

**THE MORAN**

**Tow Line**



**AUGUST, 1948**

**Drydock Goes To Sea . . .**

(Pages 6-7)

## ON THE COVER

A hazardous 1,700-mile tow—difficult, but not too difficult for Moran—getting under way Monday, July 12th, as seven tugs round Bergen Point bell buoy to enter Kill Van Kull with an 8,500-ton drydock destined for the Waterman Steamship Corporation's Gulf Shipbuilding plant near Mobile, Ala.



Off St. George, Staten Island, two Diesel-electric sea tugs, the Gay Moran and the Marion Moran, 1,900-horsepower, 143-footers, took over the tow and departed (pulling tandem style) on their long haul down the Atlantic coast, through the Straits of Florida, and across the Gulf of Mexico.

Obviously, towing a piece of marine equipment that size—the drydock is 386 feet long, 110 feet wide, and draws about 14 feet of water—is something more than a practice maneuver for anybody's work boats, and an optimistic estimate of three weeks was made for the voyage. Actually, the arrival at Mobile (bar) was nearly 48 hours ahead of schedule.

The sturdy, reliable "M" tugs averaged approximately four knots under varied weather and current conditions. Although head winds and squalls produced some moderately rough seas between New York and Cape Fear, N. C., the tow was never in trouble. Best 24-hour run: 119 miles, from Sombrero Key lighthouse, Florida, to a point in the Gulf of Mexico (24.50 N., 82.35 W.) north of Rebecca Shoal lighthouse—a fraction under five knots.

See Pages 6-7 for a step-by-step picture story of this highly successful operation.



## IN OUR NEXT ISSUE —

We will describe another international operation by Moran: continuous towing of barges and drilling equipment from New Orleans to Maracaibo, Venezuela, where tremendous expansion of oil producing facilities is under way. Air photo, left: Moran tug with pair of Creole Petroleum Corporation derrick barges, in the Mississippi River, outbound.



# THE MORAN

# Tow Line

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17 Battery Place, New York City.

R. M. MUNROE, *Editor*

LUCILLE CHRISTIAN, *Associate*

Vol. I

No. 4

## "The Better to Meet Your Requirements..."

Nothing succeeds like success, as the saying goes, and nothing induces and augments success in any line of endeavor, especially this one, like adequate equipment and know-how.

Both old and new friends and customers of the Moran Towing & Transportation Co. will be interested to learn the firm has contracted for the construction of five (repeat, five) Diesel-electric driven, steel-hulled tugs of 1,500 shaft-horsepower, each. The design for these ultra-modern

work boats was developed and perfected by the best naval architects, working with our practical pilots and engineers, and we are positive these additions to the growing "M" fleet will embody the latest word in modern shipbuilding, engineering, and post-war maritime practices generally.

The new tugs, the company is happy to say, have been especially designed for docking, undocking, and transporting ships in New York harbor. Acquisition of five such extremely

high-powered vessels will place Moran in an even better position to meet the ever increasing requirements of both domestic and foreign shipping interests, which is certain to result in mutual benefits.

It is expected we will take delivery on the first of our new fleet units next December, probably not more than four months from now... Merry Christmas to all hands, in advance!

*E.J.M.*

## United Fruiters Depend on Moran Tugs

A familiar sight these days from the 25th floor windows of Moran headquarters, on the North River side of the Whitehall Building, 17 Battery Place, is "M" tugs—in this instance the Thomas E. Moran—working United

Fruit Company vessels at Piers 2, 3, 7 and 9. The accompanying photographs, made from this editorial office, show (left) the Thomas E. docking the SS. Cape Ann, with a sister ship, the SS. Cape Avinoff, moored along

the opposite side of the slip; and (right) scarcely more than an hour later, the same tug docking the beautiful SS. Metapan, after the SS. Fra Berlanga had been breasted across the slip to provide the vacancy.





# The Port of New York Authority

By AUSTIN J. TOBIN

Executive Director, The Port of New York Authority

**A**IRPORTS. On June 1, on the basis of a fifty-year lease with the city of New York, the Port Authority will undertake the financing, development, and operation of the New York city airports. We expect to spend some \$200,000,000 on the development of LaGuardia and Idlewild airports, to make it possible for them to handle the increasing air traffic load on a self-supporting basis. The only way that big enough, convenient enough, safe enough airports can be financed on a self-supporting basis is through the fullest development of non-airline revenues. If airports are not self-supporting, taxpayers or airlines or both, must be charged for the bill. Neither group can afford it. Taxpayers should not be required to spend money on airport development that is needed for such public services as hospitals, schools, and libraries. Airlines cannot pay more for ground accommodations than reasonable revenues will bear.

From 30 to 40 per cent of all scheduled airline passengers in the United States begin or end their journeys here or pass through the Port of New York. In the near future this great part of America's winged travel will find in the New York region the best terminals that money and science can provide.

Under our airport development plan, two-thirds of the airport revenues will come from concessions in central terminal areas, and from field area rentals and the like. Such revenues can be obtained, and the airport burden taken from the shoulders of the taxpayers, only through the fullest development of income-producing features.

The most modern air terminals in the country today will be like whistle stops on a suburban line, as compared with the future airport development here. Of course, all of the terminal concessions will be private businesses.

Perhaps in no other field of transportation is the regional treatment of terminal facilities so important as in air transportation. If the city of Newark agrees to lease to the Port Authority Newark Airport and Seaport, we shall have an opportunity to develop the New York region as the most efficient of air traffic terminals.

## Port Development and Port Protection

Our work of port protection has as its objective the protection of the competitive position of the Port of New York in relationship to other ports, the protection of the economic unity of the Port District and the discouragement of wasteful and shortsighted competitive practices. We appear regularly before the Interstate Commerce Commission

in the so-called port differential cases. Here our typical objective has been to keep railroads in line so that a manufacturer in Chicago will not have to pay substantially more to export his product to London on a direct route through New York than over an indirect route through a Gulf port. We appear before the Maritime Commission in cases relating to steamship routes and rates, where service to shippers and competitive rate relations are important to the interests of the Port of New York.

Ever since the passage of the 1935 Motor Carrier Act, we have been active in resisting attempts to add special charges and increase the rates of motor truck service to and from the New York area. We have been taking a leading part in urging the re-establishment of coastwise shipping which, before it ended during the war, accounted for a third of the cargo passing in and out of the port.

Our work in what we call the field of port development has the more positive objective of maintaining and expanding our flow of traffic. This requires constant study of the need for physical improvement such as new terminals, channels, and highways, for new methods of handling freight and passengers, and for new trade routes to accommodate the changing demands of time and trade. These activities may range from the promotion of a dry dock to the support of an air route to the Far East. They are all directed to the end that the Port of New York may be able to offer services that are cheaper, faster, and more certain than those of competing ports.

In this field are our recommendations to the Corps of Engineers with respect to channels, anchorages, and pier lines, and our support of measures that would improve waterborne commerce between the Great Lakes and New York through deepening and improving the New York State Barge Canal. We are active in the study and promotion of sound highway developments in, out of, and throughout the Port District. We cooperate fully with state and local highway authorities in this connection.

*Air Transportation.* The Port Authority is continuously making vigorous efforts toward the certification of the port area as the primary foreign and domestic terminal of the airways and for the development of facilities and services to help make this region the crossroads of the country's airlines.

We have intervened on behalf of the New York-New Jersey port area before the Civil Aeronautics Board in connection with the establishment of direct air trade routes between the Port of New York and traffic cen-

ters in Latin America, Europe, South Africa, and the Orient. We have also appeared before the Board on behalf of the improvement and enlargement of domestic air services between the metropolitan area and various points in the United States. In addition, we have interested ourselves in various phases of the development of this area as an efficient air center.

*Chicago Office.* In October, 1945, we opened our first field office in Chicago. Through that office we keep in touch with shippers in the Central Western area, and work closely with railroads and steamship lines in the routing of freight through the New York-New Jersey gateway. Personalized service is made available to shippers. Data on shipping conditions, schedules, and other information and assistance are furnished promptly. Our Chicago office has gone far beyond our hopes in promoting the movement of Middle Western commerce through the Port of New York.

*Surveys Under Way.* We are at present engaged in surveying the possibility of the development and operation of three important piers in Hoboken, New Jersey. In addition, in New Jersey we are studying the problem of rapid transit from the Bayonne Bridge through Bayonne and Jersey City.

All of these Port Authority facilities and services are examples of a sound business approach to local and regional transportation and terminal problems. Our success in this field, while unique, can certainly be repeated under similar circumstances if there is a will to do the job.

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*This is the fourth and concluding installment of Mr. Tobin's comprehensive article on the Port of New York Authority—its background, personnel, financing, functions, and development.*

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**Morantow: Schooner "Joseph Conrad," Tampa, Fla., to Mystic, Conn.—1,475 miles.**

\* \* \*

**Morantow: Two crane barges, New York to Baranquilla, Colombia—1801 miles.**

## Please!

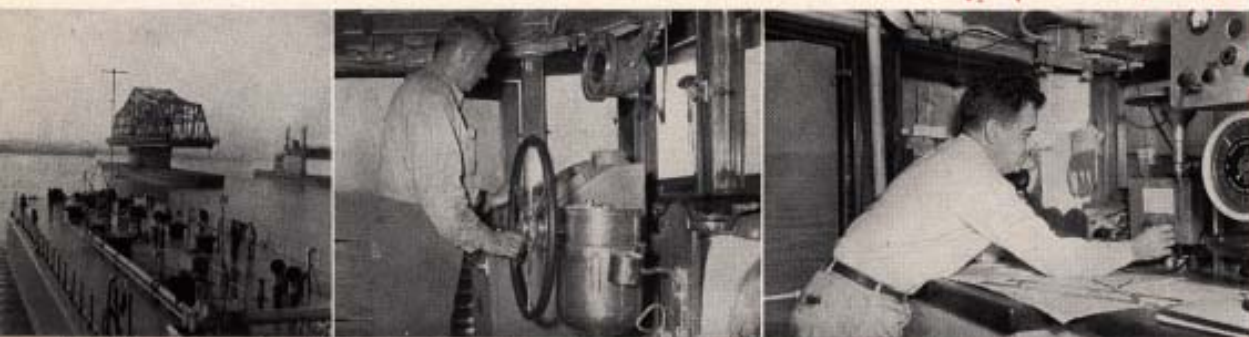
We made a mistake. Not realizing fully the demand there would be for the first issue of *The Tow Line* to be given general circulation, the requirement was sadly underestimated. As a consequence, Vol. I, No. 2, dated April, 1948, is virtually "out of print," and the demand continues flatteringly and disconcertingly strong. It was our error; but if any readers happen to have copies of that number, and don't mind too much giving them up for a cause at least semi-worthy, it would be very helpful if they would send same to this editorial office. And thanks for the rocket ride!



# EDMOND J. MORAN EQUIPPED WITH RADAR

Neither darkness nor foul weather can interfere with an exacting work schedule of a Moran tug presently assigned to towing barges of waste chemicals from Sayreville, N. J., through narrow channels of the Raritan River and Bay, and crowded shipping lanes of New York Harbor to a dumping area 13 miles off Scotland lightship.

Modern Radiomarine radar equipment is the reason. The complete installation consists of three units: (1) an indicator with a 12-inch viewing scope, in the pilot house alongside the wheel; (2) a transmitter-receiver cabinet, in a nearby compartment; and (3) a grid-like rotating antenna, atop the forward mast.



Hazard in foul weather, bridge over Raritan River between Perth Amboy and South Amboy; Fred I. Szeigel, first mate, viewing radar scope; Frank J. Hughes, Moran supervisor, using radio-telephone remote control unit.

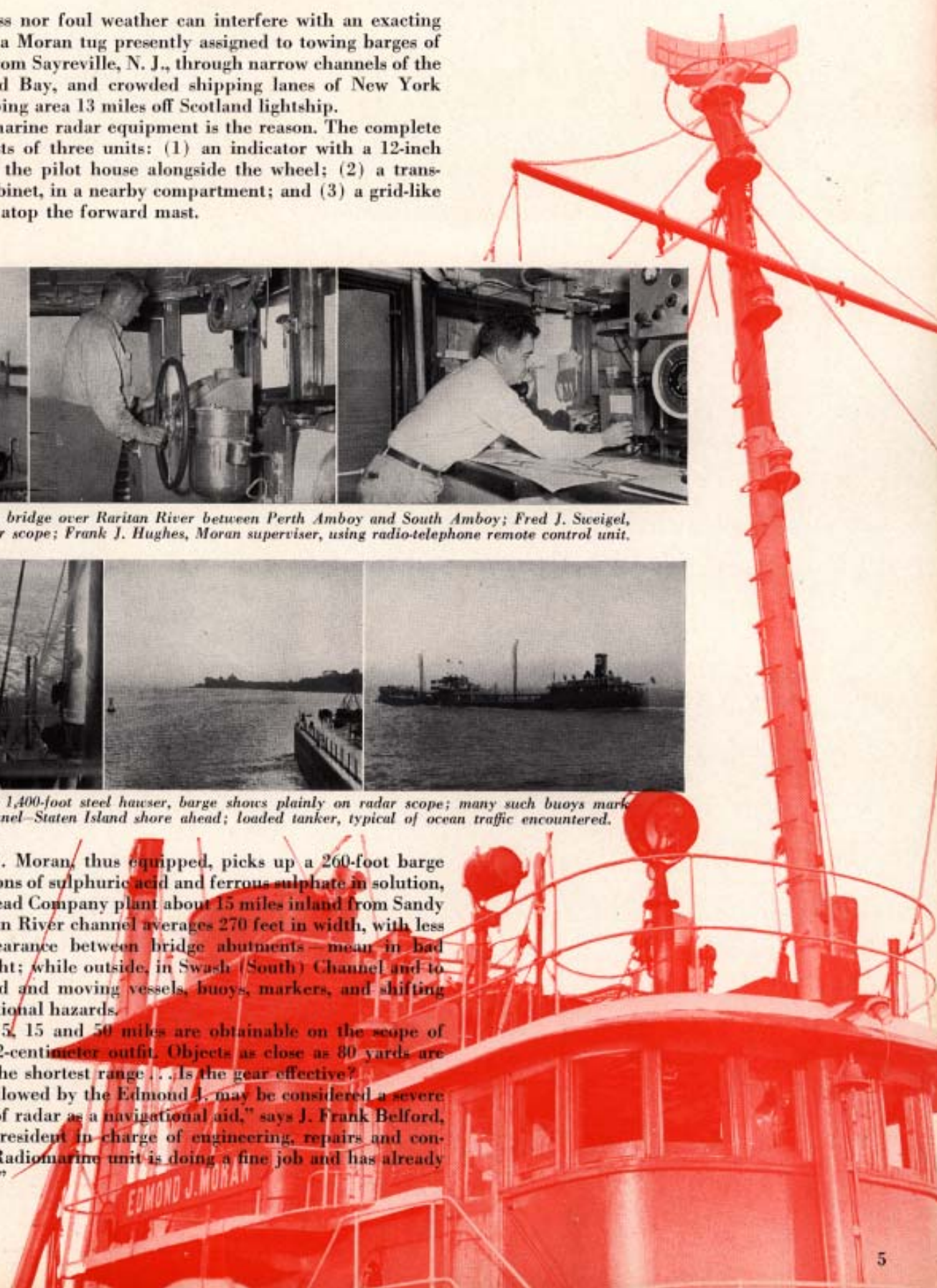


Towed astern at sea on 1,400-foot steel hawser, barge shows plainly on radar scope; many such buoys mark narrow, winding channel—Staten Island shore ahead; loaded tanker, typical of ocean traffic encountered.

The Edmond J. Moran, thus equipped, picks up a 260-foot barge loaded with 300 tons of sulphuric acid and ferrous sulphate in solution, at the National Lead Company plant about 15 miles inland from Sandy Hook. The Raritan River channel averages 270 feet in width, with less than 150-foot clearance between bridge abutments—mean in bad weather or at night; while outside, in Swash (South) Channel and to seaward, anchored and moving vessels, buoys, markers, and shifting currents are additional hazards.

Ranges of 1.5, 5, 15 and 50 miles are obtainable on the scope of Radiomarine's 3.2-centimeter outfit. Objects as close as 80 yards are recognizable on the shortest range . . . Is the gear effective?

"The course followed by the Edmond J. may be considered a severe test of the value of radar as a navigational aid," says J. Frank Belford, Jr., Moran vice-president in charge of engineering, repairs and construction. "This Radiomarine unit is doing a fine job and has already proved its worth."





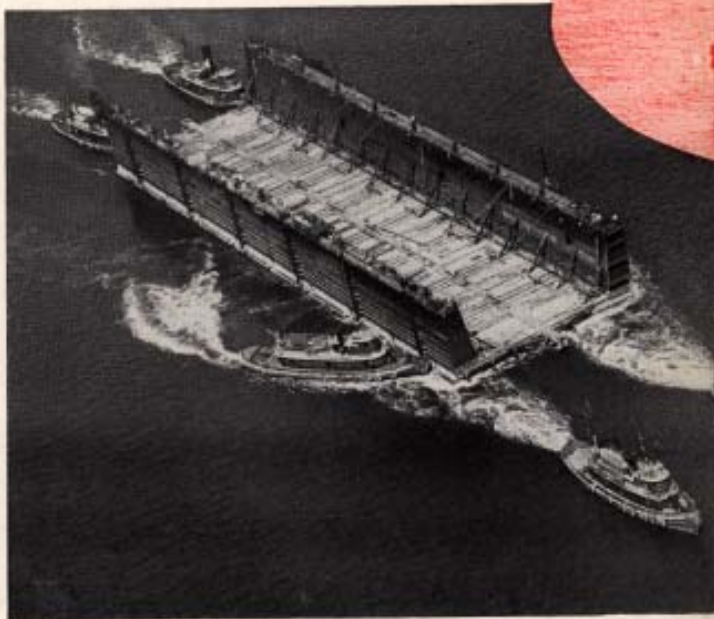
Left, and in red inset:  
rappher, showing tow off  
under ideal conditions,



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2



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7

(1) Under the capable direction of Capt. George Mason, pilot in charge, Moran tugs begin moving Waterman drydock out into Hackensack River from its original location at Federal Shipbuilding & Drydock Co. plant, Kearny, N. J., Monday, July 12th. (2) Passing through abandoned Central Railroad of New Jersey bridge, one abutment of which had to be dynamited to permit passage of tow, with only 18 inches of clearance under drydock at high slack water! (3) Approaching Pennsylvania-Lehigh Valley railroad bridge over Newark Bay. Note tug on starboard side "steering." (4) Negotiating Pennsylvania-Lehigh Valley draw with plenty of clearance all around. (5) Surface shot showing necessarily angling passage through draw of Central Railroad of New Jersey mainline bridge, Newark Bay, one of four encountered. (6) Completing a 90-degree turn around Bergen Point lighthouse to enter Kill Van Kull channel. (7) Approaching vehicular bridge over Kill Van Kull between Bayonne, N. J., and Staten Island. Note details of special drydock rigging for long tow ahead; 2-inch Baldt "Di-Lok" stud link anchor chain formed towing bridle. (8) Ocean-going tugs Marion Moran (in lead) and Gay Moran, having taken over tow, head for sea, off West Bank lighthouse in Lower New York Bay. (9) Destination in sight, two Waterman tugs assist Moran sea tugs up Mobile Bay channel toward city. (10) Gay Moran and local tugs moving drydock upstream in Mobile River, passing main business district en route to Gulf Shipbuilding Corp'n plant at Chicasaw, Ala., six miles to northward. Note Marion Moran moored to bulkhead, left foreground... Towing time for voyage, 19 days!

**PICTURE CREDITS.** Cover: Speed Service; Page 3: Moran; Page 5: R.C.A.; Pages 6-7: Nos. 1, 2, 5 & 7, Morris Rosenfeld; Nos. 3, 4 & 8, Speed Service; No. 6, Alfred H. Miller Co., Inc.; Nos. 9 & 10, Air Photos & Ads., Inc.; top vertical and in red inset, E. N. Hamilton; Page 8: top circle and bottom, Moran; snapshots, L. Goodwin, Jr.; Page 9: Wide World; Page 11: Morris Rosenfeld.



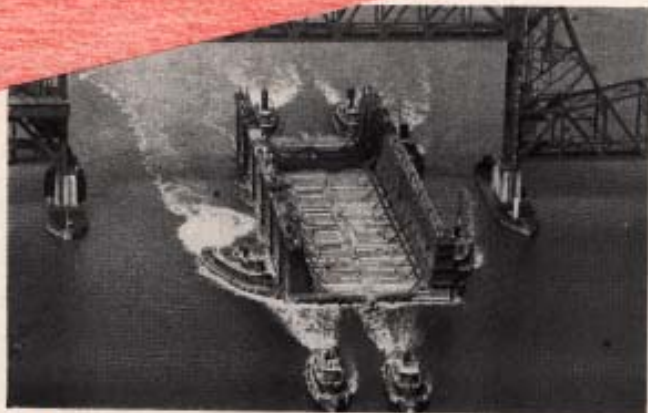
Inset: Aerial views by *Miami Daily News* photog-  
w off coast of Florida 15 miles southeast of Miami,  
ions, Sunday, July 25th.

# DRYDOCK GOES TO SEA

NEW YORK...MOBILE, 1700 MILES!



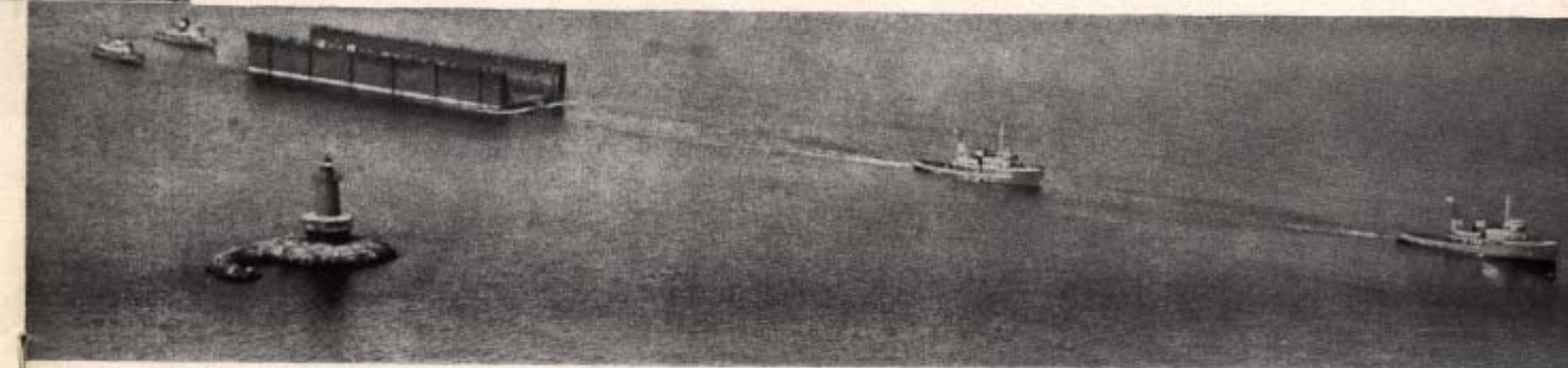
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# KEVIN MORAN *Rescues* MEXICAN NAVY VESSEL



Ever hear about the time an American tug, the Kevin Moran of New York, rescued a Mexican Navy frigate, the Usumacinta, just outside the Pacific coast port of Salina Cruz, Oaxaca? Our Good Neighbor Policy didn't suffer a bit that day...

The Kevin was running light from Maracaibo, Venezuela, to New Orleans, after delivering three oil barges on June 2nd, when she got orders for Salina Cruz to pick up the Portuguese tanker Ultramarino and tow her to New Orleans. On the 8th the tug was at Balboa, having passed through the Panama Canal, but was delayed there briefly making minor repairs. She arrived off the breakwater at Salina Cruz the evening of the 15th and anchored to await a bar pilot; but let the skipper aboard tell his eye-witness story.

Capt. Leonard Goodwin, Jr., (circular inset, above) of Norfolk, Va., master of the Kevin Moran, speaking:

"The next morning, June 16th, while we were still waiting for the

pilot, the Mexican destroyer Usumacinta (formerly USS. Annapolis) was coming out of the harbor. When she reached the outer of two breakwaters she was too close to the west breakwater and was proceeding too slowly. A heavy swell hit her and knocked her against the breakwater.

"At 0830 the pilot boarded the Kevin and the destroyer asked for our assistance. I could get only so close to her, so had to get a small boat to run the messenger aboard. At 0940 I had a 12-inch hawser on the destroyer and started pulling. With each heavy swell she would move a few feet, as the swell would pick her up and set her down. At 1030 I had her clear of the breakwater with her bow in deep water. At 1130 the hawser parted, but the destroyer went full ahead with her engines and got clear. In fact she was clear at the moment the hawser broke.

"The Captain of the Port, the Chief of Naval Operations, the captain of the destroyer, and practically every-

one in the city witnessed this operation and gave us full credit for saving the vessel. In my opinion the ship would have proved a total loss had we not got her clear. She was pounding and getting a pretty severe beating against the breakwater and hard sand bottom. After she was clear she was able to return to the harbor for dry-docking, but I understand she was leaking badly.

"The harbor at Salina Cruz is the most treacherous I have ever been in, as you can see by the accompanying chart. It has almost completely filled in during the past two years, leaving an opening barely wide enough for a ship to enter. There is a heavy undertow running in at all times, which makes it very bad going between the outer breakwaters.

"It really was quite a job to get the Ultramarino out and clear without any assistance... She is the hardest towing ship I have ever handled. The first five days we averaged 5.2 knots, the next two days 4.4 knots, but from there to Balboa it was 6.5 knots. I was told the ship had not been in drydock for two years... She pulled harder than the drydock we towed from Bermuda."

So that's the captain's story, and it is exceptionally well documented. The ship's log, a "protest" he filed with the United States Embassy in Mexico City, and an official letter to the company here from the Secretary of the Mexican Navy, corroborate the account in every detail.

(Cont'd on page 10)

*Kevin Moran with tanker Ultramarino in tow arriving off Balboa, C. Z.*





Tug M. Moran and Coast Guard cutter Acushnet stand by fire-damaged Swedish freighter Dagmar Salen 10 miles off Delaware coast, just before tug started towing vessel to Newport News, Va.



# M

*marks the spot!*

There are two legends heard so frequently in the Moran organization, ashore and afloat, that they have become commonplaces. Indeed, some of the older hands, impatient with the occasional skepticism of callow juniors, are inclined to get a little huffy whenever anyone questions these fleet folk tales:

(1) As to grade-A distress cases or important emergencies of any sort involving fast and perhaps dangerous action on the part of Moran T. & T. Co. equipment and crews, if it is going to happen it will happen (a) at night or on Sunday or a holiday, and (b) like as not in especially foul weather.

(2) If and when such a distress case or emergency situation develops—and it will, never fear, especially offshore—the size of the company's far-flung fleet makes it more than likely an "M" tug can be made available whenever and wherever it is needed.

There must be something to all this.

Pull up some deck chairs, chillun, and we'll give you the latest evidence—knot by knot, as the talented Billy Rose would say. The week-end of July 3rd-4th provides a practically unanswerable case in point.

Before dawn on the 3rd the M. Moran was running light down the coast, en route from New York to New Orleans. At 9:35 a.m. she arrived at the position of a Swedish freighter, the SS. Dagmar Salen, afire amidships three miles northeast of Fenwick Island gas buoy, about 30 miles south of Cape May, N. J. The Coast Guard cutter Gentian was fighting the fire and at 10 a.m. had it under control, but told the tug she would continue pumping water for a couple of hours. At 3:25 p.m. the M. Moran got a hawser aboard the totally disabled vessel, survivors from which had been picked up by the Coast Guard cutter Acushnet, and departed for Newport News, Va. At 5:16 p.m. the following day—Sunday and the 4th of July, mind

you—the tow was anchored off a local shipyard, whereupon the tug shoved off for Norfolk, arriving at 6:35 p.m.

To get on with it, at 8:20 a.m. July 9th, when the "M" was about eight miles southeast of Palm Beach, Fla., still bound for New Orleans, she received orders to go to the assistance of a 10,441-gross-ton tanker, the Atlantic Importer, disabled with engine trouble 38 miles east-northeast of Jupiter lighthouse—almost within spitting distance, you might say. At 4:45 p.m. the vessel was in tow for Jacksonville. Arriving at Mayport about midnight on the 10th, she turned the vessel over to local tugs, departed from Jax at noon the next day, and arrived at New Orleans (finally) at 5:20 p.m. on the 15th.

See what we mean? ... This sort of thing goes on and on.

Score one for the tug Eugenia M. Moran that same weekend. At 8:10 p.m. on July 3rd, running light from

(Cont'd on page 10)



## MORAN OPERATIONS MAKE MORE HEADLINES—Continued

In the April issue of *The Tow Line* (remember?) we were speaking about the prevalence of Moran T. & T. Co. operations reports in public prints. Readers were given a peek at some typical news headlines—over the shoulder, so to speak, of that galley slave, the keeper of the company scrapbook—and there seemed to be so much astonishment over the scope and volume of this material that another dose is in order. Here, then, are some of the headlines which have appeared over Moran items in dailies, weeklies and monthlies since our report:

Moran Tugs Get Drydock to Mobile Ahead of Time (New York Herald Tribune) ... The Little Tugs Also Fought—Last of "V-4" Fleet (New Orleans Item) ... Global Towing (Lima, Peru, Peruvian Times) ... Seagoing Tugboat Ends Perilous Trip (New York Times) ... Courtesy on the Canal (Editorial, Baldwinsville, N. Y., Gazette) ... Moran Towing & Transportation Elects John S. Bull Secretary (Maritime Reporter) ... Moran Tugs Towing Huge Drydock to Mobile, Ala. (Wall Street Journal) ... Hardie Gramatky's Harbor Voyage (True: the Man's Magazine) ... Moran Tugs Featured on Radio (Motorship) ... Family Saved With Seamen in Ship Blaze (Norfolk Virginian-Pilot) ... A Day of Fun for the Children of War (New York Daily News) ... 2 Tankers Taken in Tow—Montana Loses Propeller, Pan Georgia Is Disabled in Gulf (New York Times) ... Moran Towing Drydock to Charleston, S. C. (Work Boat) ... Tug Rescues Mexican Destroyer (New York Herald Tribune) ... Moran

Seeks Expansion of Operating Rights (Nautical Gazette) ... Tugboat Gets Nylon Hawser (New York Journal-American) ... New Gibbs Dry Dock Arrives From Galveston (Jacksonville Florida Times-Union) ... Moran Completes Long Tow (New York Maritime Register) ... Moran Tugs Cover the World (Investor's Reader).

Moran Tug Tows Dredge From Baltimore to Buenos Aires (Maritime Reporter) ... Capt. Dan Anglim to Describe Docking of Queen Elizabeth (New York Maritime Register) ... LST Loads Tugs Here for Argentine Voyage—Vessel Was Converted at Pascagoula; Will Sail Saturday (Mobile Press-Register) ... Cost Called No. 1 Towing Problem—Shipping Executive Is Top Expert in Industry (New Orleans Times-Picayune) ... Catherine and the Queen (GMAC-GEIC-MIC News & Views) ... The Mighty Mites (Mast) ... Tug Reports Rescuing 14 From Drifting Lifeboat (Miami Herald) ... Moran Veterans Engaged in Long Ocean Hauls (Work Boat) ... Tugs Here to Tow Dredge and Ship (Port of Spain, Trinidad, Gazette) ... Kingpin of Tug Business Important Visitor Here (Rio de Janeiro, Brazil, Herald) ... Moran Tugs First on Canal (New York Journal of Commerce) ... Alcoa Bauxite Barge Outbound for Trinidad (Fore & Aft) ... Moran Tugs Deliver Aircraft Carrier Ranger to Sun Shipbuilding & Drydock Co. (Marine News) ... First Nylon Towing Hawser (Marine Progress) ... Big Tugs Get Rest (Norfolk Ledger-Dispatch) ... Down To the Sea (Newark Star-Ledger) ... Floating Derrick Hercules

(Diesel Progress) ... Moran Towing Todd Drydock to Charleston (Daily Freight Record) ... Transfer to Barge Ends Storage Tank Leak Hazard (Platt's Oilgram News) ... Here's a Line On Nylon Hawser (New York World-Telegram) ... 74,250 Pairs of Stockings! (Pacific Marine Review).

Something about the Moran Towing & Transportation Co., Inc., do you gather?

### Kevin Moran Rescue—Cont'd

To return briefly to the matter of the disabled Ultramarino, the Kevin Moran departed from Salina Cruz with her tow on the morning of June 17th, passed through the Panama Canal again in due course, and arrived in New Orleans on the afternoon of July 8th.

Captain Goodwin has 11 years of varied seagoing experience behind him and has been with Moran since 1946.

*Morantow:* Barge, Baton Rouge, La., to New York—1,818 miles.

• • •

*Morantow:* Barge, Newport, R. I., to Madisonville, La.—1,950 miles.

### "M" Marks the Spot—Cont'd

Maracaibo, Venezuela, to New York, she was 12 miles east-northeast of Palm Beach. Bingo! From headquarters came orders to proceed to the position of the disabled tanker Pan Georgia, adrift 120 miles northwest of Dry Tortugas in the Gulf of Mexico. At 5:20 a.m. on the 5th the Eugenia picked up the Pan Georgia, which has drifted 75 miles to the southeastward, and departed for Mobile, Ala., arriving at quarantine at 1:15 p.m. July 8th.

Nights, Sundays, holidays, foul weather ...

Your seams crooked


An eight-inch marine hawser has been made of nylon—enough for 74,250 pairs of hose. Now the question is will tugboat skippers have to begin worrying about whether their seams are straight?

—Detroit, Mich., Free Press





# ASHORE and AFLOAT



To a vast number of people along New York's waterfront, three long deep-throated blasts from the Lower Harbor mean that one of England's great ships is making the Port of New York.

As the QUEEN MARY, or the QUEEN ELIZABETH, cuts her way through the placid waters of the Hudson, a working detail of Moran tugs precedes her to the dock at Pier 90. One tug, however, moves alongside and extends a boarding ladder to the huge vessel to place a Moran pilot aboard. From the bridge of the QUEEN this man will guide her safely into her berth.

Captain Chester Evans, one of the riding pilots aboard the Cunarders, was born in Milleville, Delaware, in the 1890's. He was a farm boy, leaving at the age of 17 to "go to sea." In 1916, Chester made his way to New York and shipped as a deckhand on a Moran tugboat. Young and eager to learn, he advanced himself in three years to a licensed pilot, and obtained his master's license in the following year. He was given his own ship, the RETREIVER, now the ALICE M. MORAN, which was one of a mere handful of vessels in the Moran fleet at that time.

Captain Evans has been with the company these many years, and is well known and respected in New York Harbor. A quiet, unassuming man, he does not fulfill the accepted fairy tale version of a salty sea captain. Although he has been guiding the



QUEENS for more than three years, he says modestly it is only routine business—just part of the day's work; but as every shipping man knows, berthing a vessel of such size is not child's play.

Captain Evans, in looking back over the years, sees many changes and improvements in New York Harbor. Nevertheless, it seems such changes only provide room for further adaptation of his native skill and wide experience in the varied tasks he is called upon by Moran's dispatchers to perform.

August 21st will always be a red-letter day in the family of Johnny Metzner (Operations) for the following excellent reasons, among others:

Dorothy Metzner (Payroll) and Everett Clutter were married that Saturday afternoon in St. James United Presbyterian Church, Brooklyn. They will make their home in East Worcester, N. Y., near Cobleskill.

John J. Metzner, Jr., was married the same day in Our Lady of Victory Church, Floral Park. He and his bride, the former Kay McKeough, will reside in Baldwin, L. I. Jack is attending Hofstra College, Hempstead, and is remembered by Moran personnel as a substitute office boy for a brief period.

And the marriages of John, Sr.'s niece and son marked his own 28th wedding anniversary!

*The Tow Line's* best wishes to all hands.

Harold (Hal) Schneider, remembered by older members of the Moran organization as one of the best pursers aboard the Maritime Commission's fleet of V4 tugs, dropped in recently to say hello and listen to the office scuttlebutt. He served on the Sankaty Head and the Trinidad Head, which saw duty in almost every theater of war. Since returning to his former employment with Paramount Pictures he has been made office manager in Minneapolis, Minn.

James T. Dolan (Billing) is Moran's first loss to the new Selective Service Act. "Jay" enlisted in the United States Navy on July 20th, thereby neatly avoiding being drafted into the Army, and hopes to be assigned

to a damage control unit. He will return to his position here as soon as three years of service are up—"make no mistake about that," he added positively, just before shoving off.

John R. Bogart, a wiper aboard the famous sea-going tug Edmond J. Moran, will be married Saturday, Sept. 4th, to Miss Nancy Chester. The ceremony is scheduled for 11 a.m. in the Church of St. Clemens, Ozone Park, L. I. John's brother, Robert, will be his best man.

Mr. and Mrs. Bernard C. Kline are the parents of a son, Gregory Charles, now about three months old. Mrs. Kline, Mary Lou, was Moran's receptionist in 1944 and 1945, and is remembered for her pleasant manner and all-around efficiency.

Seems like as how there's a comparatively new grandfather among the Moran staff of dispatchers—"Pede" Berg. Norman and Mabel (Berg) Nelson, 6826 Narrows Avenue, Brooklyn, are the proud parents of a son, Richard Peder, born June 26th in Norwegian Hospital. Weight, 7 lbs. 1 oz.

Letter received by Capt. Joseph French, skipper aboard the tug Nancy Moran, from a recent guest of the firm on an unscheduled tour of the harbor, the Hon. E. E. (Gene) Poston, member of Iowa House of Representatives from Corydon, Wayne County:

"Dear Captain French:

"I am now back in the State of Iowa among the fields of growing corn and the harvesting of oats and wheat.

"After leaving New York I saw several other boats, but none more spic and span than yours. And you might tell the cook that I had no better meat in New York or in any place on my way home than the roast beef he served us while we were aboard.

"I just wanted you to know that I will remember my three or four hours on the Nancy Moran, and the courtesies extended by you and the crew, with a great deal of pleasure.

"Please convey to those we became more or less acquainted with my best regards.

"Thanking you again, I am..."



# DOCKING OR UNDOCKING

**843,517 tons  
of shipping a day**



**S**PECIALIZED equipment, skilled crews and thoroughly seasoned shore staffs enable Moran to complete the docking or undocking of as much as 843,517 tons of shipping in a single day! The efficient handling of ships of all sizes cuts turnaround time to a minimum. Moran's diversified fleet of tugs also provides equally effective service for

every other type of towage, from ocean and coastwise assignments to inland jobs. *Consult Moran on any towing problem!*

# MORAN

**TOWING & TRANSPORTATION**

NEW YORK ★ NEW ORLEANS  
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