

# TOW LINE



PUBLISHED BY MORAN TOWING & TRANSPORTATION CO., INC.

JUNE, 1950



## ON THE COVER—

Reproduced in economical black-and-white, one of a new series of brilliantly executed watercolors by a California artist, Rockwell Brank, a resident of Pasadena. This is the Barbara Moran, third of five 1,750-horsepower, Diesel-electric tugs added to the Moran Towing & Transportation Co. fleet during 1949, running light in the open sea.

Mr. Brank excels in both watercolor and oil pictures of this particular type—ocean scenes in which figures of crewmen and minor details of vessel construction are subordinate to the general aspect of ships and seas. As he himself puts it, "I stay away from harbor scenes."

For the benefit of anyone unfamiliar with the Moran color-scheme, the hull of such a tug is bronze-green, the top of the sheer strake is white, the top of the bulwark is black. All the deck fittings are black. The deckhouse and pilot house are maroon. The railing, searchlight and fittings on the upper deck and atop the pilot house are aluminum. The mast is buff except for the top, which is black. The "M"—and this almost goes without saying—is white against its black background.

Capt. John A. Bassett, 1124 Banner Avenue, Brooklyn, one of New York's leading harbor pilots, is skipper aboard the Barbara, which arrived here from Texas on June 13th, last year, and since then has been used continuously on important harbor operations.





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Published by  
MORAN TOWING & TRANSPORTATION CO., INC.  
17 Battery Place, New York City

R. M. MUNROE, *Editor*  
Vol. III

LUCILLE CHRISTIAN, *Associate*  
No. 3

## A Century and a Quarter of Canal Operation

The New York State Barge Canal is in its 125th year of operation—not under that formidable name, to be sure, but as a navigable waterway of tremendous importance, not only to the Empire State, but to all other states bordering the Great Lakes, and to Canada. It has been of almost incalculable value in the development of New York and the nation.

In use before there were any railroads to speak of, the canal—now an intricate and modernized system of waterways—assured a steady flow of traffic from industrial centers and rich agricultural areas upstate and to the westward, to the Hudson River. It stimulated the growth of scores of communities along its banks, and continues to serve faithfully and well.

For years more than 5,000,000 tons were moved through the canal annu-

ally; sometimes the seasonal total was nearer 7,000,000 tons. Then came the slump brought about by railroad competition, but as soon as the canal had been reconstructed and modernized to accommodate barges the annual tonnage rose above the 5,000,000 mark again. There are those who believe that with proper maintenance and management this traffic can be doubled.

As a long-time operator of tugs on the canal—that is, on the state-owned system of natural and man-made channels extending from Albany to Buffalo, as well as northward to Whitehall on Lake Champlain, and on the Oswego and Cayuga-Seneca divisions—the Moran Towing & Transportation Co. is thoroughly convinced of the economic importance of this great inland waterway. We have great faith in its future.

One of our tugs, the Mary Moran, delivered the first cargo of petroleum products, a barge loaded with half a million gallons of gasoline and kerosene, to Burlington, Vt., this spring. As soon as western sections of the canal were opened to traffic, other “M” tugs shoved off to supply New York cities along the line, Lake Ontario and Lake Erie ports. They will be the last to suspend operations when winter closes in.

Adequately nurtured, the Barge Canal is a gigantic asset to New York and neighboring states and Canadian provinces. Its vital needs are a thorough understanding of its possibilities, continuous official and popular interest, modern methods of promotion, and increasingly efficient equipment and methods of operation.

### Prize Winner

Right: Tom Musser, Hammond, Ind., a young second mate in the American Merchant Marine, has been awarded first prize in a marine art contest sponsored by the Seamen's Church Institute of New York, for this sketch of a Moran Towing & Transportation Co. tug at sea, towing a dredge.

A blue-ribbon jury consisting of Gordon Grant, famous marine artist, Arthur L. Gup-till, editor of American Artist magazine, and John Noble, marine lithography specialist, awarded second and third prizes to Joe Michaels, radioman, for a picture of stevedores loading coal, and Lloyd Bertrand, third mate, for his drawing of a seaman making fast a hawser.

Mr. Musser was at sea all during the war years, and still makes a trip every now and then “when his funds run low.” Between voyages he draws and paints the subjects he knows best, ships and the sea. He is compiling a series of such pictures involving principal American ports, with a book in mind.

In 1948 the young artist won first prize in another contest with his water-color of a freighter with a tug heading toward her. Last year he had a one-man show at the Institute's gallery.

The *Tow Line* is happy to publish this picture for the first time.





# RCMP Vessel With Brilliant Record Visits New York; Docked by Moran

As to size, she really isn't much of a vessel, the Royal Canadian Mounted Police boat St. Roch—104 feet in length, a foot shorter than the tug Barbara Moran (Capt. John A. Bassett) which docked her at Pier 26, North River, when she arrived in New York on May 25th—but her fabulous exploits are unmatched in the annals of nautical derring-do.

For one thing, and no small thing at that, when she completed her voyage to Halifax, Nova Scotia, the following week, she was honored as the first ship of any description to circumnavigate North America.

Two other especially notable feats add lustre to her 22-year-old reputation, which might well be the envy of many a ship several times her size. She made the first recorded voyage from west to east through the perilous Northwest Passage, and also negotiated that arctic waterway from east to west (Nova Scotia to Vancouver) in the fastest time.

Sgt. Frederick S. Farrar, a veteran of 20 years with the RCMP, spoke for the St. Roch's brightly uniformed 14-man crew in recounting the history of their round-bottomed, ice-hopping vessel to Joe Ryan of the New York Times ship news staff. He made the first eastbound Northwest Passage voyage, starting at Vancouver in 1940 and ending at Halifax two years later.

"We spent the first winter at Walker Bay, Victoria Land and the second at Paisly Bay near the Magnetic Pole, Boothia Peninsula," the sergeant recalled. "We took the route by way of Queen Maud Sea and Simpson Straits into Franklin Straits, encountering numerous uncharted reefs that kept the men with the hand lead taking soundings twenty-four hours a day."

He told of blizzards and of being frozen in the ice for nine months of the first year at Paisly Bay, where one of the crew died and was interred in a grave overlooking Franklin Straits.

"In early August, 1942, we broke out of the ice but were soon caught in the great Polar floes and drifted helplessly for twenty-three days," he went on. "Many times we prepared to abandon ship as the St. Roch appeared to be turning turtle or was about to be crushed, but finally we drifted into Beloit Straits and Prince Regent Inlet and the battle was won. We entered Halifax in October 1942 after a twenty-eight-month trip of 10,000 miles."

The second Arctic water crossing of the St. Roch, the sergeant said, began at Dartmouth, N. S., July 22, 1944, and ended at Vancouver Oct. 16, 1944. The fast passage was made possible by the fact that the ship went by way of Lancaster Sound and the Prince of Wales Straits and little ice was encountered.

Since then, according to Inspector Kenneth Hall, master of the St. Roch, she has been stationed on the west coast, making voyages into the arctic from time to time to supply RCMP posts and "freezing in" occasionally to serve as a base of operations.

When the vessel was ordered to duty in the eastern arctic, she sailed (April 8th) from Esquimalt, B. C., for Halifax, and touched at San Francisco, San Diego, Acapulco, Balboa, Havana, Norfolk and New York—a voyage the crew admitted here that they contemplated with some misgivings at the start. The St. Roch is built for ice, not the open sea.

A. Willard Ivers, Inc., ship brokers, 75 West Street, acted as agents for the vessel here.

## Relieving the Bridge, S. Atlantic

(From the New York Herald Tribune)

Eleven forty-five. "Well how are things?" "The northeast wind and sea are lying down.

The ocean's yours. We did hear distant wings, Westbound, through air so clear you'd see Cape Town,

If only it stuck high enough! Please mind Your starboard running light—fresh paint about!

Star sights were good; I think you too will find

We're on the line. Give the Old Man a shout

At seven. How's the night lunch?" "Tastes like more."

"That's fine. I'm hungry as a bushman's horse!

How are your eyes?" Eleven fifty-four.

"Well, ready?" "Ready." "Mind your starboard light.

One hundred twenty-six is now our course."

"One hundred twenty-six. Thank you.

Good night."

JOHN ACKERSON,

(S.S. Battle Creek Victory)

(With whom permission, and the newspaper's, this verse is reprinted. Mr. Ackerson, presently a night mate with Farrell Lines, Inc., resides in Rudburn, Fair Lawn, N. J.)

## MORAN MEMBER OF AMERICAN WATERWAYS OPERATORS, INC.

Moran Towing & Transportation Co., Inc., is now a member of the American Waterways Operators, Inc., Region Five (the New York-North Atlantic area), its affiliation as of June 1st, 1950, having been confirmed by Chester C. Thompson, president of the organization, which maintains executive offices in Washington, D. C.

The A. W. O. "Weekly Letter" took editorial note of the firm's membership and two other new ones, Esso Standard Oil Co. and Socony-Vacuum Oil Co., both of New York, in its issue of May 20th, as follows:

"Moran Towing & Transportation Company, Inc., is one of the largest and best known towing firms, not only in this country but throughout the world, and it has long been recognized as a leader in its field. Mr. Joseph H. Moran, II, Vice President, will represent his Company in the affairs of the Association, and Mr. Fred Schilling will serve as his Alternate. It is hoped that the services and prestige of the Association will always prove beneficial to the Moran Towing & Transportation Company, Inc., and its Officials."

John H. Eisenhart, Jr., is secretary-treasurer of the national organization.





# Lesson from Long Island Sound: Recognize Your Own Limitations

(From the Farrell Lines "Safety News," June, 1950)

Last summer, Messrs. John and James Farrell, feeling that the office staff of a steamship company should have a somewhat closer acquaintance with salt water than is afforded at 26 Beaver Street, organized a yachting party. Four cutter-rigged yachts comprised the fleet that sailed out of South Norwalk harbor, all of them laden with landlubbers, sandwiches and Scotch—a bad combination (sandwiches and Scotch excepted) from a Safety Directors point of view. However, a sprinkling of veteran yachtsmen and ex-shellbacks judiciously interspersed through the fleet gave a measure of assurance, and all went well.

Your Safety Director was assigned to Rear Admiral Edmond Moran's cutter, where he performed the exacting duties of lee backstay tender—a responsible post that has something to do with keeping the mast upright, he was informed; and he is happy to state it remained so, more or less, throughout the cruise. Another member of the Admiral's crew was Capt. Chester Evans, crack Moran docking pilot—one of the two in all of New York that the Cunard Line will entrust with the docking of their huge Queens, Mary and Elizabeth.

The reason for this story is contained in the following conversation that took place between Admiral

Moran (President of Moran Towing) and Capt. Evans as we were returning to South Norwalk in the evening, after an enjoyable day's sail:

Moran: "Suppose you take the wheel, Chester, and bring her in to the mooring buoy."

Evans: "No thanks, Admiral. The Farrells are good customers of ours and they might lose faith in Moran Towing if they saw me mess up this job."

Moran: "You mess up the job! How come, Chester?"

Evans: "Admiral, you give me a towboat alongside this windblown what-is-it and I'll put her any place you want; but with just plain ornery wind for power I don't feel competent to do the job. Sorry, sir, but I know my limitations."

Well, the Farrell brothers, Admiral Moran and one Gilbert Weylin—amateurs all—brought their yachts neatly into the wind and picked up their moorings, while one of the finest docking pilots in the world looked on with professional interest and approval.

What especially impressed us in the above episode was the final statement of Capt. Evans: "I know my limitations."

If every shipmaster would recognize his own limitations there would be few collisions, grounding and other

costly casualties. A shipmaster's refusal to employ optional pilots, or slow down in a fog, or stand by till daylight before going into an anchorage (or to take other similar precautions) is often dictated by considerations of bravado rather than superior ability, and is a sign of weakness rather than strength and dependability. True professional pride concerns itself with security, not showmanship. Like Evans, it has its limitations—and knows what they are.

That is the lesson we learned on Long Island Sound.

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From Sales Management magazine, May, 1950:

What the little Moran towboat said to the Staten Island ferry was, "Your slip is showing."

(Editor's note: So's your OLD MANAGEMENT!)

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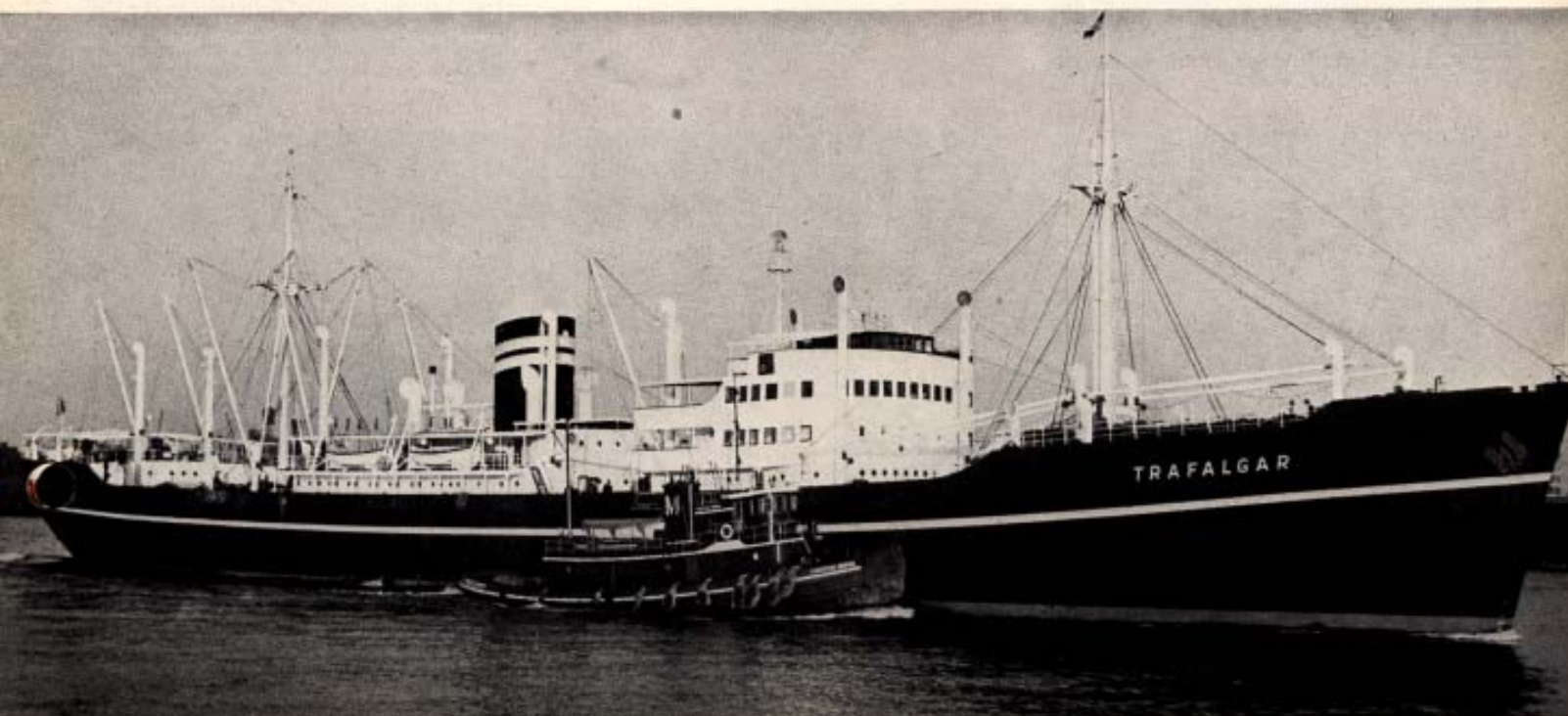
**Morantow: Rescue operation, EC-2 (Liberty ship), 100 miles south of Halifax, N.S., to New York—510 miles.**

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*Below: Our 1,200-horsepower Diesel-electric harbor tug Christine Moran handling M/V Trafalgar, recent addition to the far east service of Barber Steamship Lines, Inc., as she sailed from New York for Manila, Cebu, Hong Kong and Fusan, via Los Angeles.*

*Diesel-powered, with a deadweight of 9,270 tons and a bale capacity of 591,290 cubic feet, M/V Trafalgar has a cruising speed fully loaded of approximately 16.5 knots. She has 24,750 cubic feet of refrigerated space 'tween-decks, divided into four compartments for frozen and chilled cargo, and her shelter-decks are equipped with forced ventilation for fruit, vegetables and other perishables.*

*The new vessel has comfortably furnished accommodations for 12 passengers. With Wilhelmsen, Oslo, Norway, are the owners.*







Admiral Smith

## Change of Command

A change of command for the 3rd (New York) Coast Guard District and the Eastern Area (Atlantic and Gulf coasts and Puerto Rican area) is scheduled for July 1st. Rear Adm. Louis B. Olson of the 1st (Boston) District relieves Rear Adm. Ed. H. (Iceberg) Smith at local Coast Guard headquarters, 80 Lafayette St., Manhattan.

Admiral Smith becomes director of the Woods Hole Oceanographic Institute, Woods Hole, Mass., largest research laboratory engaged in scientific studies of the sea. In command of a Navy task force in the North Atlantic during World War II, he has been decorated by Denmark and the United States.

Admiral Olson, also with a colorful war record, has commanded cutters and destroyers, and has seen duty on all coasts, including Alaska and Hawaii. He has been top man in the 11th and 14th Districts, besides the 1st, and executive officer at the Coast Guard Academy.



Admiral Olson

## "M" Fleet Safety Record, April

The following masters and mates had no damages charged against them for the month of April, 1950:

Agnes A., M. Connor, E. Costello, T. Nielsen; Anne, P. Walling, J. Guinan; Barbara, G. Mason, G. Larson; Carol, G. Young, N. Larsen; Catherine, J. Costello, H. Hanson, H. Vermilyea; Chesapeake, J. Jaques; Christine, J. Bassett, H. Wee; Doris, P. Gaughran; Edmond J., W. Baldwin, F. Schweigel; E. F., Jr., H. Stebbins, J. Finneran; Eugenia M., C. Hightower, G. Morton, M. Blancq; Geo. N. Barrett, J. Todesky, H. Pederson; Grace, C. Evans, J. Gully; Harriet, G. Bragg, E. Freeman; Howard C. Moore, H. Jacobson, J. Wilson; Helen B., H. Becker; Kevin, N. Proctor, W. MacDonald, G. Ackerman; M., R. Jones, R. Larkey, J. Barlow; Margot, E. Allen, V. Chapman, E. Erick-

sen; Marie, F. Duffy, A. Tucker, J. Duffy; Marion, I. George, G. Ashberry, R. Anderson; Mary, M. Rodden, G. Smith, J. Rodden; Michael, F. Knudsen, G. Sahlberg, J. Cashin; Moira, J. Sahlberg, C. Sheridan, B. Scherer; Nancy, J. French, M. Grimes, R. Poissant; Pauline L., M. Sullivan, P. Brittain; Peter, C. Morch, J. Fagerstrom; Richard J. Barrett, J. Milcetic, W. Leander; Sheila, C. Parslow, T. Sweet, J. Chartrand; Susan A., P. Johnson, D. Bodino; Thomas E., R. Hayes; William C. Moore, B. Baker, A. Anderson; William J., A. Munson, J. Murphy; Spartan, O. Erickson; Huntington, J. Johnson; Margaret Olsen, G. Carlson, C. Carlson; Relief Crew, K. Buck, L. Tucker.

**Morantow: C-2 cargo vessel, New York to Mobile, Ala.—1,654 miles.**

### Skilled, Competent

Gentlemen:

I want to thank you, for Miss Truman, my wife, daughter, and myself, for the trip we made... on the Thomas E. Moran. It was a most exciting experience for all of us.

Captain Finnegan of the dispatching office and Captain Hayes and his men did everything possible to make our jaunt a pleasant one. We enjoyed so much meeting all of them.

I think what impressed all of us the most was the calm competence with which your men handled their work. I know from first-hand experience that a large ship takes a very high degree of skill to handle, and it was a pleasure to watch, at close quarters, a group of men who knew their jobs so completely.

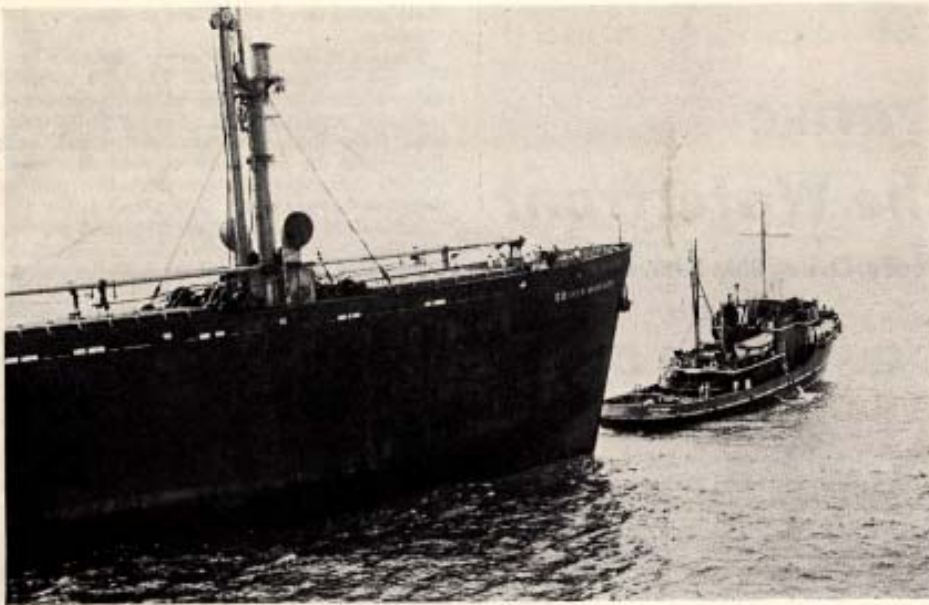
I hope I may be permitted to repeat the experience some time.

WILLIAM L. HOBSON  
(245 W. 104th St., New York)

If it'll float, we'll tow it, the saying goes. Here is the 1,200-horsepower, Diesel-electric Margot Moran (Capt. Earl Allen) making time with Hughes Brothers, Inc., barge Sea Scow loaded with sections of reactor kiln, atmospheric towers, vacuum towers, and miscellaneous tanks. The tow was picked up at the Sun Shipbuilding & Dry Dock Co. plant, Chester, Pa., and delivered to the California Refining Co. at Perth Amboy, N. J., during the latter part of May—one of several such jobs in recent weeks.







SS. Edison Mariner (Cosmopolitan Shipping Co., Inc., New York), 7,176 gross tons, en route Nordenham, Germany, to New Orleans, lost her propeller 500-odd miles east of Bermuda and was taken in tow by the Coast Guard cutter Mendota, detached from Weather Station "Easy." Tug Kevin Moran (Capt. Nelson Proctor) was dispatched from Norfolk immediately, and here she is (above) putting her cable aboard the distressed freighter after taking over from the cutter. The ship was taken to Norfolk.—U. S. Coast Guard photo.

## 50 YEARS AGO

(The following items of interest were painstakingly extracted from files of the New York Maritime Register by Capt. Earl C. Palmer of Moran HQ, curator of The Tea Line's historical section.)

**MAY 2, 1900**—The new Cromwell Line steamship Comus arrived at New York April 30th from the yard of Newport News Dry Dock & Shipbuilding Co. The Comus was designed by Horace See, and is one of the handsomest passenger steamers on the Atlantic Coast.

First of the electric motors to be used on the Delaware & Raritan Canal for propulsion of boats arrived at Trenton, N. J., on April 26th. The D. & R. will be the first canal in the world to be equipped with electricity for pulling boats, and it is believed that this new method will materially reduce the cost of transportation. It is said that one of these new motors will travel at the rate of five miles an hour with from three to five boats in tow. Under the old system boats were propelled by mules at the rate of only two miles an hour, so that in addition to the saving of expense there would also be a great saving of time, and that the use of these new methods would greatly enhance the value of artificial waterways for transportation.

**MAY 9, 1900**—Steamer Windward arrived at St. Johns, NF, May 1st from Burgeo, and was docked same day for extensive repairs to hull and machinery before sailing to the Arctic regions in July with a party to relieve Explorer Peary. The steamer will go to New York before the end of June, and clears from that port for the Arctic.

The side-wheel steamer Rover has been sold by the United Fruit Co. and will leave Baltimore in a few days for Cuba to trade between Havana and the adjacent ports of the island.

### CASUALTIES

Josephus (ship), ready to load a cargo of case oil for Hong Kong, caught fire at Constable Hook, NJ, during the night of May 7th and was extensively damaged before the flames were brought under control... Her fore and main masts with all attached were destroyed, her maintopmast was carried away, cabin gutted and hold filled with water.

Tug Harold with barge Hornet from Philadelphia for New London arrived at New York May 1st, and reported off Egg Harbor April 30th, picked up Tug Rescue, disabled, with a new Pennsylvania RR float in tow, and towed both to... Jersey City, NJ.

**MAY 16, 1900**—The New York Dock Board's offer of \$320,000 for the block of land between 18th and 19th Streets and 11th and 13th Avenues, with the bulkhead on the North River opposite, was accepted by the owners.

### CASUALTIES

Block Island (ss) and one of the Standard Oil Co.'s tugs were in collision off Hallett's Point at 11:45 AM of May 12th. Damage unknown.

Tug Juno arrived at Delaware Breakwater May 13th and reported having spoken same morning barges Monarch and Atlas in tow of Tug Taurus five miles east of Five Fathom Bank lightship. The boiler of the Taurus was disabled. Barge Monarch of the tow was under sail, towing the disabled tug and the other barge.

A dredge owned by DuBois Brothers was destroyed by fire at Newtown Creek, LI, on May 14th.

## Boom!

Excerpt from U. S. Coast Guard, Eastern Area HQ, distress diary under date of 0000-2400 20 May 1950:

(2052-3) SOUTH AMBOY NJ EXPLOSION—SAR New York advised that at approximately 2130 19 May a barge or barges being loaded with explosives caught fire and exploded with extensive damage and numerous injuries. All available Coast Guard personnel and equipment dispatched to the scene. Mayor of South Amboy declared a state of major disaster. Navy, Army, State Police, Army Engineers, Red Cross and civilian equipment and personnel dispatched to assist. South Amboy in darkness and out of communication. CG communication trucks and CG Auxiliary equipment and personnel dispatched to assist. Shipping warned to keep clear of area when vessels not engaged in rescue operations hampered operations. CG floating units released when no longer needed, to relieve congestion. At 1610 fire out and all vessels and CG personnel released. CGC Tamaroa and CG83381 and two Moran tugs remained at scene. Military personnel assisting ashore in preventing looting. Case continues.

## A Couple of Good Tries

To the Editor:

Knowing you are interested in snapshots for the Moran magazine, I am enclosing some negatives that were made while we were en route to Barranquilla, Colombia, and others showing the transfer of our oiler to a U. S. Coast Guard plane at sea. Maybe you can do something with them, although all negatives came back from the developer marked "no good". But from what I've been told, you don't give up so easy there. Anyway, I hope you can do something with them, and if you are lucky I would appreciate copies.

A. V. BARTON  
(Chief Eng., Kevin Moran)

Dear Sir:

Enclosed find pictures of the Kevin Moran (No. 1), taken in Tampa, Florida, on July 6th, 1949, after bringing the Eastern Transportation Co.'s barge Eastern Glen from Havana, Cuba. Picture Nos. 2, 3, 4 and 5, taken in Havana, are of the Eugenia M. Moran after towing the Eastern Glen in from sea on November 5th. Picture No. 6 shows the Eastern Glen and the Eugenia M. at sea en route Tampa to New York. When I take more I will send them to you. Maybe you can print some in the Moran magazine.

CARL H. VITRA  
(Barge Eastern Glen, Baltimore)

(Editor's note: Sorry, boys, but none of your pix were usable. Please keep on trying, however; we need good action shots at sea.



# Ship News Cooperative Covers the Waterfront

Central Office Saves Members Money, Listing Ship Arrivals

(Abstracted from a feature story in *Editor & Publisher*, issue of April 1st, 1950, by Ray Erwin, for five years No. 1 ship news reporter for the now defunct *New York Sun* and, until he joined E. & P., as a staff writer when the *Sun* folded, vice president of the Ship News Reporters' Association of New York City.)

## "FRANK ROBERTS!"

When that announcement — greeting booms over the telephone several times daily, New York city editors and picture editors snap to attention. The smell of the sea seems to invade city rooms with an ineffable air of saltiness. Editors sense an impending story — a storm at sea or a shipboard interview with celebrities.

Frank Roberts is, and for an eventful quarter century has been, office manager of the Ship News Reporters' Association of New York City, an independent and successful cooperative agency maintained by dues-paying newspapers, press and picture services and newsreel producers, to obtain and provide last-minute ship arrival and departure schedules and news of shipping generally.

Countless thousands of dollars and endless man hours of highly specialized labor are saved member organizations by the central ship service, connected by telautograph machine to the custom house and in constant communication with a hundred steamship lines and agencies (including Moran, — Ed.) in order to watch and record world shipping.

George Horne, ship news editor of the *New York Times*, is president of the association and a longtime prime mover in its good works. He has been with the *Times* twenty-four years.

"The newspapers simply could not get this shipping information individually," said Mr. Horne. "There is no question that the association saves them thousands of dollars for a nominal fee. The work has cooperative support."

"I think that over a long period of time, it has stood up well as one of the best beats for interesting and important stories," continued Mr. Horne. "With the contraction of 'one world' there has come increased interest in international news. Lots of stories are developed that are of aid to the ports, too."

The *Times* has six men on ships and shipping, largest such staff of any news-gathering agency, and the *New York Herald Tribune* has three, headed by Walter Hamshur, shipping editor.

Headquarters offices of the association are at 45 Broadway, but Collector of Customs Harry M. Durning, has promised a suite for the organization in the new Barge Office to be constructed to replace the one recently torn down to make way for the Manhattan-Brooklyn Tunnel.

Government agencies — Customs, Immigration, Health, Maritime Commission, Coast Guard, City Department of Marine and Aviation and Port of New York Authority officials — all work closely with the Ship News Reporters' Association, appreciating the power of the press to promote the port.

During the interim when the city is without a Barge Office, reporters, photographers,

newsreel and television men join the Customs, Immigration and Health officers at the Coast Guard's Pier 9, East River, near the Seamen's Church Institute, for the ride down the bay on a Coast Guard cutter.

Off the Quarantine Station at Rosebank, Staten Island, near the harbor entrance, the cutter pulls alongside a trans-Atlantic liner. Reporters scramble through a side port and seek out celebrities for interviews and photographs.

Hundreds of persons of prominence, since the war, have submitted to inquisitive and incisive grilling by the ship news reporters and have primped and posed for "just one more" for the photographers.

Working like eager beavers, the ship newsmen are able to talk to many famous voyagers in the hour or two the ship requires to steam up the bay and North River to her pier. They race down the gangplank as soon as the ship is berthed. Most steamship lines provide press rooms on their piers with adequate number of telephones for those reporters who do not return to their office to write their own stories.

Diplomats and military strategists take the headlines with news of pacts, treaties, hot and cold wars and earth-shaking scientific developments.

Members of the ship news corps therefore must keep abreast of global happenings and possess encyclopedic knowledge of current trends and happenings from Timbuctoo to Pakistan, from Ceylon to Bulgaria, in order to interview intelligently the ocean voyagers. Like diplomats, they are versed in European economics and politics.

Requirements and rewards of ship work make it one of the top assignments on metropolitan dailies and one of the most coveted and colorful posts in newspaperdom.

There is glamour and salt and satisfaction in daily going down to the sea in ships, say the veterans.

Present ship news corpsmen probably have voyaged a grand total of 1,000,000 nautical miles without leaving the harbor. Sometimes, the same reporters make two or three water trips from Battery to Quarantine to North River pier in one busy marine day. Such aquatic journeys average 20 miles and as many as 400 are made in a single year.

Arrival of thousands of displaced persons on these shores has provided hundreds of columns of touching and readable human interest material.

Present active members of the association are the *New York Journal-American*, *New York Herald Tribune*, *New York Times*, *New York Daily News*, *New York Daily Mirror*, *Daily News Record* (Fairchild), *New York Post*, *Brooklyn Daily Eagle*, *New York World-Telegram* and *Sun*, *Associated Press*, *United Press*, *Movietone News*, *Standard News Association*, *Acme Newspictures*, *Hearst Metrotone News*, *National Broadcasting Company* (Television), *Universal Newsreel*, *Paramount News*, *Warner News*.

James Edmund Duffy, marine editor of the *New York World-Telegram* and *Sun*, a former long-time president of the association, is dean of *New York* ship newsmen. He has spent 32 years on the waterfront and has made at least 15 trips to Europe, South America, Central America and the West Indies.

The old *New York Herald* pioneered in ship news and provided its own yacht, the *Owlet*, which was berthed at South Ferry with a crew of three seamen, three wireless operators for round-the-clock service, and two or three reporters and cameramen. Heading the *Herald* men was "Judge" Harold I. Smith, who later died in Paris.

Ship newsmen were considered "Gentlemen of the Press" in the old days and were referred to as journalists, not mere reporters. Early group photographs disclose that they went in for modish apparel, including cut-away coats, striped pants and spats. They carried canes with éclat and élan.

Photographers were not admitted to the select circle of newsmen going down the bay until circa 1915, when the *Herald* assigned

*Aboard the Cunard White Star liner Mauritania, which is regularly docked and sailed by tugs of the Moran harbor fleet, British Foreign Secretary Ernest Bevin (Sir Stafford Cripps on his right) being interviewed and photographed by the "working press" of New York — an all-inclusive term meaning accredited representatives of press, radio and television. See accompanying article by Ray Erwin.—Photo courtesy of Cunard.*





the first picture-snapper to the waterfront beat.

Once, reporters and photographers were ordered off a Russian liner as soon as they had boarded her. For the first time in memory, crestfallen newsmen had to hop off a ship onto the bobbing little cutter below and return to Pier 9, on orders of burly commissars who submitted to visits by Federal officials, but decreed "no press," something never encountered before or since on any ship.

Storm stories, too, add savor and variety to one of the most colorful and glamorous callings on land or sea—that of ship news reporter.

## G.M. BOOKLET GLORIFIES MORAN DIESEL-ELECTRICS

Moran Tugs Powered by General Motors . . .

Thus G.M.'s Cleveland Diesel Engine Division titled its latest de luxe booklet, replete with "convincing evidence of the trend to Diesel-electric drive in marine service," a 24-page affair (including covers) containing 42 choice photographs of "M" fleet units at their regular business in New York Harbor and at sea. A running text tells the story of the world's biggest and best tugboat fleet.

Woldemar Neufeld of New Preston, Conn., a well known artist specializing in marine subjects, has contributed a front cover painting of the 1,200-horsepower Peter Moran running light in the East River, westbound, about to pass under Brooklyn Bridge.

The new booklet contains full-page photos of Moran tugs handling the Argentine heavy cruiser *Almirante Brown*, the *Nieuw Amsterdam*, the *Queen Mary*, the *Caronia*, and the *Ile de France*, as well as one of that notable scene depicting the tumultuous arrival in New York of the *Grace Moran*, first of that class of 1,750-horsepower harbor tugs. Dockings, sailings, rescue operations, tows (on a hawser and alongside), escorts, and even interior views are shown in profusion. Twenty-two tugs are pictured individually.

"... Deep-sea towing anywhere on the globe is a Moran specialty," it is set forth in an introductory statement. "Today the company is the only one in the Western Hemisphere with specialized equipment and full facilities to handle large-scale ocean towing anywhere in the world."

About 4,000 copies of the booklet have been or are being distributed from Cleveland and New York.

*Morantow*: LST, Charleston, S. C., to Philadelphia, Pa.—599 miles.

# "And We Quote—"

(From reactions of various readers to various issues of the *Tow Line*)

*J. G. Wilson, O.B.E., Chief Engineer, RMS. MAURETANIA, Cunard White Star Line:*

"... I also wish to thank you most sincerely for your excellent magazine TOW LINE. It is good reading, and I was particularly interested in the matter dealing with your new Diesel-electric tugs and their work."

*Harlan Scott, Publisher, The Log, 370 Lexington Ave., New York:*

"It (the 1950 Moran calendar) is an outstanding job, as is the TOW LINE, too. I read every issue and wish to compliment you on a difficult assignment well done. A most successful New Year to you, Moran, and the magazine."

*C. H. Walcott, Harbour Master, Transport and Harbours Dept., Georgetown, Demerara:*

"I can assure you that among the many magazines we have received here, pertaining to shipping and towing enterprises, the TOW LINE stands out as one of the best, and I note with pleasure the high standard of efficiency displayed from time to time by your wonderful tugs. The latest examples in these volumes is in keeping with the high standard which you have hitherto maintained..."

*E. B. White, The New Yorker magazine, 25 West 43rd St., New York:*

"Thanks also for the copies of TOW LINE, which will probably become my favorite reading for the present."

*James R. Hughes, 248 Centre Street, New Rochelle, N. Y.:*

"Recently I came across a copy of TOW LINE—the May, 1949, issue to be exact—and was very pleased with it: the format, illustrative material and, particularly, the style in which it was written. It seems to me that you are getting out a very attractive and informative trade journal. I have, consequently, the temerity to ask you if I might have subsequent copies sent to me. Issues prior to this date also would be very much appreciated. I will be glad to pay for any expense involved..."

*C. A. Y., c/o Captain of the Port, U.S. Coast Guard, Houston, Texas:*

"So that's how Admiral Moran looks! I mean the candid photo in the lower right hand corner of your double-page 'Harbor Lady' layout in the February TOW LINE. In England we used to hear a lot about him, but I never happened to see him... That was a swell piece about Captain Biddick and the *M. Moran*."

*Arthur R. Lewis, Jr., president, Seas Shipping Co., Inc., New York:*

"... May we at the same time say that we enjoy receiving your publication, TOW LINE. We find it one of the most interesting of the shipping publications and always look forward to receiving (our) copy."

*Managing Director, Technical Nautical and Aeronautical Institute, Rotterdam-C., Holland:*

"On behalf of our Library and Information Office we should appreciate it very much to receive from you regularly your house-organ TOW LINE and if possible the back numbers, too."

*N. M. J. Lieut. USNR, General Delivery, Clarkesburg, W. Va.:*

"... So that is how I came to be interested in tugboats. You might wonder why I would care to read your magazine regularly, living in an inland town like this. The best reason I can think of is that I have to live in an inland town like this."

*Joseph W. Schellings, First Ass't, Maritime Trades, Metropolitan Vocational High School, New York:*

"The students, the faculty and I wish to express our thanks to you for sending us copies of the TOW LINE. Needless to say, the technical information and factual accounts of difficult jobs well done have real educational value for the boys. I was also pleased with the article... *Seagoing Tugman Explodes Theory of Errant Mariners*. It reinforces our efforts to instill in our youngsters the type of man the industry requires and the fact that these are the men that succeed in their chosen careers and enjoy life to the fullest."

*Arthur L. Himbert, Editorial Department, The Miami Herald, Miami, Fla.:*

"You have been doing a nice job with the TOW LINE. I enjoy it and always pass it around."

*B. S. Foster, St. Charles Hotel, New Orleans, La.:*

"Boy, that double-page layout on your Margot Moran's voyage to Port Said (exotic name) was a dilly! Reminded me of a tough crossing I made aboard an LST during the war. If you happen to be down this way anytime I would like to show you some movies I made, myself, while two guys held onto me to keep me from going overboard... Please keep the TOW LINE coming."

*John W. Black, Editor, Waterways magazine, Pittsburgh, Pa.:*

"I was greatly interested in seeing copies of your publication TOW LINE and wonder if it would be possible for you to send this extremely interesting publication to us regularly. I feel much material in it could be used from time to time in *Waterways Magazine*."

*E. S. Douglass, Steamship Historical Society of America, Altamonte Springs, Fla.:*

"Just a few lines to let you know how delighted I am with issues of the TOW LINE you have sent to me. This is the best journal of its type that I have seen, and I am looking forward with the greatest pleasure to receiving future issues."

*Ray Platnick, Platnick's Photo Service, Hempstead, N. Y.:*

"Thanks very much for including me on your TOW LINE mailing list. Your publication is very readable and I, personally, am always glad to see good photographs used well."

*John K. Tennant, Ass't Editor, The Mast magazine, Brooklyn, N. Y.:*

"... I should like to add my congratulations on the excellence of your publication, TOW LINE. There have been many occasions on which you have had those of us on Mast envious."



## Ashore and Afloat



Whenever idle hour chit-chat at Moran HQ gets around to the length of service of this employe or that one, frequently the subject is terminated by some such withering remark as, "Aw, wait till you've been with the company as long as George Brink and you'll have something to brag about!"

In fact, there is a dusty legend to the effect that the Sage of Port Arthur, Texas, and Eugene F. Moran, Sr., Chairman of the Board, are approximately the same age. The latter, at an exceedingly spry 78, regards this as a foul canard and denies it indignantly, giving the impression that mere striplings might do well to count their buttons carefully. "Why, George must be six or seven years younger than I am," Mr. E. F. informed your editor, his reflective eyes softening suspiciously.



Let's put it like this, that George W. Brink runs a close second in point of service under the "M" house flag. There it is, right in the official records: he retired formally as of January 1st, 1950—with the very best wishes of all hands, although you couldn't expect a ledger entry to that effect. His residence is 141 Avant Lane, Port Arthur.

George joined the company back in 1898, the year our tug Albert H. Ellis

was built in the yards of Neafie & Levy, Philadelphia. Capt. "Pinky" Dalbow and Chief Engineer Charles Winterbottom were assigned to bring out the new vessel and to assemble the remainder of her crew. George's first job with Moran was as fireman on her maiden voyage to New York.

Mr. E. F. also was aboard for that trip to observe how the latest addition to the fleet was going to function. The Spanish-American War was running full blast at the time, and upon their arrival in New York at night the harbor was completely blacked out—none of the familiar aids to navigation being visible. George proved his ability then and later, and in the short space of three years he was made chief engineer of the tug M. Moran.

Brink, Geo. W., was the name of the chief engineer of several "M" tugs of that early vintage, such as the DeWitt C. Ivins, the Alfred W. Booth and others, until he came ashore in 1905—after all, that's only 45 years ago!—as marine superintendent in charge of all the company's engineers and machinery.

As time went on the Brink reputation as an expert in the towboat field, in both deck and engine departments, became widespread. Not infrequently he was consulted by other tug operators in connection with their various problems.

"In 1904," George recalls, "the tugs Catherine Moran and Eugene F. Moran came along, with all modern improvements, quite up to date... The Catherine was a remarkable sea boat. Cruising offshore in bad weather, if necessary we were able to heave to for a couple of days with the engine shut down... Because of this seagoing quality, seldom did we use Long Island Sound if we were bound from Boston to Philadelphia or Baltimore.

"Some of the equipment we used in those days would make your modern crewmen laugh themselves sick. Deck machinery was all of the 'armstrong'

type, and our lights were the 'Rockefeller system'—that is, out of a can. In fact, the Catherine and the Eugene were the first tugs to boast electric lights.

"In 1906 along came the Edmond J. Moran. She was built under difficulties and most of the plating was a little heavy. Although her bunker capacity was limited, she turned out to be a good tug.

"During those early days a young man gained a lot of invaluable experience by making himself useful in all departments. Bob Deakyn was a born towboat skipper. I stood many a trick at the wheel when the mate was not aboard, usually an afternoon watch. His advice was, always stop so you can come ahead a second time, and if you can't land with three bells you're no good."

George Brink is not too well known to more recent employes of the firm, since for the past 10 years or so he has been Moran's representative along the Gulf Coast, first while Diesel-powered tugs were being built for us in that area, and later in connection with operations of the Maritime Commission V4's out of New Orleans. Except for occasional trips to New York for front-room conferences in the home office, he has divided his time principally between Louisiana and Texas.

His vast knowledge of practically all phases of the towboat industry, together with a heartily genial personality and a seemingly inexhaustible store of "common sense," have endeared him to all—ashore and afloat.

### Big Business

*Gentlemen:*

Receipt of your 1950 calendar is acknowledged. We are grateful for the privilege of having so attractive a scene of Moran activity for our classroom. Too often big ships dwarf the little fellows. You have reminded us that the little fellows are in big business, too.

WILLIAM W. BALL  
(Captain, USNR.)

(Volunteer Military Sea Transportation Service, Unit 1-4, U. S. Naval Reserve Training Center, State Pier, New Bedford, Mass.)

Mrs. Marge Duffy, 37-30 Eighty-first Street, Jackson Heights, L. I., has taken over Mrs. Betty Crowe's spot on the Moran Towing & Transportation Co.'s switchboard. This loss of the James Stewart Construction Co., 230 Park Avenue, is our gain. Welcome aboard, Mrs. D.!



## Crewmen, Take a Bow!

Dear Mr. Munroe:

Thank you very much for the opportunity to see the docking of the "Big Babies," which you so kindly made possible.

Is it really that easy to push a "Queen" into her berth? It looked that way, but then, only a top-flight pilot could manage it. I do not wonder Moran tugs are selected for such jobs.

Would you mind a bit of comment regarding your crews? The commonly accepted belief regarding seamen is that they are rough and tumble men, and I was very much surprised to find real gentlemen. They are a credit to your organization. If people generally could meet these men their opinions certainly would undergo a change.

What a combination! The most powerful and maneuverable and best looking Diesel-electric tugs, manned by unbeatable pilots and crews, handling the "greats" of trans-Atlantic travel.

Again, I thank you for your courtesy and cooperation.

DAVID TEITELBAUM  
(126 E. 53rd St., Brooklyn, N. Y.)

John Y. Morgan, first assistant engineer aboard the Kevin Moran—towing a drydock section from Charleston, S. C., to Wilmington, Del., as this item is typed—offered to bet a colleague that he (Morgan) had been going to sea since 1899. It was a deal, and the next time they made New Orleans the pair visited the custom house and checked official records. The "sucker" paid off. . . . The Morgan secret for remaining so young looking is still a mystery, however.

Recent arrival: Jeffrey Michael Nelson, whose exceedingly proud pop is Daniel J. (Danny) Nelson, Jr., crewman aboard the Nancy Moran. Seems that Mrs. Nelson had *something* to do with the matter, since Danny states the boy is the "image" of his mother, fair-haired, blue-eyed. The family has something else new: a home in Hicksville, L. I.

"We would appreciate your advising us of the conditions for subscription to TOW LINE," writes M. Xavier Le Bourgeois, Le Chef du Bureau Economique au Secretariat General de la Marine Marchande, 3, Place de Fontenoy, Paris (7eme), France, who also requests a sample copy.

Ah-h-h—a cash customer!

The Kevin Moran's current skipper, Capt. Nelson Proctor, was bound up the Atlantic Coast recently in pretty nasty weather. Once in checking his tow he noticed that all lights aboard were blazing, which he thought was odd, but since he had received no signal whatever from the vessel astern he continued on his way, hooked up. Later, in port, he asked the captain of the riding crew the meaning of the lights. That worthy said he was certain the ship would go down at any minute; he had all hands on deck with life preservers on, and the lights were for maximum visibility in event of a "launching." Captain Proctor had seen no cause for worry. After all, the tug was rolling "only about 25 degrees"—not unusual for that location and time of year—and she was exactly on her course, performing perfectly.

Add eye-openers: Front cover of Post Haste, No. 27, May 1st, 1950, a monthly magazine devoted to postal transportation and international mail, published in Washington, D. C.—an 8 x 10½ reproduction of one of William W. Thomas' aerial photographs of five Grace Moran-class harbor tugs docking the Cunard White Star liner Queen Mary.

Another Kevin Moran anecdote comes to hand. These things seem to run in coveys—or perhaps schools would be a more appropriate term.

The tug was towing a couple of dumpers from New York to Connecticut. In Long Island Sound someone spotted live fish in one of the pockets. Result: nine fat shad and a fine dinner of fresh seafood aboard the tug that evening. Easy livin' . . .

Morantow: Collier, Brunswick, Ga., to Baltimore, Md.—669 miles.

### Safety, Common Sense

The Moran Towing Co. has endeared itself to the yachting fraternity by calling the attention of its tug masters and mates to the opening of the sailing season, and suggesting that the windjammers be "given every courtesy of the road consistent with safety and common sense." It behooves the sailors to remember that a tug with three heavily laden scows in tow does not have the flexibility of maneuver that, say, a 28-foot sailing yacht does. Now if somebody would only bear down on those excursion steamers which persist in steaming at flank speed through the middle of the sailing fleet on light days, things would be quite pleasant on the Sound.—Everett B. Morris, in the New York Herald Tribune, May 20th, 1950.

## Short Splices

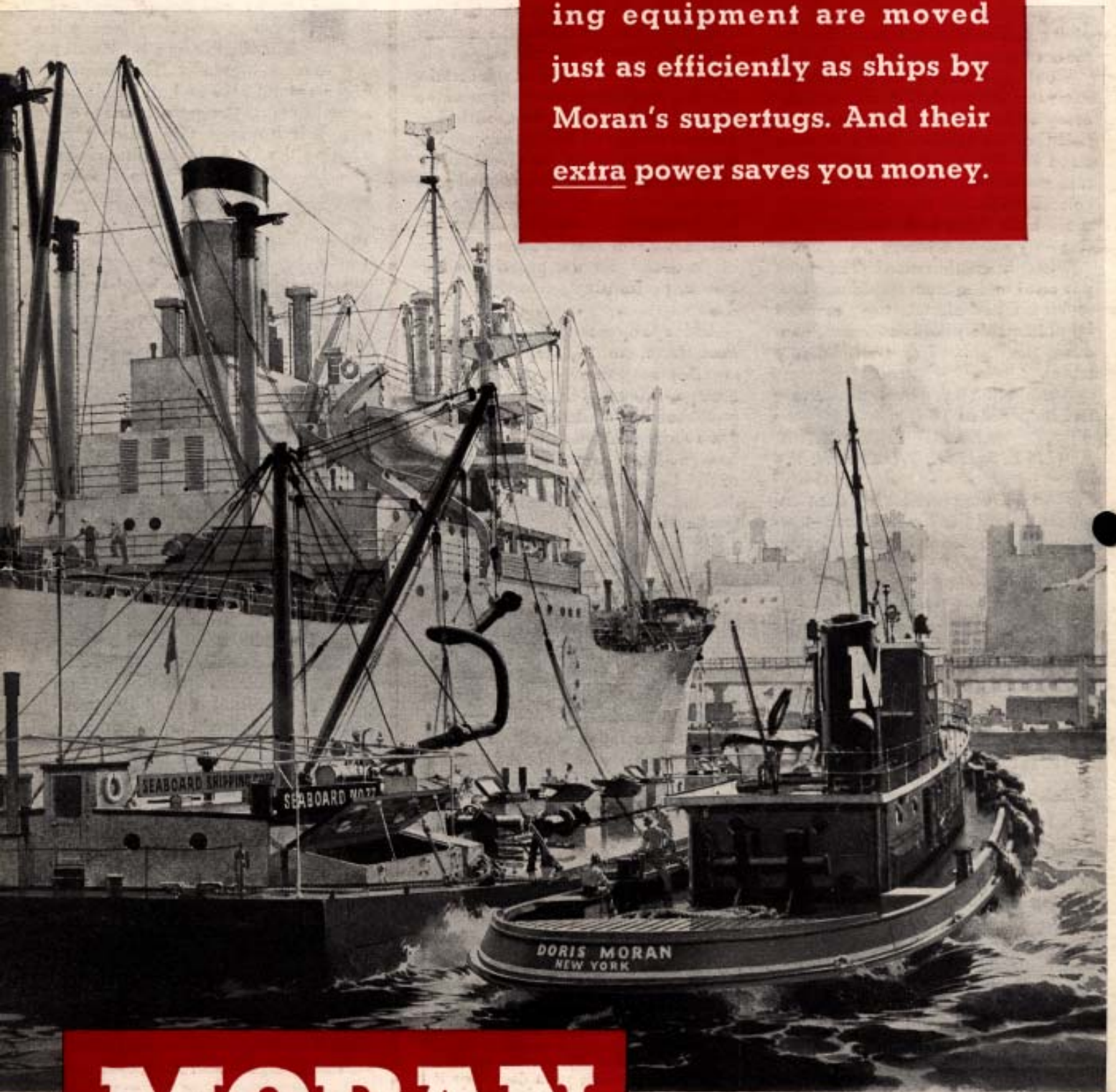
Only hardy souls ventured out Sunday, June 4th, for an extra-special party aboard the Barbara Moran. Rains came, seas rolled, but Harry Lane (Elwell) and John Olsen and party (including stowaway!) rode it out. Captain Huseby and Ed Hennessey were a big help. The weather broke around 1100 and all hands had a great time . . . Congratulations to our own Bill Bowman (Operations) on winning the D. A. C. bowling championship. The Moran team finished fourth in the Steamship Bowling League. Good work, boys! . . . Phil Veloce (Yard) led our boys, followed closely by Ray Brauchle (Payroll) and Ed Johnson (Scow Dept.). The team championship was won by Trinidad Corporation, whose Ted Lefler copped the high individual series with 610. Ed Walsh (Accounting) was elected president of the league. Speaking of Ed, who has been confined to his home, 86 Debonshire Drive, New Hyde Park, Long Island, we are glad to report that he is on the mend . . . Good to read and hear about the following: J. W. Von Herbulis (vice president of Seaboard Shipping Corp.) elected a director of the corporation; John F. Gehan (executive vice president of American Export Lines) elected president and chairman of the board of the Maritime Association of the Port of New York; Arthur R. Lewis, Jr. (president of Seas Shipping Co., Inc.) elected vice president and director of the Maritime Association of the Port of New York; Joseph H. Moran, II (vice president in charge of traffic) elected director of the same organization; Hubert C. Magee (freight traffic manager, United Fruit Co.) elected president of the Foreign Commerce Club of N. Y., Inc.; John S. Bull (vice president in charge of sales) elected director of the Propeller Club and Maritime Associates. Congratulations to all . . .

Note to Editor: Please do not cut or edit the following item. . . After a spell at Long Island College Hospital, Bob Munroe (the editor) is back with us giving his best hard, cold stare to those inquiries about "when will the Tow Line be out?" We'll make no attempt to describe his illness—some rare infection—but some of the medical measures employed made him think he was a pin cushion. J.B.M.



## It costs you less

Oil barges and other floating equipment are moved just as efficiently as ships by Moran's supertugs. And their extra power saves you money.



# MORAN

TOWING & TRANSPORTATION

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