *Peter Moran*) of East Keansburg, N. J.



"Beth"

In mid-January, Prof. and Mrs. Frederick C. Shipley of Dobbs Ferry announced the engagement of their daughter, Florence Elizabeth, to Philan Donald Capen of San Leandro, Calif.

(Fred is professor of English at City College of New York, and his photographic work in connection with Moran tugs, especially on the New York State Barge Canal, is well and favorably known to TOW LINE readers.) Miss Beth is in her senior year at Swarthmore College, where she holds Leopold Schepp and Swarthmore scholarships. Mr. Capen (U. of Calif.) is attending the Wharton School of Finance and Commerce, A last-of-June wedding, looks like.



"Red"

Capt. Charles P. Sheridan, 6 Lorenz Ave., Baldwin, L. I., master of our tug *Pauline L. Moran*, made a guest appearance on the CBS-TV program "Tell the Truth" on Jan. 21. Polly Bergen, Don Ameche, Kitty Carlisle and Hy Gardner, who comprised the panel of celebrities, were hard put to determine the real tugboat skipper—out of three salty looking fellows dressed exactly alike, only one of whom was obliged to answer questions truthfully. Landlubber business men Bill Jensen and Joe McGuire were convincing enough in their phoney roles to mislead two of the four panelists . . . That "Red" Sheridan is quite a performer, too, it seems.



Irene

We have the pleasure now of presenting a snapshot of Capt. Ole Ericksen's daughter, Irene, together with recent intelligence from Manchester, N. H., to the effect that for three days

in mid-January the attractive 16-year-old reigned supreme as Queen of Manchester's Winter Carnival. (Cap'n Ole is skipper of our tug *E. F. Moran, Jr.*—as who isn't aware?) Miss Irene is a senior at Central High School there, specializing in home economics, and has plans for attending Keene Teachers College. Her hobbies are skiing, skating and dancing. Statistics: five feet, 6¾ inches; light brown hair, hazel eyes. Sister Jane attends Pratt Institute; Sister Barbara, Central Hi.



ANNUAL "HEN PARTY"—According to Jeff Blinn, who covered the affair photographically, the menu offered to Moran HQ girls at their annual Christmas party, Dec. 16th, at the Hotel Statler, "looked good enough to eat," which apparently is just what he and they did. The "they" in this instance included Joseph H. Moran, II, (left, with Muriel Murray), E. F. Moran, Jr., Howard B. Harte, Fred Schilling (right, dancing with Margaret Craig), John J. Metzner, Edwin J. Walsh, and Jack Gallagher.

Judging from eye-witness reports and a folio of pictures, there were not many dull moments. An instrumental trio provided music for singing and dancing. A party feature was a "grab bag" containing gifts contributed by all hands, the numbered drawing for which was said to be reasonably decorous. And nobody made a speech.

Two group photos at table (below) create the familiar impression that "never have mere men been surrounded by so much beauty and talent." Happy New Year, all!



