

# TOW LINE



MARCH 1961

## ON THE COVER—

**L**IGHTHOUSES are "sitting ducks" for artists and photographers, so Jeff Blinn couldn't very well pass up this one when he happened to be in its vicinity: Sankaty Head Light, on the eastern end of Nantucket Island, Mass., in Lat. 41° 17' N., Long. 69° 58' W. It is in the Boston Coast Guard District.

This brick and granite structure was erected in 1849 at a cost of \$10,333—when dollars were worth considerably more than they are now. The light itself (1,100,000 candle power) is 166 feet above mean high water and can be seen from 19 miles at sea, its signal being a one-second flash every 15 seconds. The tower is painted red and white in horizontal bands.... So much for the lighthouse.

It has a special interest in this quarter because the tug *Sankaty Head*, Type V4-M-A1, was one of 49 built during World War II, all named for such geographical points, and operated by Moran Towing & Transportation Co. as general agent for the War Shipping Administration. (See small photo, right.)

The tug *Sankaty Head*, 1,117 gross tons, was built by Froemming Bros., Inc., Milwaukee, Wis., in 1943. She carried a crew of 32 men, plus a 12-man armed guard in war time. During her active service she made 48 tows of 60 different units, and covered 25,154 miles towing, 24,659 miles light, before Moran redelivered her to the W.S.A. in August 1946 at Suisun Bay, San Francisco.

An early tow by this tug was the disabled and badly burned tanker *Murfreesboro*, from Bermuda to New York. From June 3, 1944, to January 3, 1945, she was engaged in towing components of artificial harbors used in the Normandy invasion, from England to France; also various disabled vessels on return trips.

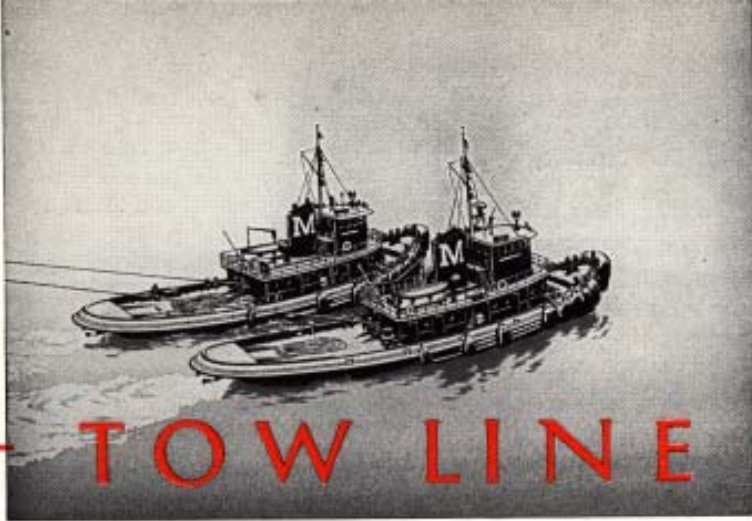
Her master then, Capt. Walter Berg, Providence, R. I., was one of the V4 skippers who were awarded Bronze Stars upon recommendations by Admiral (then Captain) Edmond J. Moran, now president of the company, under whose direction the artificial harbors were towed across the English Channel. Capt. James De Puey, Baltimore, recently in Moran's employ again, also served in her at one time as master.

A salute then to the *Sankaty Heads*—lighthouse and tug.



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Vol. XIV, No. 1

Published by

March, 1961

MORAN TOWING & TRANSPORTATION CO., INC.

17 Battery Place, New York 4, N. Y.

Cable Address: MORANTOW

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

## Fourth in Series of Sterner Ship Pictures Made Available

**S**OON after this issue reaches you, perhaps in early April, framing prints in full color of the ship pictured in black and white in our center fold will be available to collectors: *S.S. President Polk* of American President Lines—general offices, San Francisco; but this ship is a familiar one in the Port of New York.

Although her essential particulars will be on the framing print—also with the picture published here—some further information may be appropriate. Incidentally, this will be the fourth in a series uniform in size, 30" x 15", made for us by the exceptionally talented Harold Sterner. (See story on Page 15 for the public's reaction to his work offered previously—astonishing!)

The *President Polk* is in the "Around the World" service of her line. Ports regularly served by A. P. L. include Boston, New York, Hampton Roads, Baltimore,

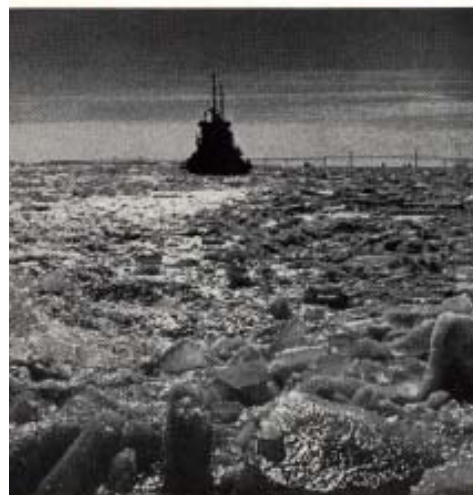
Philadelphia, Los Angeles, San Francisco, in the United States; abroad, such well known ones as Havana, Honolulu, Yokohama, Shanghai, Hongkong, Manila, Alexandria, Singapore, Batavia, Colombo, Bombay, Karachi, Suez, Port Said, Naples, Genoa, Marseille; others here and abroad, too.

The *Polk* and the *President Monroe* accommodate 96 passengers, all first class. (The line also offers trans-pacific, intercoastal, cargoliner cruises, and a home-from-Europe service with regular sailings from Egyptian, Italian and French ports to New York.) These are fine ships indeed, with more than adequate facilities for dry and liquid cargo, including refrigeration, and with the most modern navigational and safety equipment.

A color print of the *President Polk*? . . . Any other?

### "THE ICE DID SPLIT WITH A THUNDER-FIT; THE HELMSMAN STEERED US THROUGH"

—As the Ancient Mariner said. In this instance the services of a second tug were required, those of Curtis Bay Towing Co.'s sturdy *Carolyn* (Capt. James I. Pledger, Riviera Beach, Md.) to get a Morantow under way again. These icy scenes are in Chesapeake Bay, between the famous Bay Bridge and Baltimore, and the date is February 2, 1961. Our *Julia C. Moran* (Capt. Einar Berkstad, Brooklyn), with the loaded petroleum barge *Dwyer No. 103*, was from Philadelphia for Baltimore, using the outside route; but at this point the ice—up to a foot thick, according to eye witnesses—became too much for her. A radio-telephone call to Curtis Bay Hq. brought the *Carolyn*. These excellent photos by Hans Marx, Tow Line's dependable cameraman down that way, tell the story far better than words; and what words Hans used when it developed his hands were seriously frost-bitten during the assignment—well, let that pass. Right: Freed by the *Carolyn*, the *Julia C.* heads for Baltimore with her tow.



## Tough Tow, Tougher Weather Add to Tug's Distinguished Atlantic-Caribbean Record

**W**HETHER YOU ARE AN EXPERIENCED MARINER OR NOT, duty aboard a rolling, pitching tug in the North Atlantic in December is something less than an ideal occupation, especially if Christmas finds you at sea. Try it sometime, but just remember, please, you were warned.

However, Capt. Alexander DeVane Stewart and his crew on our ocean-going *Edmond J. Moran* had an unusually important job to do, so they proceeded to do it—skilfully and with as much dispatch as seasonal weather conditions permitted.

It was no run-of-the-mill assignment either, this Boston-Montreal-Canal Zone tow: an unwieldy auxiliary repair Navy drydock, 491 feet long and 88 feet wide, loaded with a 1,370-ton dipper dredge and a 700-ton dump scow.

The tow was for the Military Sea Transportation Service, U. S. Department of Defense. The Panama Canal Company's dredge *Paraiso* and the scow, plus some miscellaneous equipment, were loaded on the drydock

*ARD-17* at Montreal, Que., after she had been fitted out at East Boston and towed some 1,320 miles to the Canadian port.

Rough weather was encountered off the Gaspé Peninsula, but that was merely a taste of what was to come when the *Edmond J.* returned to sea with her heavier tow. There was a solid weather-bound week at Montreal due to 40-knot winds and heavy rain; but inasmuch as time was an important element, the southward voyage began December 1—"and devil take the hindmost," as they say.

Within a week the *Edmond J.* was out of the Gulf of St. Lawrence and well out to sea, her towing cable whipping out of troughs between moun-

tainous swells. For some time thereafter neither the tug's company nor the riding crew aboard the *ARD-17* were in any mood for parlor games, it may be assumed; but let a mariner tell his story.

Moran Capt. David D. Higbee, Haddonfield, N. J., and Chief Eng. Bjarne Ekeland, Brooklyn, N. Y. arrived in Boston November 3 with a 15-man crew to handle the drydock on this 3,300-mile tow. Thus Captain Higbee:

On November 10 the *ARD-17* departed Boston for Montreal in tow of the *Edmond J. Moran*, Capt. Alexander Stewart, master.

Our crew of 17 was augmented by 21 Ecuadoran Navy personnel under the command of Lieut. (jg) H. A. Pecuarie, a graduate of the U. S. Naval Academy. They made the voyage in order to familiarize themselves with the operation of the drydock, which they were scheduled to take over upon our arrival in Panama.

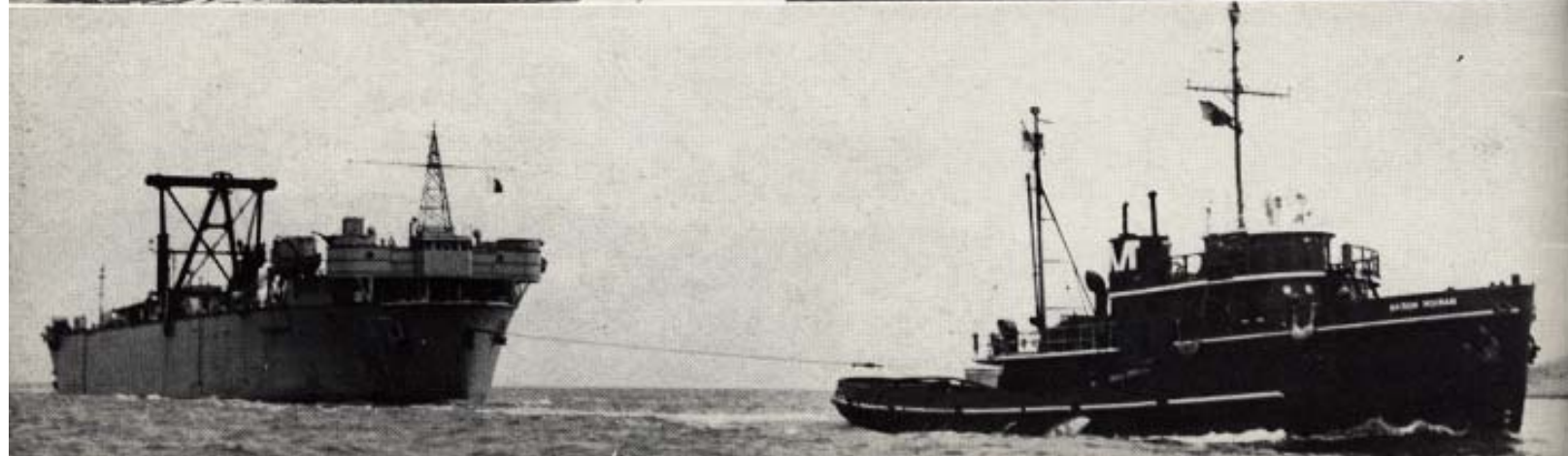
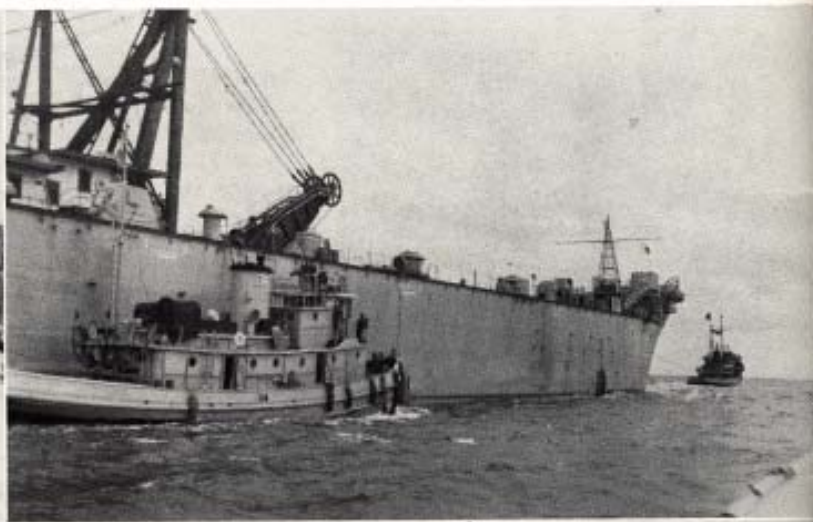
I don't know how familiar with the *ARD-17* they became, but they got to know Father Neptune and the North Atlantic in a rough season. None had encountered seas more than four or five feet high; but the U. S. Weather Bureau was predicting 70

(Continued on next page)

**PHOTO REPORT**—Immediately below, left: Tug *Edmond J. Moran* (left) standing by tow

at Montreal while dredge *Paraiso* and other equipment is loaded in *ARD-17*; (right) local

tug assisting *Marion Moran* at Bermuda. Bottom: *Marion* and tow at sea, Panama bound.



# Tough Tow

(Continued from Page 4)

mph. gale winds and 30- to 35-foot seas—and brother, you had better believe we got 'em!

On December 8 we encountered our first westerly gale. It blew for eight days—45 to 70 mph. winds, with very heavy seas.

During this period we broke away from the *Edmond J.*, and later from the *Marion Moran*. (The *Marion*, Capt. James L. Barrow, Norfolk, Va., relieved in a howling gale December 12 about 500 miles from Bermuda. On Christmas Day the *Edmond J.* picked up the tow again.—Editor.)

Our diesel generators failed except for a single unit, and our security hung on that one. The drydock was taking water through her stern gate, so it was necessary to pump out twice daily. Heavy seas twisted our tillers off, making it necessary to put into Bermuda for repairs, after which we shoved off again.

Two very pleasant weeks of sunshine and northeast trade winds followed. We arrived at Colon on January 6.

Our crew made a 65-day voyage and encountered both extreme cold and quite warm weather within a short period—a voyage which will not be forgotten very soon.

There were no deck promenades on the 122-foot, 1,900-horsepower *Edmond J.* for Captain Stewart and his boys, obviously. After fighting her way out into the storm-tossed North Atlantic, the tug was obliged to heave to December 9 for the safety of her tow.

The following day she tried to make headway with the drydock, but her cable parted under the strain. It was impossible to reconnect the cable until—with 50- to 60-mile winds battering the *Edmond J.*—Captain Stewart brought her around and accomplished it on the 11th, then proceeded towards Bermuda.

But such are the vicissitudes of ocean towing. The big "M" tugs and the men who man them deserve only the highest praise from all hands.

Well done!

## Borrow or Steal No More!

Dear Sirs:

As a tugboatman, occasionally I am able to beg, borrow or steal copies of your fabulous magazine. These copies, I am sorry to say, are few and far between, but TOW LINE has become a very favorite of mine for many reasons, and I would feel honored and privileged to be on your mailing list.

DONALD A. CONROY  
(14 Spofford Ave., Warwick, R. I.)

**GUY DE BERC HONORED** — In a moving ceremony at the French Consulate in New York, Guy de Berc, French Line general manager for the United States, Canada, and Mexico, was made an Officer of the Legion of Honor in recognition of his work as head of his line in North America and as president of the French Chamber of Commerce in this country. (He has been a Knight of the Legion of Honor since 1950.)

Among those present at the ceremony, besides Mr. de Berc's family and close business associates, were H. E. Armand Berard, French Ambassador to the United Nations, and Edouard Morot-Sir, French Cultural Attache in the United States. In this photo, left to right: Raymond LaPorte, Mr. de Berc, and Mr. Berard.—Photo from French Line.



**Protractor** — A navigational instrument, usually in the form of a graduated semi-circle made of transparent material, used to lay down or to measure angles on a chart. (Also called a plotter.)

**Reefer**—A vessel designed and equipped for the transportation of food products under refrigeration. (Also a short double-breasted coat of thick cloth—a pea jacket.)

"Come worthy Greek, Ulysses come/  
Possess these shores with me:/The winds  
and seas are troublesome,/And here  
we may be free..." Who said it? (Box,  
P. 19, Item 1)

## Mail Steamer at Her Pier

(From the *New York Times*)

Her ports are lustrous but I hear no  
sound  
Save a sweet burdening; the decks that  
shook  
To guns are stripped and stainless now,  
the pound  
Of hearts departed; music lulls the  
night;  
I turn the page, yet do not close the  
book,  
A reader bathed in sudden gusts of light.

These tawny ports recall an epic day;  
The sad, clear airs of Dvorak tell of  
friends  
I shall not see again; and round me play  
Forked, fatal lightnings, risen from the  
past  
To burn the leaves that seem to bleed,  
and spend  
Heroic breath upon the ruthless blast.  
JOHN ACKERSON

**DEPT. OF AFTER-WIT**—Apparently, there has been some misunderstanding about that wrap-around cover of the Christmas-dated Tow Line and the separate white-bordered prints of it, also in full color, offered to collectors. Some said that for framing purposes they would not care for a picture in which a section of the bow of the ship, *M/S Tarantel*, was cut off. What we neglected to say was that for cover layout purposes it was necessary to place Mr. Evers' picture so the United Nations Secretariat Building and the tug *Diana L. Moran* would not come in the fold of the magazine, thereby worsening the front cover effect or ruining it altogether. As may be noted here, the full framing print leaves the mid-town East River scene intact; and it's really something special, is it not? We are sorry about any confusion that resulted from the offset picture on the cover; but there is still an adequate supply of the separate prints for those who did not request them for the foregoing reason.



## Tug Saves Navy Yard Workers on Blazing Flat-Top; Another Succors Drowning Man

**A**T HAND HERE are important documents having to do with the lifesaving exploits of a couple of "M" tugs, our *Carol Moran* in particular, and it is a privilege to make public some of the information contained therein.

In company with several other tugs of the harbor fleet, the valiant *Carol* (Capt. Lars O. Thorsen, Brooklyn, in charge at the time) distinguished herself in a way that will not soon be forgotten by 250-odd New York Naval Shipyard employees she rescued December 19 from the burning aircraft carrier *Constellation* (CVA-64), at no small risk to both tug and crew.

Quite a few others will remember that exploit with deepest appreciation, including yard officials, fireboat crews and land-based firefighters, the families of those saved, and, not least by far, the Moran management, which was quick to commend Captain Thorsen and his boys and to take steps to get them the public recognition they deserve.

Published here, as typical of letters received by the company from N.Y.N.S. employees personally and almost tragically involved in the major disaster, is one from John Dittmar, 686 Franklin Avenue, Brooklyn:

Dear Mr. Munroe:

*I wish to take this opportunity to thank your company and, in particular, the Captain of the Moran tug which, at no small risk to ship and crew, came alongside the stern of the C.V. 64 at the New York Naval Shipyard yesterday... and assisted many workers aboard that blazing vessel to escape death.*

*I was one of those who were trapped on the stern of the C.V. 64. Smoke and flame were approaching at a rapid pace when that (for lack of a better word) "beautiful" tug*

*hove into view. Many of us in that milling throng of men seeking rescue proceeded to board the Moran tug via ladders hoisted by her crew.*

*Sir, mere words cannot express my thanks to the Captain and crew of that tug. Since I probably shall never know his identity, please convey my sincere thanks to him and his splendid crew. God bless them always!*

That day and the next there were a great many equally appreciative telephone calls received at Moran Hq. from other rescued N.Y.N.S. men or members of their families; and presently along came the official, but obviously sincere thanks of the Navy, signed by Rear Adm. S. N. Payne, commander of the local facility:

Dear Admiral Moran:

*The fire aboard CONSTELLATION (CVA-64) on December 19 constituted a major disaster for this Shipyard and for the Navy. My heartfelt sympathy and compassion for the men who lost their lives, the injured, and their families cannot be adequately expressed in words. The damage to the ship can and will be repaired, but the loss in human life and suffering will leave its indelible mark on all concerned.*

*But for the timely and heroic efforts of the Captain and crew of the tug "Carol Moran" and others like them, this tragic loss of life would surely have been multiplied. On behalf of the Navy and the co-workers of the dead and injured, I wish to convey my sincerest thanks and appreciation for your invaluable assistance.*

As aforesaid, these communications are typical. John J. Metzner, vice president, operations, Moran Towing &

(Continued on Page 12)

## CUNARD PROMOTES

Effective January 1, Alfred R. Perrin became general freight manager for Cunard Line and James D. Culpepper became assistant general freight manager, it was announced by W. Y. Daly, general manager of the line in the United States.

Mr. Perrin, who succeeds the late Edmund O'Connor, joined Cunard in 1917. He was put in charge of claims in the westbound freight department in 1929, and in 1934 he became manager of that department. He was appointed assistant general freight manager in 1956, a title held jointly now by Kenneth W. M. Ross, Robert J. Finley and Mr. Culpepper.



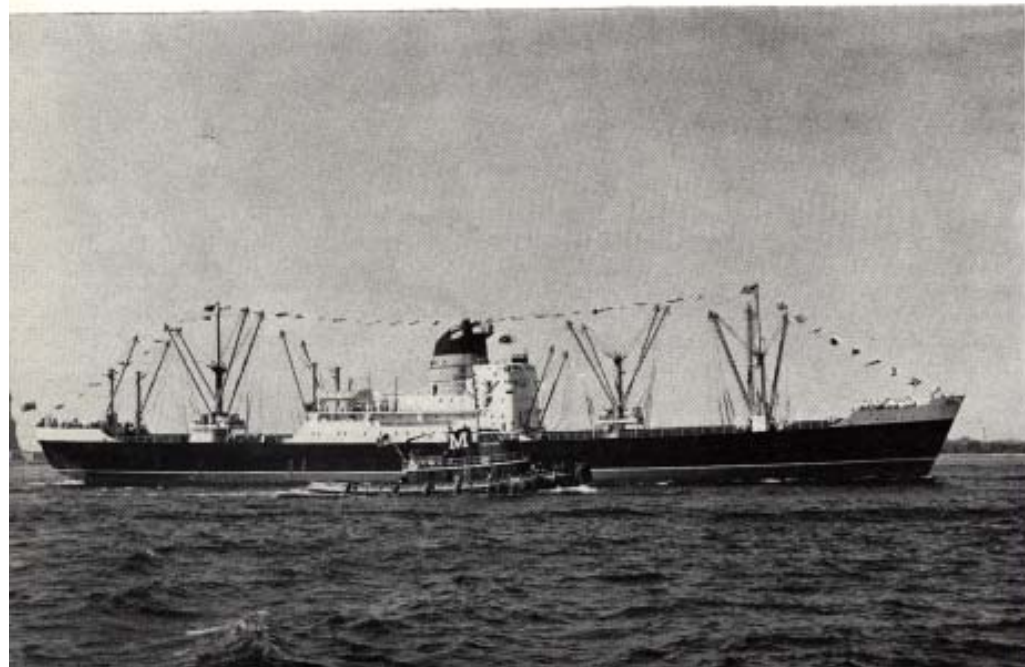
The latter began his career with Cunard in 1949 in the eastbound freight department. A native Texan, he served in the American merchant marine in 1945-1946. Following a tour of duty in England, Germany and France, he was made head of the line's outpost service division in 1956. Since then he has also had other administrative duties.

"In 1797 more than 1,400 vessels berthed at bustling Philadelphia." Who said it? (Box, P. 19, Item 2)

**TEN DAYS FROM GLASGOW**—This distinctive cargo liner, *Alaunia*, got a cordial New York harbor salute late last fall when she completed her first Atlantic crossing. Our tugs *Eugene F. Moran* and *Barbara Moran* assisted her to dock at Pier 51, North River, with Pilot-Capt. W. T. Hayes in charge. She is an unorthodox Cunarder, as you can see.

The 11,000-DWT *Alaunia* built by William Hamilton & Co., Ltd., Port Glasgow, Scotland, was launched in mid-May 1960, and is providing 17½-knot cargo service between New York, Baltimore, and Hampton Roads here and London, Havre, and Glasgow on the European side.

Embodying modern developments in cargo ship design, the *Alaunia* also is equipped to service the St. Lawrence Seaway, the Great Lakes, and the Manchester Ship Canal. Her cargo capacity: grain, 549,245 cu. ft.; bale, 490,680 cu. ft.; refrigerated, 24,500 cu. ft. Welcome, *Alaunia*!



# Celebrated Shipmasters

**B**UT WHAT CAN YOU WRITE ABOUT ME?" asked Capt. Armando Pinelli, modestly, at the same time offering your reporter a comfortable chair in his cabin-office aboard the Italian Line's new flagship, *S.S. Leonardo da Vinci*.

(See cover of September 1960 issue of TOW LINE for color photo of this ship.)

Decks below, hundreds of pleasantly excited passengers were filling the *Leonardo's* staterooms and peering into every corner of her luxurious interior. In less than an hour she would be sailing from her berth at Pier 84, North River.

Captain Pinelli, a trim six-footer, flashed an engaging smile.

"Almost 41 years ago I joined the Italian merchant marine as a cadet aboard the old steamer *America*," he said. "Since then I have served in many ships and have seen much of the world—its seaports at least."

Eighteen of his years at sea were spent on the line's Italy-South America run, aboard such popular liners as *Conte di Savoia* and *Roma*. He was first officer of both.

The captain's first command was *M.V. Amerigo Vespucci*, in 1954. Then, in succession, he became master of *Conte Grande*, *Giulio Cesare*, *Cristoforo Colombo*, and *Augustus*. Only last year he relinquished the latter post to become commandante of the Italian Line fleet.

His career afloat, marked by a steady rise to his present position, speaks well



Captain Pinelli

for the Pinelli ability; but what about the man, Armando himself? (Like many of the line's officers, he speaks more than one language: English, Spanish, French, Portuguese, and of course Italian. However, he feels least comfortable in English, so this interview was conducted in Spanish.)

"My wife and I live in an apartment on a hill overlooking Genoa," he continued. "No, it isn't a 'villa,' but in it we have everything we want. It pleases us.

#### Mountain Climbing

"On my vacations we enjoy climbing the Dolomites in the southern Tyrol, not too far away."

Captain Pinelli speaks with the enthusiasm of a man who regards each added year as an asset. He will turn sixty soon, but retains a youthful handsomeness and zest.

"Photography is one of my relaxations," he said, exhibiting his pet Leica. "No, color doesn't give me the subtleties of tone I want. You see, I do candid portraiture where tone is important, not color; and of course I do all my own developing and printing."

Two of this sailor's four brothers are mariners. Another is a ceramist. The fourth is a ship painter in an Italian yard. His only sister is a nun.

"Music, too, is an important part of my life," he went on to say. Rossini? Verdi? Puccini? "Beethoven, Mozart, and Rimsky-Korsakov. I have all the gadgetry of hi-fi and stereo at home."

A shrug dismissed opera, and—not merely in defense of his countrymen—he added Vivaldi to the list. Does he play any instrument?

#### Not a Singer, He!

"The guitar—not the classics, like Segovia, but simpler stuff, folk tunes and the like; and I do not sing!"

He reached for a book—"Lolita." "My tastes in literature are almost limited to history," he said, "but now and again a novel relaxes me. I'm in

the middle of 'War and Peace' at the moment."

Armando Pinelli likes people, that's plain enough. They like him, too, it is evident from scores of appreciative letters.

"One invites me to visit California, others thank me for pleasant times aboard the *Leonardo da Vinci*, and so on; but how can one possibly answer all of these? A master has to run his ship."

Any particularly memorable or harrowing experiences, cap'n, sir?

#### Everything Normal

"No, everything I can recall has been pretty routine—nothing really exciting. I've had more excitement driving my Fiat than I've had at sea. In fact, driving is almost a passion with me." (The captain and his wife dream of driving through most of Europe, especially Spain.) "Good roads or bad, we want to cover them all—to see the world by land, you might say."

The Italian Line has a mandatory retirement age for its employees, and Captain Pinelli will soon have to step down from the *Leonardo da Vinci's* bridge—but not into idleness.

Fair winds, following seas, and good roads, captain!  
H. J. B.

## 100th Anniversary Noted

Dear Sir:

Having admired Mr. Evers' cover painting for the Christmas issue of TOW LINE, I do wish to take advantage of your invitation to reserve a copy of this print suitable for framing. TOW LINE is always interesting, and particularly I noted the article on Moran's 100th anniversary. Congratulations, and thanks for your continued remembrance.

WILLIAM J. CARTER  
(Time, Inc., New York)

\* \* \*

Dear Mr. Munroe:

I was most interested indeed to read the article about the centenary of the Moran company. This is a cause for congratulations, and I send you my very best wishes. In 1956 your company published a most interesting history called "Tugboat—the Moran Story," and I have a copy of it. Now that you have achieved the centenary, it may be too early to have another large publication, but I am wondering if some booklet has been prepared to celebrate this record. If so, I should very much appreciate having a copy.

F. A. LEATHERS, CHAIRMAN  
(Wm. Cory & Son, Ltd., London)

Editor's note: No special anniversary booklet is available. Eugene F. Moran's book and Allan Keller's feature, plus other quarterly issues of TOW LINE, tell the story adequately.

# Moran Operations Expert Explains Canal, River, Harbor Tugboating to the British

## Christmas Promotion

*Editor's note: At the request of Peter Lawrie, editor of International Design & Equipment, 1961, an English shipbuilding and shipping record publication, London, CAPT. FREDERICK K. DEZENDORF, general operating manager for Moran T. & T. Co., prepared the following article, which appeared in this year's 192-page issue. Four excellent photos by Jeff Blinn and Flying Camera, Inc., of that many types of "M" equipment in action hereabouts, were included in the informative two-and-a-half page spread.*

**H**ENRY HUDSON'S RIVER in New York State, one of the great rivers of the world, is navigable, thanks to the Champlain Canal to the north of Albany, and the Erie Canal to the westward, from the sea to the St. Lawrence River and the Great Lakes. The water distance from New York City to the Canadian border is 327 statute miles, (thence 127 miles to Montreal) and to Buffalo, New York, on Lake Erie, 507 statute miles.

Sea going vessels with drafts up to 27 feet proceed 150 miles as far as Albany, but the biggest part of movement on the river and on its canalized tributaries is by tug and barge.

Towing operations on the river and types of tugs in use are as varied as the scenery, which ranges from the unforgettable skyline of New York City opposite the New Jersey Palisades to the serene countryside of the farther reaches of the Champlain Canal.

Since navigation in the canals is limited because of ice conditions to a season of about eight months, as a matter of economics tugs navigating these waterways must meet the dimensional requirements of the canal and yet be able to continue working throughout the winter in New York harbor and nearby coastal waters.

Barges are pushed through the canals and, because of the usable lock dimensions (300 x 44½'), a short tug with sufficient horsepower to push the biggest barge possible under the circumstances is required. The bow of the tug fits into a notch (up to 15 feet deep) at the stern of the barge. Thus, a 300-foot lock can accommodate a 220-foot barge pushed by a 90-foot tug.

### Makes Integrated Tow

One-inch diameter wire cables are secured between the after corners of the barge and the quarter bits of the tug, then are brought to piano wire tightness by means of ratchets. In this manner the tug has complete control over the barge, so the two units are able to maneuver as one.

Since there are more than 300 bridges over the canals, some with a restrictive height of 14' 10" at high water, these tugs are fitted with pilothouses which may be recessed hydraulically into the deckhouse by movement of a lever by the captain. Once past the bridge, another move of the lever raises the pilothouse again so that visibility is unobstructed by the barge. The tug's mast

and radar antenna are hinged to lay down on the upper deck, and the lifeboat davits telescope down to meet the height restriction.

This versatile little "canaler" thus can push barges through the canal during the summer season and yet be of sufficient size and horsepower to dock ships in New York harbor and be a good enough sea boat to do short coastwise towing in the winter.

To be specific about a "canaler," the pertinent details of the tug HARRIET MORAN are listed here:

LOA .....	94' 4½"
LBP .....	90' 4½"
Breadth .....	25' 2"
Molded depth .....	10'
Loaded draft .....	11' 8"
Light draft .....	10'
Gyro .....	Sperry MK 14
Radar .....	RMCA-CR 103
Engine .....	GM Model 12-278A
BHP .....	1200
SHP .....	1000
Fuel capacity .....	20,680 gallons
Potable water .....	2,400 gallons
Accommodations .....	12 men
RDF .....	Bludworth
Main hawser, 200 fathom, nylon, 8" circumference; intermediate hawser, 100 fathom, nylon, 8" circumference.	

Towing on the Hudson between New York and Albany is normally done by the push method also, but here a tug may push two or more barges at a time. A recent newcomer to the Hudson is a specialized "push boat" of 1800 HP. This vessel, while similar in appearance to towboats used on western rivers, can push as many as twenty trap rock barges at a time—or, when necessary, tow them on a hawser.

### Versatile Tugs Needed

Tugboat work on the Hudson River means to most people, however, the docking of big liners in New York harbor; but even this specialized work is done by tugs which, because of demands which may be made on them, are very versatile floating power plants.

While the docking and undocking of liners may be the normal daily work of a harbor tug, she may be sent (on very short notice) on trips which may range hundreds of miles out to sea—say to rescue a ship in distress or to tow a barge as far away as a Caribbean port. Towing of dump barges to sea with all the waste and debris of the City of New York also is part of the work of these tugs.


The controlling requirements of these entirely dissimilar types of operation have resulted in a tug which is not too big to work around ships in the narrow slips between New York piers and yet is large enough to carry sufficient fuel to range far out to sea.

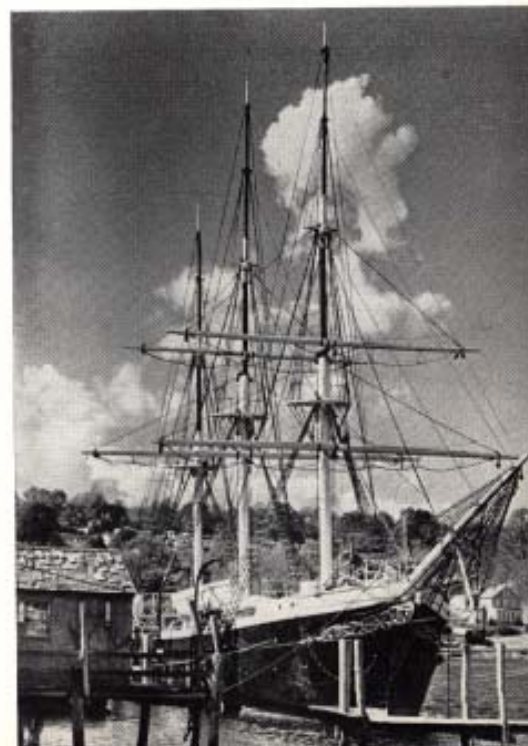
A 1,750-horsepower, diesel-electric unit controlled from the pilothouse permits the precise maneuvering necessary when working around the stern of a ship being docked. An automatic tension towing machine with 1,800 feet of 1¼" diameter steel cable on a drum located inside the after end of the deckhouse provides the means of towing at sea.

(Continued on Page 13)



Martin J. Carroll, formerly budget director for Moran Towing & Transportation Co., late in December was appointed manager of industrial relations for the firm. A member of the family that for many years operated Amboy Towboats, Inc., a New Jersey company, Mr. Carroll joined Moran in April 1956 and was assigned to the accounting department. Later he succeeded John J. Gallagher as head of the budget operation. In his new position he will be in charge of labor negotiations. Mr. Carroll, 33, resides with his family at 260 Harding Road, Red Bank, N. J. Hobbies? His children, he says—a quartet now, oldest six; another due this summer.

**VANISHING TYPE**—"Give us pictures of sailing ships," a good many readers admonish us, so here's one with a name to conjure with: the famous 88-year-old, full-rigged *Joseph Conrad*. The Marine Historical Ass'n of Mystic, Conn., where she is permanently berthed, conducts a youth training program aboard her. . . . All right? 





## Fifty-foot Eels and Other Sea Critters

Our man Shipley—with further apologies to The New Yorker's breathless Stanley—is in something of a swivet again, a condition that may be chronic with pedagogues attached to municipal colleges, for all we know.

In the December-January issue of The Conservationist, a bi-monthly magazine (and a good one, too) published by the New York State Department of Conservation, he saw an article indicating that there may be giant eels, possibly 30 to 50 feet long. This confused him to the point of comment, in semi-legible writing.

"The Conservationist not being one to publish nature-fake pieces, I take some comfort from this, since I am still haunted by a dim recollection of having seen a drawing many years ago by no less a personage than a master of the *Mauretania*—the old *Mauretania* at that, I think—of a serpent-like object he had personally seen at sea.

"Always having regarded sea serpents as either illusions or fakes, I could never figure so responsible a person as a Cunard captain being willing to appear in public prints as either the victim of one or the perpetrator of the other. Certainly, he should know porpoises when he sees them.

"Possibly, The Conservationist note throws some light on the situation. You, as a former fishing editor-columnist, and now editor of a reliable marine publication, might have reflections . . ."

H'mmmmm. Mirror, mirror on the wall—er-r-r, no, let's not get fouled up with reflections of *that* sort! Sometimes a Miltown is all that gets us through shaving of a morning.

Your reporter has never, never viewed a sea serpent, as an alcoholic materialization or in the flesh, to say nothing of a 50-foot eel. And our man Shipley is hereby advised that as long as TOW LINE knows what's good for it, the published word of neither an accredited ichthyologist nor a Cunard Line captain will be questioned here.

In the vicinity of Bimini and Cat Cay in the near Bahamas, just the same, these old eyes have seen some sharks that dwarfed a 36-foot Matthews cruiser, or seemed to, but they were not surfacing for exhibition purposes.

However, the American College Dictionary offers unbelievers a crumb of comfort: "SEA SERPENT, an enormous *imaginary* snakelike or dragonlike marine animal."

The italics are ours, professor.

*New Contemporary*—Another shipping company magazine, FARRELL LINES NEWS, 16 pages (including covers), made its appearance in time to be dated "Christmas, 1960." We welcome a new quarterly to the fold!

### Mass Circulation!

Gentlemen:

Your magazine usually takes this route in our plant. First, the fellows in the Traffic Department enjoy it, then forward it to me. I read it and make it available to several other fellows who, like myself, are former engine room and deck officers, oilers, seamen, etc. After we're through with it, we condescend to let some of the ex-Navy men see it. Then it is returned to me, and I send it to one of my great-nephews in Kaukauna, Wisconsin. Need I add that it's a wonderful magazine?

CHAS. L. PAYNE, MAIN, SUPT.  
(Columbia-Southern Chemical Corp.,  
Lake Charles, La.)

**OFF-SEASON REPAIRS**—If you have ever wondered what New York State Barge Canal maintenance crews do after the waterway is closed for the winter, here is an answer that will do until a more complete one turns up. These pictures by Mark H. Chapman, Tow Line staff photographer in that latitude, show lock alterations and repairs under way at two points on the Oswego Division. Right: At Lock 5, Minetto (Joseph Graves, chief operator) a state crew is renewing the woodwork in one set of gates. Below: At Lock 7, Oswego (Wesley Smith, chief operator) the Weber Construction Co. of Schenectady is installing new gates and lowering the sills six inches. The date: February 13, 1961; conditions, see for yourself.

### Audio-Visual Aid

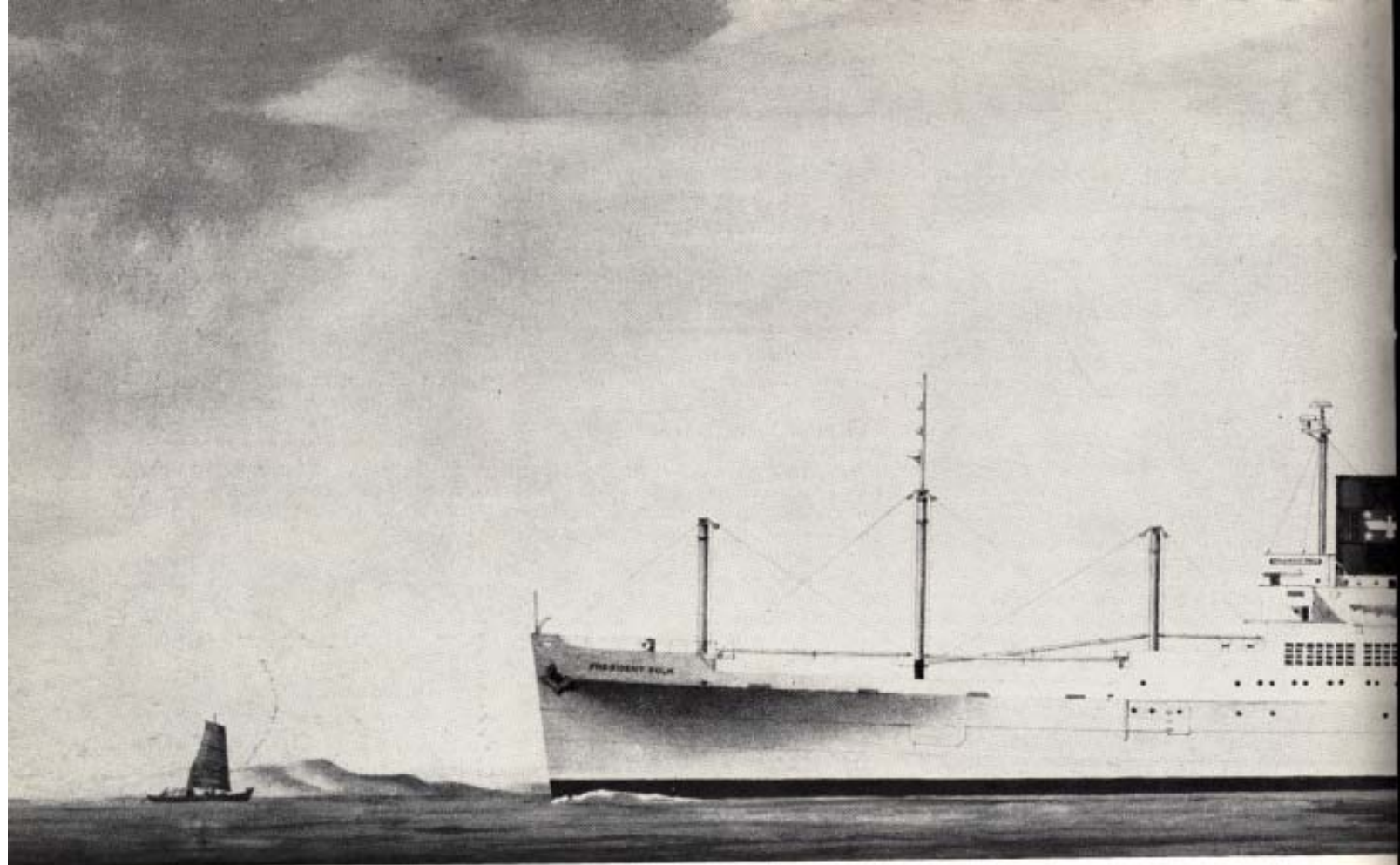
Dear Mr. Blinn:

The boys and the faculty (of The James D. Lawrence School) would like to thank you for lending us the film, "Defense Assignment." It was very well received, and was a valuable adjunct to our curriculum. The media of audio-visual aids is essential for our pupils, but when the context is topical it enhances the value. Please feel free to visit our school so that we may personally thank you for your generosity.

WILLIAM P. DORNEY, PRIN.  
(387 State St., Brooklyn)

"Give a man a horse he can ride,  
Give a man a boat he can sail." Who said it? Box, P. 19, Item 3)





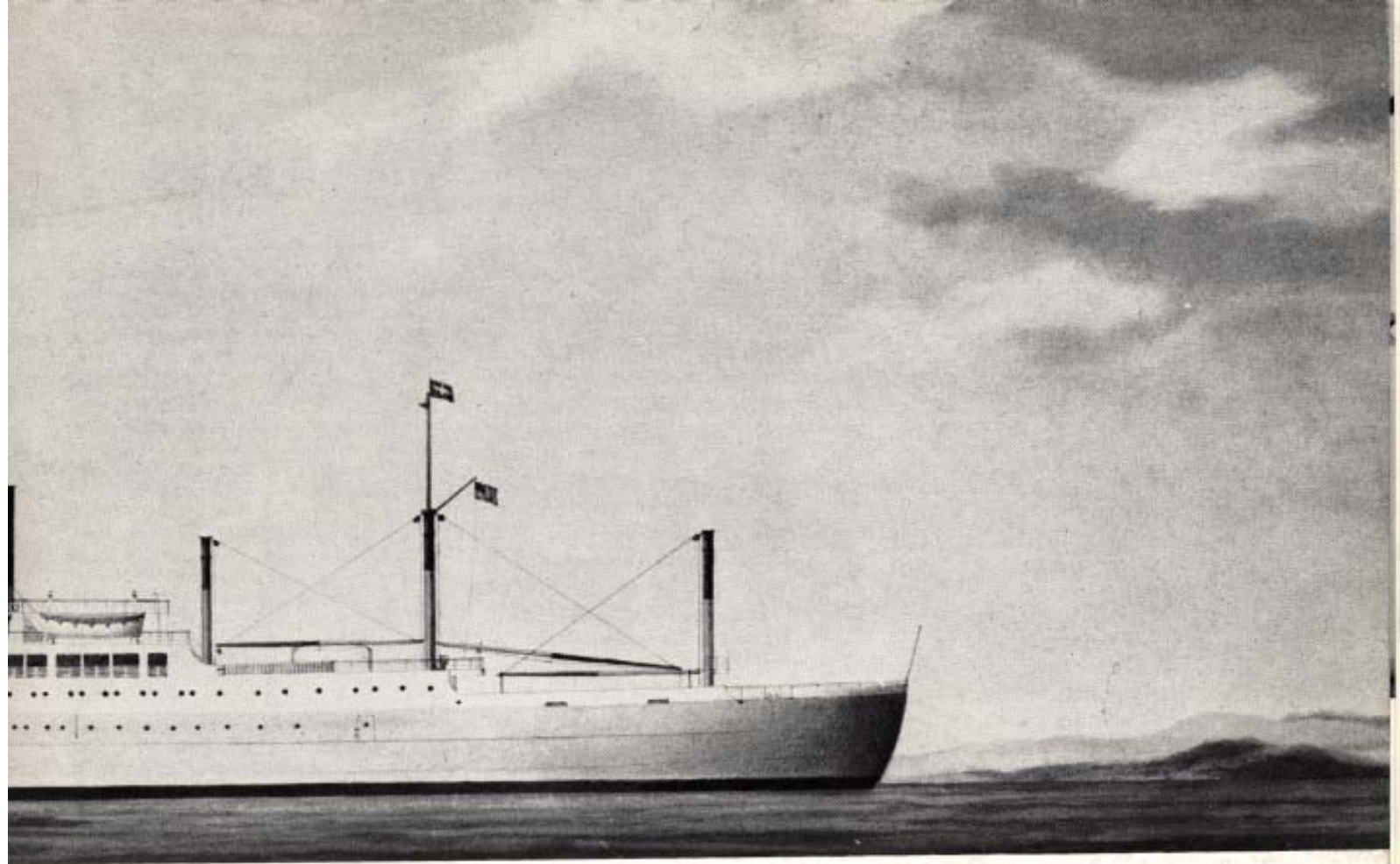
## *S.S. President*

*Owners: . . . . . American President Lines*

*Home Port: . . . . . San Francisco*

*Length: . . . . . 491 ft. 10 in.*

*(A white-bordered print of this picture, approximately 30" x 15", in full color suitable for display.)*



## *Stent Polk*

*Beam:* ..... 69 ft. 6 in.  
*Tonnage:* ..... 9,260  
*Horsepower:* ..... 8,500

# Tugs Rescue

(Continued from Page 6)

Transportation Co., passed along the information file on this hair-raising incident to The Life Saving Benevolent Ass'n of New York. F. B. Tuttle, president of the organization, replied promptly that the matter was being referred to the Committee on Donations and Awards.

To wind up this particular chapter of the long and illustrious lifesaving record of the Moran fleet, here is another communication from Mr. Tuttle, speaking for the L.S.B.A. of N. Y., on a different but not unrelated subject. This one was addressed to Capt. Frederick K. Dezendorf, general operating manager for Moran, and takes appreciative judicial note of the rescue a couple of months earlier of a single individual — previously mentioned in these pages.

Dear Mr. Dezendorf:

At the recent meeting of this Association's Committee on Donations and Awards, the rescue made on October 4, 1960, by the Captain and members of the crew of the NANCY MORAN was discussed.

Captain Scherer is to be complimented upon his alertness in responding to the cries for help. The crew members acted promptly and efficiently, so that Edmund Kopka was successfully rescued.

This Association wishes to commend these actions and to express its appreciation for the assistance given another in peril.

It goes without saying that the masters of the *Carol Moran* and the *Nancy Moran* have been provided with copies of all documents pertaining to the respective rescues, and both captains and crews have been emphatically commended by Moran management.

These are the without-which-not human elements that make all such great companies "tick."

Rear Adm. George Dufek, USN (Ret.), a distinguished authority on arctic and antarctic exploration and development, has assumed the duties of director of the 30-year-old Mariners Museum, Newport News, Va. (See *September 1959 Tow Line*, center spread.) He succeeds Rear Adm. E. W. Sylvester, deceased.



A 1925 graduate of the U.S. Naval Academy, Admiral Dufek has made a great name for himself—with the 1939 Byrd Expedition, in combat in World War II and in the Korean conflict, and latterly with Operation High Jump, in the course of which he made the first flight over the Thurston Peninsula.

He is the author of two published books on antarctic work: "Operation Deep Freeze" and "Through the Frozen Frontier."

We wish both Admiral Dufek and the museum the very best of luck.

**46,000-DWT TANKER**—A product of Bethlehem Steel Co.'s shipyard at Quincy, Mass., this 736-footer, *Mount Vernon Victory*, is wide enough for that escorting Moran tug to rest athwartship on her deck. She is owned by the Mount Vernon Tanker Company, a subsidiary of Victory Carriers, Inc., 655 Madison Avenue, New York.

Moran Pilot-Capt. Barney Scherer docked her January 24 at Pier 1, Bethlehem's yard, Hoboken, N. J., with our tugs *Nancy Moran*, *Peter Moran*, and *Alice M. Moran* assisting. The harbor was ice-choked then.

In an unusual shipboard ceremony three days later she was christened by Mrs. Granville Conway, wife of Captain Conway, the president of Victory Carriers, and the following day the vessel shoved off for Curacao, D.W.I., to load her first cargo.

She is said to be the largest merchant ship ever christened here.



# YEARS 50 AGO

(Source: New York Maritime Register)

**JAN. 4, 1911**—Tug *El Toro* of Southern Pacific Line has been sold to New Orleans, and left New York today in command of Captain Ferguson of yacht *Sultana*. She is a steel vessel built in 1907.

**JAN. 11, 1911**—(Portsmouth, N. H., Dec. 28) Judge Lowell of U. S. Court at Boston today appointed F. P. Cabot receiver of Southern Maine S.S. Co. of this port, operating str. *Sightseer* between here and Isles of Shoals and owning hotel properties at Islands. . . (Norfolk, Va., Jan. 9) Str. *Hampton Roads* of Old Dominion S.S. Co. collided with mud scow off Sewell's Point this morning. Came to Norfolk with new scow stuck to her and plates dented, but no one was injured. . . (Port Arthur, Texas, Jan. 4) While docking last evening, S.S. *Oklahoma* rammed barge *Saratoga* of Texas Co. amidships and cut barge in half. Some damage to wharf. . . *Treverton* (barge) and barges *Corbin* and *Pine Forest*, two former from Philadelphia for Portland and latter for Marblehead, were totally wrecked on Peaked Hill Bars, Mass., morning of Jan. 10. Crews of barges, numbering fourteen men, were drowned. Tug stood off until barges broke up, and life savings crews were unable to render any assistance.

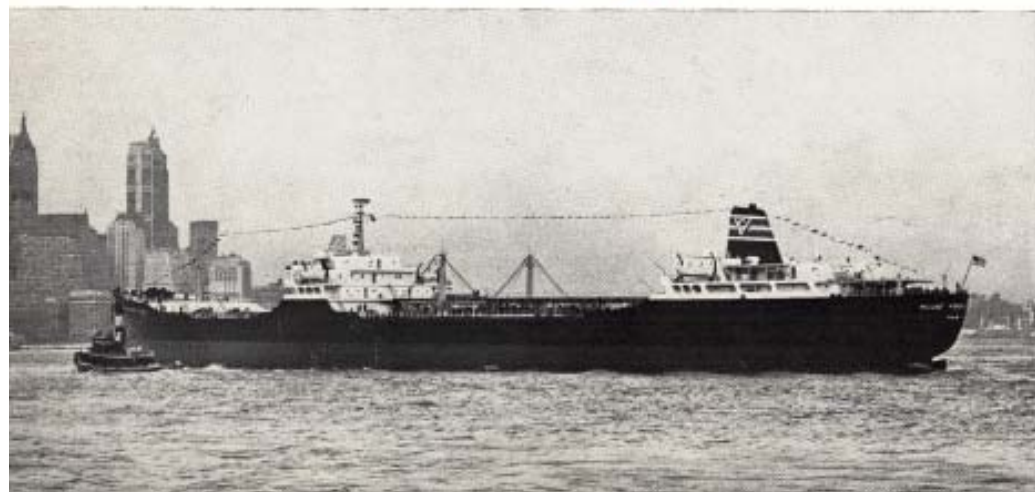
**FEB. 1, 1911**—(Jacksonville, Jan. 28) Wrecked str. *Chatham*, which went on rocks at end of north jetty at bar here, was blown up by U. S. Engineers this afternoon to clear channel.

**FEB. 8, 1911**—*Ingrid* (Nor. bk) had decks, mast, and upper works badly wrecked by explosion of dynamite while lying at Pier 7, Jersey City, N. J., at noon Feb. 1. Survey was held on ship 3rd. Schr. *B. B. Hardwick* (Br.) had her cabin smashed; freight propeller *Katherine W.* was blown to pieces; tug *John Twohy, Jr.*, was damaged; power boat *Whistler* was sunk; and seven barges and one steam hoister were damaged. *Whistler* was raised by Merritt-Chapman Derrick & Wrecking Co. Feb. 6. Five cases of dynamite were found on her deck. . . Str. *Plymouth* (Fall River Line) was in collision Feb. 3 with N. Y., N. H. & H. RR. float No. 19, and had large hole stove in her bow. Float was badly damaged.

**FEB. 22, 1911**—(New London, Conn., Feb. 15) Tug *Concord*, with tow, fouled Bartlett's Reef lightship last night during snow storm and cut her down to below water line. Lightship was towed here by tender *Rogers*, where repairs could be made. Relief ship No. 20 left port to replace her.

**MARCH 29, 1911**—(Vineyard Haven, March 24) Barge *Stonington*, in tow of tug *Daniel Willard*, sank early today in twelve fathoms of water, Cross Rip lightship bearing W x S ½ S, and Half Moon gas buoy E x S. Boat from barge was washed ashore at Nantucket containing four men, two of whom (incl. barge captain) were dead.

EARL C. PALMER



# Explanation

(Continued from Page 8)

These tugs are equipped with all essential navigational aids for sea trips and with dacron lines and heavy fenders for harbor work.

The CYNTHIA MORAN, whose dimensions and equipment are listed below, can be considered a typical modern New York harbor tug:

LOA	106'
LBP	100' 3"
Breadth	27'
Molded depth	15'
Loaded draft	14' 6"
Light draft	12' 6"
Gyro	Sperry
Radar	RMCA-CR 103
Engine	Gm Model 16-278A
BHP	1750
SHP	1550
Fuel capacity	32,885 gallons
Potable water	2,600 gallons
Accommodations	14 men
RDF	Bludworth
Main hawser	1800 feet, 1 3/4" steel cable; Emergency hawser, 200 fathom, nylon, 8 1/2" circumference; Intermediate hawser, 100 fathom, nylon, 8 1/2" circumference.

To control the varied activities of these versatile tugs requires, obviously, a dispatching organization able to cope with almost any maritime situation. High water in the canal, heavy fog in the harbor, or a hurricane at sea all are problems which are considered part of the day's work at the dispatching office.

### Radiotelephones Used

To deal with these problems effectively an all-inclusive system of communications is in constant use. Long-range AM radio keeps the tugs on the coast in contact with the office; while in the harbor a shorter range VHF frequency is used. When a tug is in the canal where radio reception is poor, a mobile telephone is used to contact the long distance telephone operator in the nearest city.

Although the above mentioned tugs are equipped and fitted out for various types of work, there sometimes is a limit to the versatility of the captains and mates handling

them. Some of these men are able to do several types of work; but a crack docking pilot may not necessarily be a navigator, and conversely, a first class ocean towing master might be at a loss in assisting a ship to dock in the strong tidal currents in New York harbor.

It would seem that we are now approaching a tugboat era of versatile equipment and specialized men in order to provide a guarantee of the most efficient and economical service to our customers.

**DOUGHNUT VIEW** — Dating from the invention of the life preserver, presumably, is the proclivity of photographers for using them as props for news and feature shots. "Chuck" Francis of American Export Lines thought we might go for this view of the now white-painted S.S. *Independence*, as seen from another of the line's noted cruise ships, S.S. *Atlantic*, and he was right—for once. Moran tugs were about to dock the *Independence* at Pier 84, North River. . . . Sly people, these PR guys.



## Letter from India

Dear Sir:

Kindly allow me to trouble you. I happened to see a copy of your very interesting magazine (1959). I note that you have special white-bordered prints of some of your tugs. If any spare copies are available, I would be very grateful to receive some. These would be framed and kept as mementos and as a record of your great enterprise in towing. . . . Your journal is a very valuable piece of literature for the study of inland water transportation, with particular reference to the vital role it plays in towing. We in India have plans for development of water transport. . . . If any illustrated booklet about the Moran fleet and its activities is available, I would appreciate a copy of it. Have sent by sea mail some copies of my publication for your kind attention.

U. SHANKER RAO  
(Ballygunge, Cutch, 19)

"If time permits, we will try dusting icebergs with lampblack to speed melting this season." Who said it? (Box, P. 19, Item 4)

### B.B.C. Representative

Dear Mr. Blinn:

I want to thank you very much indeed on behalf of myself, my son, and Robin Cecil for the wonderful tugboat trip you and Captain Allen arranged for us. We greatly appreciate your kindness in this matter. I am taking this opportunity to enclose one or two BBC publications which I hope may be of interest to you.

DEREK RUSSELL  
(British Broadcasting Corp.)

**HEAVY PASSENGER TRAFFIC**—On January 2-3, eighteen luxury liners docked in the Port of New York with a total of just under 8,000 passengers, a two-day record for mid-winter arrivals here. Fifteen of the ships were returning from Christmas-New Year's cruises to the Caribbean and South America.

Shown at their piers along Manhattan's "Luxury Liner Row" are, from the bottom of this Flying Camera, Inc., photo: *Saturnia*, Italian Line; *Constitution*, American Export Lines; *American Guide*, United States Lines freighter; *Berlin*, North German Lloyd (about to dock); *Liberte*, French Line; *Mauretania*, Cunard; *Ocean Monarch*, Furness Line; *Gripsholm*, Swedish American Line; and *Homeric*, Home Lines.

Other ships of the Trans-Atlantic Passenger Steamship Conference lines not shown in this view were: *Nieuw Amsterdam*, *Maasdam*, *Westerdam*, and *Rotterdam*, Holland-America Line; *Oslofjord*, Norwegian American Line; *Jerusalem*, Zim Lines.



## Industry Expansion On Waterways Noted

American industry constructed or announced plans to erect 82 new facilities on navigable inland waterways during the fourth quarter of 1960, a mid-February report by American Waterways Operators, Inc., indicated.

This brought the year's total of such waterside projects to 263, according to the A.W.O. survey. Of the total, 81 were terminals, docks, and wharves designed for handling low-cost barge traffic; and of the fourth quarter 82, approximately 61 per cent were chemical or petroleum plants—the remainder being metal producing units, synthetic rubber plants, general manufacturing facilities, pulp and paper plants, and one grain installation.

Moran Towing & Transportation Co., the Curtis Bay Towing Companies, and Moran Inland Waterways Corp., respectively, may be said to have towing equipment and experience of possible value to the following:

Des Plaines River, Joliet, Ill.: Amoco Chemicals Corp. has started construction of additional manufacturing facilities which will increase its dimethyl terephthalate capacity by 50 per cent; and Olin Mathieson Chemical Corp. has announced plans for construction of \$1,500,000 plant to manufacture phosphoric acid.



"Now is the winter of our discontent..."

Atlantic Intracoastal Waterway, South Norfolk, Va.: Elizabeth River Terminals is constructing a \$300,000 molten sulphur terminal.

Kanawha River, Cannelton, W. Va.: Cannelton Coal Co. plans coal loading facilities; and near Hugheston, W. Va., Montgomery Iron & Metal Co. plans to build a dock.

Lake Erie, Toledo, Ohio: Standard Oil Co. of Ohio is building a \$4,000,000 plant; Cargill, Inc., plans a \$1,000,000 modernization of its grain elevator; Ohio Blenders, Inc., has purchased property as a marketing and storage terminal for alfalfa pellets; and at Cleveland, Ohio, General Electric Co. has started construction of a \$15,000,000 plant to process refractors metals in forms and sizes never made before.

Ohio River, Jeffersonville, Ind.: Hooker

Chemical Corp. has put in production a completely new commercial-scale facility to manufacture tetrapotassium pyrophosphate; at Ashland, Ky., Armo Steel Corp. will invest \$95,000,000 in an expansion program; at Louisville, Ky., Aggregate Services of Jeffersonville, Inc., is constructing barge loading facilities; and at Waterville, Ohio, Johns-Manville Corp. will enlarge its plant by 45,000 square feet to provide space for a 40 per cent increase in local production of fiber glass textiles.

Ohio River, Glenwillard, Pa.: Glenn W. Crain, Pittsburgh, is constructing a dock; at Moundsville, W. Va., Allied Chemicals Corp. is expanding its chlorine-caustic soda facilities; and at Parkersburg, W. Va., Johns-Manville Corp. will add 100,000 square feet of space to its fiber glass manufacturing plant.

Moran and associated companies provide towing services—in some instances, as in the case of Seaboard Shipping Corp., barge transportation—at many Great Lakes, inland waterways, and coastal points in the United States.

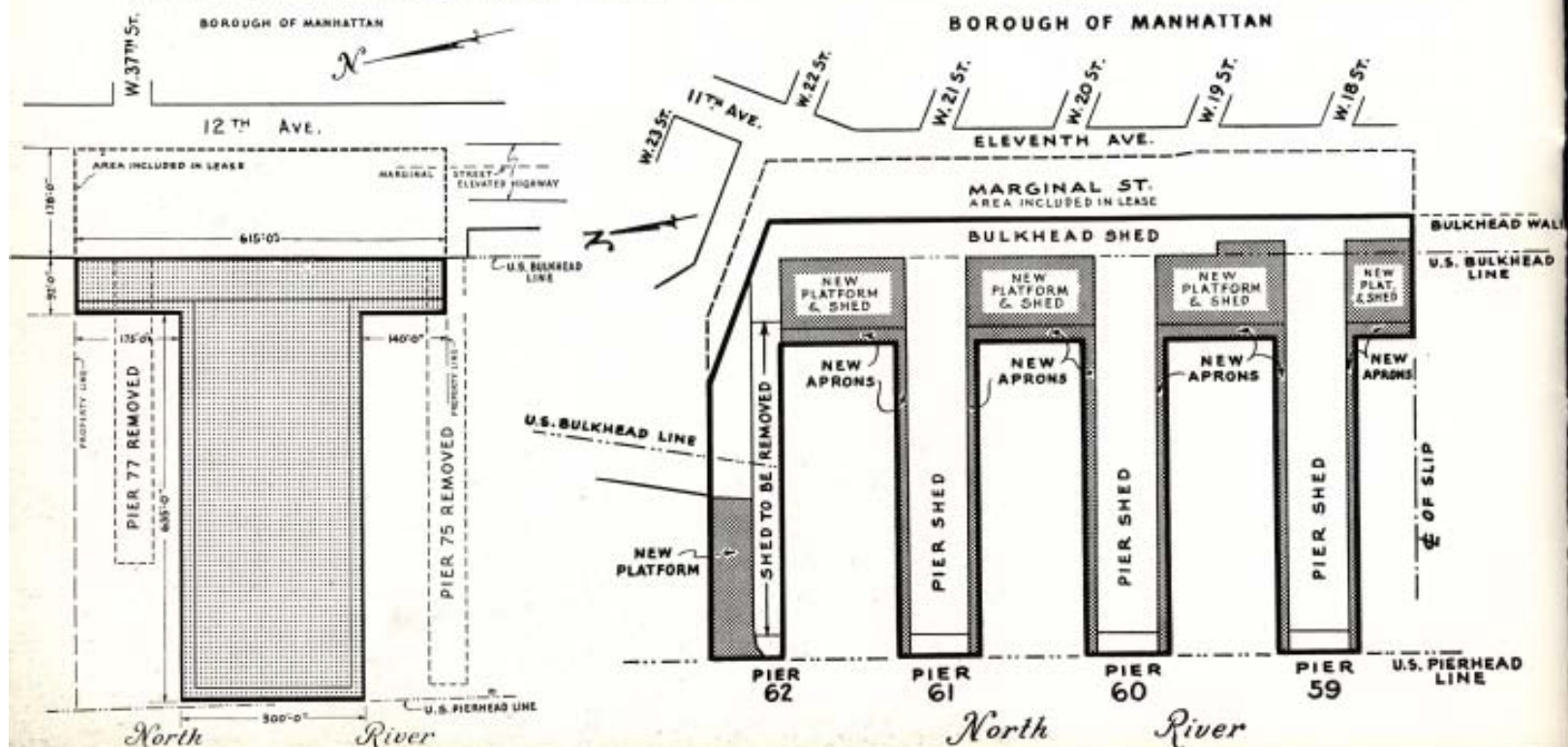
"We don't want to fight, but, by jingo, if we do,/We've got the ships, we've got the men, we've got the money too." Who said it? (Box, P. 19, Item 5)

"They that go down to the sea in ships: and occupy their business in great waters;/These men see the works of the Lord: and His wonders in the deep." Who said it? (Box, P. 19, Item 6)

**\$25,000,000 DEVELOPMENT** — Below, right: Chelsea Piers 59, 60, 61 and 62 (17th to 22nd Sts., North River), as they will be re-developed by the New York Dept. of Marine & Aviation at a cost of \$11,000,000. This is

one part of a \$25,000,000 development of two major North River terminals for tenancy by United States Lines. Left: A new two-berth freighter terminal at the foot of West 35th-37th Sts., to be known as Pier 76. The two

projects, providing nine freighter berths, is the largest marine facilities development undertaken for an individual shipping company in the history of the Port of New York. The line signed a 25-year lease in January.



## Praise for Sterner Pictures Universal

Rather than diminishing, as might have been expected once the novelty became commonplace, the enthusiasm of collectors for Harold Sterner's ship pictures seems to increase with each issue of TOW LINE.

Nos. 1, 2 and 3 in this outstanding, in some respects unique series were *S.S. Brasil*, Moore-McCormack Lines; *S.S. Santa Paula*, Grace Line, and *S.S. Independence*, American Export Lines. Another, announced elsewhere, appears in this number.

Requests for framing prints in color have come in by the basketful, and from places as unlikely and as far removed from the home port of these noted ships as Australia and Alaska, Malta and Madagascar, Iceland and India. Since our Christmas issue, in which separate prints of the wrap-around cover by Charles G. Evers were offered along with any or all of the Sterner items, several persons at Moran Hq. have been kept hopping just to stay abreast of the demand.

Most collectors express their appreciation. In many, many instances the praise of our artists' work has been discerning as well as lavish. There is space for only a few comments, but they may be considered typical:

"Mr. Sterner has done a real job here. . . . My thanks for those wonderful pictures! . . . I've certainly enjoyed my prints. . . . You are doing a wonderful service to steamship enthusiasts the world over in making these pictures available. . . . Really appreciate Mr. Sterner's exceptional talent. . . . TOW LINE is top-of-the-line in good pictures and reading. . . . The prints are indeed beautiful, and I selfishly hope that your good company will continue to make additional ships available. . . . Delightful even beyond expectations. . . . Your magazine is even better now that you have added Mr. Sterner's pictures of familiar ships. Keep on publishing them! . . . The man's skill is uncanny. How does he do it? . . . Thank you so much for the opportunity to acquire these wonderful framing prints. . . . Fine, fine! Keep 'em coming!

"The Moran organization can certainly take pride in Mr. Harold Sterner's ship pictures. . . . The artist is excellent, and has a most unusual technique, as you have pointed out. . . . I shall watch for future offers, as I am quite interested in marine art and wish to expand my collection of same. . . . Couldn't be better. Thanks again. . . . I am sorry I can't tell you how glad I am for TOW LINE and Messrs. Sterner and Evers, but my English does not reach so long (Copenhagen, Denmark). . . . How in the

world does he do it? . . . I am an amateur of marine art, and have nowhere seen finer examples than these excellent renderings. I compliment you on your good taste in having them made and then making them available to lovers of good ships everywhere. . . . 'Artistic wizard' is the phrase for Mr. Sterner."

In short, "Bravo!"

But collectors are hereby asked not to get too impatient if the sheer volume of requests and/or the usually slow delivery of matter in bulky mailing tubes delays their prints in some instances.

We, too, are grateful.

## Query: Anybody Know An Irish Tug Cap'n?

An anonymous group of smoke-eaters using the signature "The Boys on the Fireboat" has raised an interesting, if not really vital, question slanted towards other readers rather than the editorial staff here.

All of them are "friends of the 'M' fleet," they acknowledge—which is so much velvet, since you never know when you'll require the good offices of a fireman, visiting or native.

They read Allan Keller's piece in our last issue regarding this company completing its 100th anniversary year as of then, and now there's an argument going on.

"Do you know of any Irish (Irish-born) towboat captains in New York harbor?" is the burning question—and the word "burning" is used advisedly, considering the source of the query.

The topic came up in the course of a gabfest when the boys remembered

so many companies in New York which were founded by Irish emigrants, but nobody could recall a tug captain or pilot of that ilk.

If we have time or space to put the question, the penman of the group said, an answer will be appreciated; and they wish for Moran "another 100 years, of even greater success."

Our research assistant is on 10 years' vacation at the moment; and just now at income tax time enough figures are dancing around in this editorial noggin without adding to the general confusion by any consideration of nationality ratios.

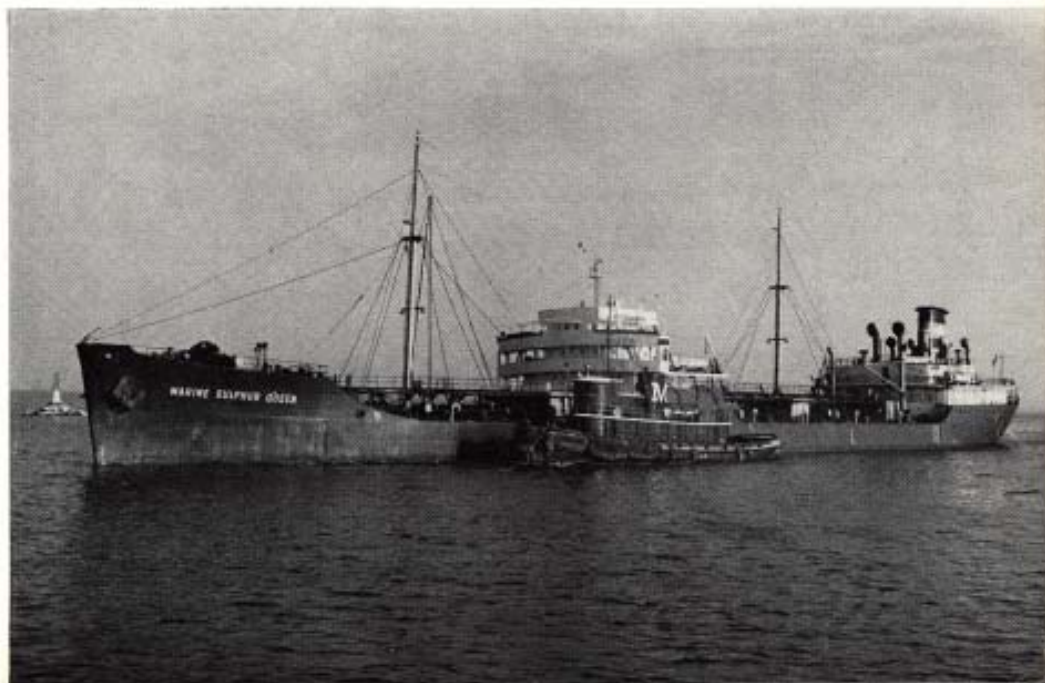
Speak up, Irishmen. (*Who threw that?*)

"To all you ladies now at land, / We men, at sea, indite." Who said it? (Box, P. 19, Item 7)

**STARTS NEW SERVICE**—The *Marine Sulphur Queen* is (was) a T2-type tanker, but not apparent here is her interior conversion to accommodate a special cargo, liquid sulphur, no less. She is managed in New York by Marine Transport Lines, Inc., 11 Broadway, Manhattan.

The *Queen's* arrival February 14 at the Atlantic Sulphur facility, Carteret, N. J., was her first here. The tug *Michael Moran* assisted her to dock, with our Pilot-Capt. George Dyrsten in charge. She began immediately to discharge her cargo at the new terminal—15,000 long tons of steam-heated liquid sulphur.

Owned by Marine Sulphur Transport Corp., this vessel was converted by Bethlehem Steel Co. in its Baltimore yard. Prior to the adoption of this method of transport, the chemical first had to be rendered into powder form for shipping, then back into liquid for utilization.



## Tugs Dance in Head of Columnist's Wife

"Visions of Tugboats Dance in Her Head," was the heading of Preston's Column (by Howard K. Preston) in the Cleveland Plain Dealer one day.

It developed that his wife is the tug-happy "Her." All she wanted for Christmas was a fancy work boat, gift-wrapped in holiday style of course, but the project presented certain difficulties for her columnist husband. He didn't think he could get a tug through their front door. If he could, how to conceal it in a closet as a surprise? And he thought it might be too expensive.

This sounded like a pitiful case. The poor woman—and poor Preston!

Some of us here were sorely tempted to dispatch a modern tug, say a vessel of the *Grace Moran* class, to 1620 St. Charles Avenue, Lakewood, Ohio, *my pronto*—via Hudson River, N. Y. State Barge Canal, Lake Ontario, Welland Canal, Lake Erie, and Cuyahoga River, a not unfamiliar route for "M" tugs—but the Operations Department said they couldn't spare it.

So we came up with a feeble solution. We sent for Mrs. Preston's satisfaction, first, a file of back issues of *TOW LINE*, then, as many framing prints of our artists' ship-and-tug pictures as were at hand.

Apparently this allayed Mrs. P.'s fever somewhat, and presently an appreciative note came from her; but the plain fact of the matter is, we suspect the lady of still coveting a tug—probably an oceangoing outfit, now that she has become more familiar with harbor tugs and canalers. You know women!

## Rec'd Too Late for X'mas Issue.

NF094 LB665

1960 DEC 22 AM 3 10

LHD058 GTG NL PD HOLLYWOOD CALIF 21  
COMDR BOB MUNROE, MORAN TOWING CO  
17 BATTERY PLACE NYK

ME AND ME BOYS ON THE OLD NARCISSUS WISHES  
A WET AND MERRY XMAS TO ALL HANDS ASHORE AND  
AFLOAT AND HALF SEAS OVER OF THE HULL MORAN  
SHIPS COMPANY. GUESS BILGE CREEPER BULLWINKLE  
WOULD WISH YE THE SAME BUT WID NO TIME OFF  
FOR GOOD BEHAVIER HE DONT GET OUT TILL MARCH.  
THAT SHOULD LARN HIM NOT TO TAKE ON MORE THAN  
SIX COPS AT ONCE. GOD BLESS YE ALL.

TUGBOAT ANNIE BRENNAN.  
(Per Norman Reilly Raine)

"Since my ride last May on a Great Lakes Towing Co. tug, the *Texas*, with Captain Boysen in charge, when we guided a freighter three miles down the Cuyahoga, I have become a great admirer of the mighty little tug and her crew," the columnist's wife wrote. "I read your magazines from cover to cover and enjoyed them very much."

As for Mr. Preston purchasing a tug for his Ruth, he might at that, he says, although it would be a big sacrifice for him from other than the financial angle, "because I am the type who gets a little seasick walking through puddles in Public Square after a light rain."

*Sotto voce*: Ever think of becoming a tug deckhand, Mrs. P.?

"Build me straight, O worthy Master!/  
Staunch and strong, a goodly vessel,  
That shall laugh at all disaster, / And with  
wave and whirlwind wrestle!" Who said  
it? (Box, P. 19, Item 8)

## Oldsters Afloat

Dear Mr. (J. B.) Moore:

Once again I wish to express to you and the Moran Towing & Transportation Co. the gratitude of members of the Day Center for Older Persons, and my own, for your continuing generosity and cooperation in the annual boat rides. These are heart-warming experiences for our senior citizens, since many of them have few such opportunities. I look forward to many years of continued cooperation in this worthwhile project.

JAMES R. DUMPSON, COMM.  
(Dept. of Welfare, New York City)

## Tug Photo Wins Prize

Dear Sirs:

Had no sooner finished looking through a copy of your enjoyable magazine for the very first time than I picked up the August 1960 issue of *Travel Magazine*. Lo and behold, there (Page 6) was an excellent picture—which won second prize in their amateur photo contest—of one of your tugs. Wondered if you had seen it or had it called to your attention. Am enclosing said page in case not. Hope I shall be seeing much more of your periodical...

PAUL F. SCHMIDT, PURSER  
(S.S. *Examiner*, Amer. Export Lines)

**PRIDE OF PHILADELPHIA**—This is the Curtis Bay Towing Co. (Pennsylvania) tug *Reedy Point*, caught in action by a Tow Line staff photographer, Hans Marx of Baltimore, Md., probably in those waters. Built in Norfolk, Va., in 1958, she is a 98-footer of 240 gross tons, and is rated at 2,400 horsepower, diesel, more than enough for—what d'ye need? The *Reedy Point* is named for that point at the eastern end of the Chesapeake & Delaware Canal, and her master is Capt. George Barnes of Havertown, Pa. She works in and out of Philadelphia.







**F**REDERICK S. BOYCE, assistant to the president, Central Wharf Towboat Co., has been elected president of the Portland Marine Society, succeeding Roy H. Locke of the same firm. Mr. Boyce, previously vice president, was elevated at the 164th annual meeting of the society.

Believed to be the oldest corporation in Maine, the organization was authorized in 1796 by a bill passed by the General Court of Massachusetts and signed by Gov. Samuel Adams, none other.

Membership is restricted to holders of the higher grades of seamanship. Besides its primary function of promoting relief for sea captains and their families, the society promotes navigation and seamanship.

Frank Burnham, night engineer and watchman with Central Wharf for many years was retired the last day of 1960, and now is on the mend at Maine Medical Center, Portland, following surgery. He was formerly an engineer on the tug *Cumberland* of the original Central Wharf Towboat Co. Associates here presented him with a watch upon his retirement.

An item from the Portland Evening Express indicates that downeast photographers and fashion promoters are not slow in following the example of New York colleagues in utilizing waterfront props for pictures. Thus:



And this was the legend accompanying the shot:

*Casual attire modeled on the water front by a Little Group newcomer, Priscilla Sweet, features boxy plaid jacket, jersey, and black slacks. Priscilla appeared in "Wedding Breakfast" and "Sketchbook '59" with the group, and had a role in "Teahouse of the August Moon" for the Portland Players. Tug in the background is one of those used to nudge into this port cargo ships from Lebanon, Liberia, Panama, Venezuela . . . (Photo by Donald Johnson)*

Another promotion angle: guess whose tug that is with the white block "M" on her black stack.

## Fifty-year-old Storm Signal Service Continued



Ever since May 1, 1911—nearly fifty years ago, boatmen departing Upper New York Bay for sea have looked aloft to the roof of the Whitehall Building, 17 Battery Place, Manhattan, for tell-tale flags or pennants or lanterns, familiar signals hoisted by the U. S. Weather Bureau for skippers.

These visual guides for mariners are affixed to a pole on a wind tower 454 feet above sea level. Until recently, they were raised by bureau personnel; but last December the bureau moved to fancy new uptown quarters at 30 Rockefeller Plaza, which threatened to end the old system.

Later, at a meeting of half a dozen or more men representing interested agencies, it was decided that the New York Department of Pollution Control would take over the tower and instruments for use in connection with its work. The Sheraton Corporation agreed to maintain the structures. Moran Towing & Transportation Co. volunteered to hoist indicated weather signals upon advice from the bureau.

Chief Meteorologist Charles Knudsen regards this as "an invaluable service" by Moran—especially during the pleasure boating season, when craft head offshore from the North and East Rivers with inadequate weather advisory instruments aboard, or perhaps none at all.

Moran's dispatchers, some of whom are on duty day and night, have taken on this new chore in the interest of safe boating and as an accommodation to mariners. In the adjoining photo Danny Grandone, a first-string dispatcher, is on the point of hoisting a small-craft warning pennant at this lofty location.

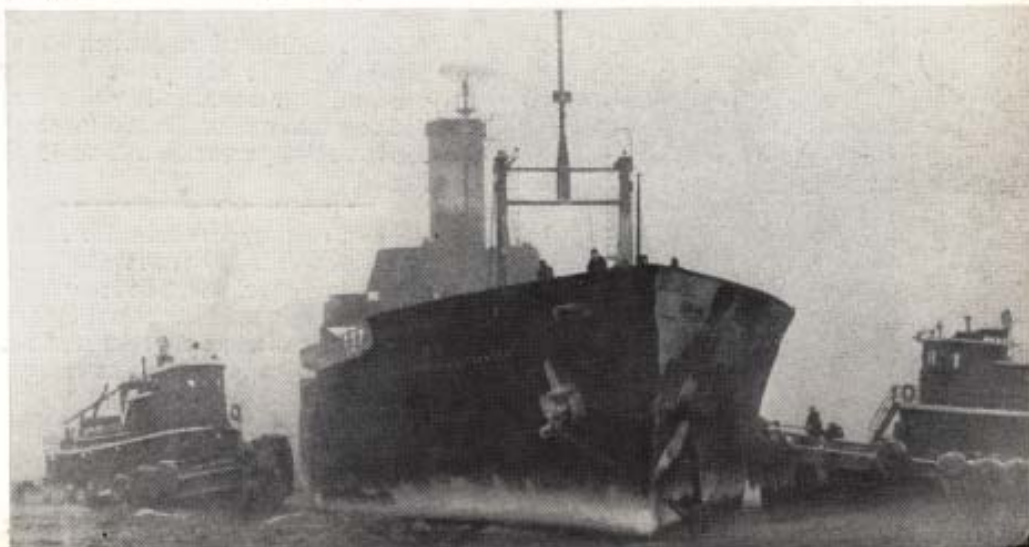
A second local retirement of note was that of Capt. Emmett J. Corrigan, previously officer-in-charge of the U.S. Coast Guard Marine Inspection Office, who has been succeeded by Comdr. Paul Olson. The retiring officer was honored by the Portland Propeller Club at a dinner at Carolyn's, Cape Elizabeth.

Apparently, there is much to be said for Puerto Rico as a vacation spot. Jim Scott, mate aboard the tug *Richard J. Moran*, and Mrs. Scott have been in San Juan for the second year in succession.

Madison A. (Mad) Moore, Central Wharf president, was in Moran Hq. one day during the week of Lincoln's Birthday, mumbling in his beard about the uncertainties of air transportation in this savage season. How-

ever, he did not seem to take kindly to Ye Ed's deadpan suggestion that a return trip to Portland by dog sled or water skis could be rigged up for him without too much trouble.

**POWER AND SKILL**—These are what it takes to dock a big loaded collier in blizzard winds of 50-55 miles per hour, as plainly indicated in this Portland Evening Express photo by J. Milton Morrison made January 20. Three Central Wharf Towboat Co. tugs, *Gay Moran*, *Thomas E. Moran*, and *Richard J. Moran*, were easing the S.S. *Oakley Alexander* into her berth at A. R. Wright's in Portland, Maine, under seasonal conditions obviously something less than favorable. It's all in knowing how.



# ASHORE



# AND AFLOAT

**E**NGINES need to be treated with "feeling." This is the opinion of soft-spoken Richard George Decker, chief engineer of one of Moran T. & T. Co's power-packed tugs, the *Barbara Moran*. He has grounds for this belief.

"I was born in Port Richmond, S. I.," he tells you first off. "and I live now in a neighboring community called Castleton Corners."

The Deckers were "old Staten Island clam-diggers," you find out in a minute. They settled there away back in the seventeenth century.

"I left school in 1933 to be a mess boy on the U. S. Lighthouse Service tender *Oak*," the chief continues. "We operated between New London, Conn., and Cape May, N. J."

Aboard the *Oak* young Decker found engines to his liking. First he became a fireman, then an oiler, before resigning seven years later.

After three years' experience on sundry harbor and canal tugs, and a lot of hard studying, in 1943 he came up with a chief engineer's license—a valuable ticket.

"During the war years I was chief engineer on Army tugs and lighters based in Brooklyn, and that broadened my experience," he says.

By that time he had become more than slightly familiar with the mysteries of propulsion. He went to work as a diesel mechanic in Moran's maintenance and repair base at Port Richmond. This was in January 1947.



Chief Decker

Decker's promotion to chief engineer of the *Sheila Moran* in 1950 brought him onto the boats again. A brief stint aboard the *Pauline L. Moran* in 1955 was followed by his assignment to the *Barbara* in 1956.

Sometime during the "lean" years, a Staten Island girl named Agnes Donovan became Mrs. R. G. Decker. The roll call now at 46 Constant Avenue, Castleton Corners—at Christmas time anyway: Richard, Jr., 20; Barry, 19; Lois, 16; Maralyn, 13; and Grace, six—a quintet.

Fitted into the Decker homestead is a workshop—a spare-time sanctuary, you might say—where the chief turns out a variety of do-it-yourself products; but his favorite subject is engines, unquestionably.

"Just because I have a feeling for an engine doesn't mean that I coddle it," he insists. "If a manufacturer recommends that it be run at so many r.p.m.'s, it is inefficient to run it at less.

"Be sure your engine is warmed up properly before putting a load on it; and remember, the worst speed for a diesel is idling. Shut it off!"

Although there is little except bad news from our Norfolk reporter this time, a friendly note from Mr. and Mrs. F. R. Elmore, 739 Redgate Ave., is like a slanting ray of sunshine through the dark overcast:

"... We enjoyed your last issue very much, especially 'Moran Completes 100th Year in Business,' which was so interesting. We always read every word of TOW LINE. It is well edited and very informative. Thanks for sending it. A prosperous New Year to all hands!"

Now, alas, no less than five deaths involving Curtis Bay Towing Co. (Virginia) personnel must be recorded here; and this sad duty is not by any means the easiest an editorial staff can be asked to perform. Bad news from Frank Wood:

## Minding His Business



This sunny (but br-r-r!) day in January Carl Carlson, deckhand aboard the tug *Carol Moran*, was paying no heed to the "nuzzling" going on behind his back—easing the Cunard liner *Mauretania* out into the North River from her berth alongside Pier 90. He has been doing such chores for the company since early in 1944. "A dependable man on the lines," his associates say, Carl lives at 747 Fifty-third Street, Brooklyn.

**December**—Larry L. Whitson, 43, of 30-47 Tillman Road, Norfolk, a deckhand on the tug *Delaware*. He joined the company as a seaman in December 1947.

**December**—John S. Alexander, 63, of 28-26 Harrell Avenue, Norfolk, engineer on the tug *Tern*. In the late 1920's he was on company coastwise steam tugs, but went to diesel after attending the General Motors school, Cleveland.

**December**—Myron W. Roberts, 46, of Merritt, N. C., chief engineer of the tug *Republic*. Killed in an automobile accident near Washington, en route to spend the holidays with his family.

**January**—Capts. George D. and Perrin L. Cudworth, masters of the tugs *Tern* and *Lambert Point*, respectively, lost their father, Capt. George D. Cudworth, 61, of 531 Kenosha Drive, Norfolk, also a tug master until he retired.

**January**—Jimmie Hooper, 50, of Salvo, N. C., an "outerbanker." He died of a heart attack aboard the tug *Atlas*, and is survived by a son, two daughters, a brother, four sisters, and four grandchildren, besides Mrs. Hooper.

"In Craven-street, Strand, ten attorneys find place,/And ten dark coal-barges are moor'd at its base./ Fly, Honesty, fly! seek some safer retreat;/ For there's craft in the river, and craft in the street." Who said it? (Box, P. 19, Item 9)

So now, readers (gentle or otherwise), we have for your pleasure a quartet of Moran Hq. pretties who have not adorned these usually masculine pages previously. All set?

This is Margaret Josephine (Peggy) Brady, who will be recognized by many of those who visit our 25th floor at 17 Battery Place, since she has been assistant insurance manager here for nearly 18 years. She has a twinkle in her eye that bespeaks a lively sense of humor. A Flatbush-born Brooklynite, our Peggy now commutes between Queens Village, L. I., and the office. Horseback riding is her favorite recreation. A certain cautiousness of approach could be a natural result of her extensive experience with damage claims.



Now meet and greet Yolanda Di Sano, daughter of Rev. and Mrs. Carmelo Di Sano, 311 Stanley Ave., Staten Island, who not very long ago joined Moran in the scow department as secretary to E. F. Moran, Jr. Formerly, she was with the

Alcoa Steamship Co. office in San Juan, P. R. Before that she was an airline stewardess (Eastern)—a fine way to see the world, she thought, but her parents took a dim view of the matter. A sister residing in the Puerto Rican capital is an adequate excuse for a long week-end there occasionally. A great girl to have around the place at coffee time.

So let's pass on to another Brooklynite, Gail A. Williams, 13-81 Troy Ave., a June 1959 graduate of St. Joseph's Commercial High School over there. That same month she joined Moran's insurance department, but was transferred recently to sales as a secretary. Keeps trim by swimming; has an ear for the classical side of music. Nineteen, Gail became engaged last November—sorry, boys!—and the lucky guy is John Boles, recently of the U. S. Army. A 1961 summer wedding is indicated—on which, congratulations ahead of time. A good worker, the word is.



Michele is the final name to conjure with here—daughter of Mr. and Mrs. Kevin McQuillan, 220 Allison Ave., Staten Island. "Junior secretary" is the way her job in our insurance office is described, and she joined the company the day a

considerably less modest lass, Hurricane Donna, blew in. This is Michele's first job since she graduated from New Dorp High School this year. Anything doing in the romance division? "Kind of going steady," is the way she put it. Seventeen, she paints-by-the-numbers; is saving up money for a Ford Thunderbird.

Married, Dec. 27: Ellen Anne Finnegan, 21, daughter of Joe Finnegan, veteran Moran dispatcher, and Mrs. F., to John Blake, Jr., in St. Patrick's Church, Bay Shore, L. I. She graduated last June with a B.S. in music from State College of Education, Potsdam, N. Y., and is teaching it now in Brentwood, L. I., public schools. Her sister Kathleen, who was her maid of honor, is a sophomore in the same college, also majoring in music. The family resides in West Islip. . . . Congratulations!

### Supporting Testimony

Mr. R. M. Munroe:

The ship pictured in your June 1960 issue is *U.S.S. Utah*. I have a very good photo of her taken in 1912, and her stack markings are the same as in your picture. I served my first hitch in her 1911-1915, so was aboard when that picture was made. After my second hitch and the end of the war, I joined Moore-McCormack Line. Was there until my retirement in 1955. Am taking it easy here, and always looked forward to Tow Line and my Moran year book.

JAMES S. HARRIS  
(Weir Cove, Cape Rosier, Me.)

"With Ships the sea was sprinkled far and nigh." Who said it? (Box, directly below, Item 10)

### Who Said It?

- (1) Samuel Daniel: *Ulysses and the Siren*.
- (2) From a picture caption, *American Heritage*, Vol. XII, No. 2, February 1961, in a portfolio of illustrations for "Penn's City: American Athens," by Marshall B. Davidson.
- (3) James Thomson: *Sunday up the River*.
- (4) Capt. Ross P. Bullard, USCG, commander, International Ice Patrol, now in its 43rd season, quoted by Werner Bamberger in the *New York Times*, February 13, 1961.
- (5) G. W. Hunt: Music hall song, 1878.
- (6) *The Book of Common Prayer*, Psalms, cvii, 23.
- (7) Charles Sackville, Earl of Dorset.
- (8) Henry Wadsworth Longfellow: *The Building of the Ship*.
- (9) James and/or "Horace" Smith: Craven Street, Strand.
- (10) William Wordsworth: *Miscellaneous Sonnets*.



**ROCKY ROPE**—Back in January, conditions in New York harbor and up the Hudson River were on the frigid side, and more than a little. Even in New York daily newspapers broke out feature stories by leading marine writers dealing with the trouble Moran and other tug companies were having with ice. It made even routine operations difficult and expensive; but Julius Heine, assistant engineer aboard our *Mary Moran*, a talented amateur cartoonist, saw a humorous angle, as usual. These characters, he says, are Ragnar Mattsson and John Rossland, deckhands on the *Mary* at the time, and you can see for yourself that they were having their problems.

### Another Norfolk Crew



The tug, Curtis Bay Towing Co.'s valiant *Lambert Point*, is no stranger to these salty pages; but, with one exception, the crew is different in this instance. Left to right: A. C. Williams, seaman; W. Brogan, wiper; J. Williamson, master; A. Hogg, seaman; S. Pearce, ass't engineer and R. Newberry, chief engineer. The mate, H. Sadler, and the cook, C. Bonnaville, were not aboard when this picture was made by Acme Photo Co. of Norfolk, Va.

