

# TOW LINE



AUGUST, 1951

Finest Tug Afloat . . .

Pages 6-7



## ON THE COVER—

Our watercolor artist, Rockwell Brank, presently studying and painting exceptionally brilliant ocean effects available in the vicinity of St. Vincent, Cape Verde Islands, a few hundred miles off Dakar, Africa, titled this month's cover picture himself: *Rendezvous at Dawn* (which is not as fanciful as might be assumed).

Here you see our far-ranging ocean tug *Marion Moran*, Capt. C. P. Hightower, master, running up on a disabled freighter shortly after daybreak on a winter morning, somewhere in the North Atlantic. The rendezvous has been effected partly by modern electronic aids to navigation, since all Moran's seagoing tugs have long been equipped with the latest and best in that line; but make no mistake about it, the almost uncanny skill of our crews is indispensable to the success of such operations, too. Presently the *Marion* will have her towing cable aboard the drifting, wallowing vessel, and will head for New York or Baltimore or Newport News, or "the nearest safe harbor."

As is well known to most, if not all, mariners of the Western Hemisphere, Moran does a considerable ocean rescue business, especially in the North Atlantic during the season of winter storms. In an editorial in our April issue it was pointed out that this is a continuing and always important service, doubly important now for national and hemispheric defense reasons. It is considered vital from this angle, among others: we are training personnel for emergency offshore and coastwise rescue work, long and short hauls with "must" tows—in short, as we said, "for whatever must be done under emergency conditions in either a cold war or a hot one."

Ask the captain of the disabled French freighter *SS. Caen*, picked up in a violent storm at sea 300-odd miles southeast of Ambrose lightship, in October 1949, what he thinks about Moran's rescue service in general, the tug *Marion Moran* in particular.





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R. M. MUNROE, *Editor*  
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No. 4

## **The Eugene F. Moran, Our 38th G.M. Tug**

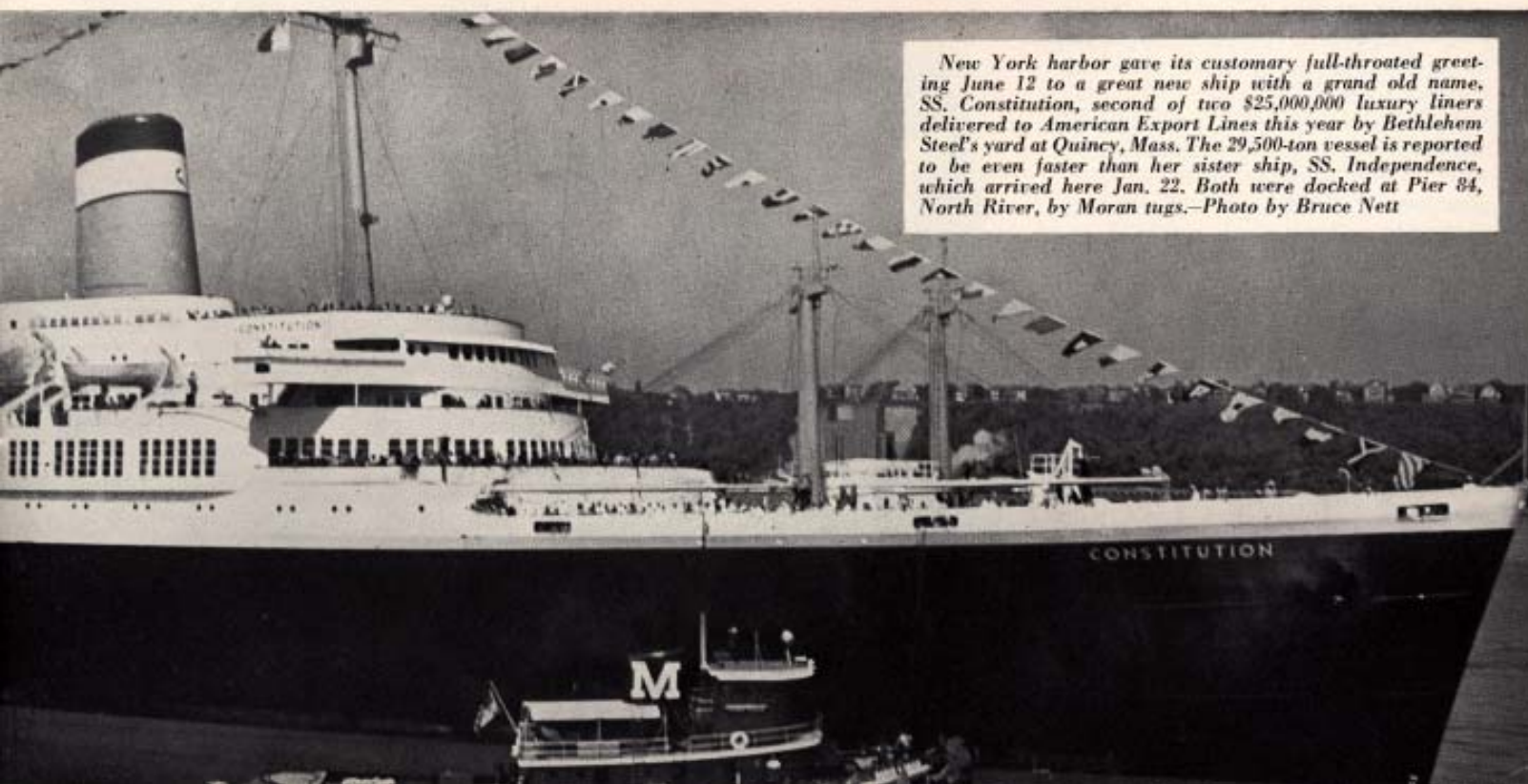
Elsewhere in this issue our newest tug, the Eugene F. Moran, is described in word and picture. She is the thirty-eighth tug powered with General Motors direct-drive diesel or diesel-electric equipment that we have purchased since 1937, when we started our modernization program.

Undoubtedly, the Eugene F. is the "finest tug afloat"—as was justly said of many of her predecessors when they entered service.

She also is the most versatile. Like her sisters of the Grace Moran class, she is designed primarily to assist in docking, undocking and transporting vessels in New York Harbor; but she differs from the other Grace-class tugs in that all-inside passageways, comfortable staterooms, and minor improvements have been incorporated in her design so that

she can be assigned to coastwise towing whenever necessary or desirable. There are not many commercial ocean or coastwise tugs anywhere in the world with greater horsepower than the Eugene F. Moran, and none more flexible.

Our sincere thanks then to George W. Codrington and the entire General Motors organization; to Bob Cook of Tams, Inc., designers; to Jakobson's Shipyard, Oyster Bay, L. I.; and to our own Howard C. Moore, manager of Moran's construction and repair division, who, probably more than anyone else, deserves credit for the inclusion of many features carefully worked out and installed principally for the comfort of the crew, as well as for those ingenious technical refinements which set the Eugene F. apart from our earlier tugs.



*New York harbor gave its customary full-throated greeting June 12 to a great new ship with a grand old name, SS. Constitution, second of two \$25,000,000 luxury liners delivered to American Export Lines this year by Bethlehem Steel's yard at Quincy, Mass. The 29,500-ton vessel is reported to be even faster than her sister ship, SS. Independence, which arrived here Jan. 22. Both were docked at Pier 84, North River, by Moran tugs.—Photo by Bruce Nett*



*The Doris Moran with holidaying office workers aboard, as she shoved off for a five-hour cruise down the bay and all the way around Staten Island*

## Office Sailors On 2nd Annual Outing

The date was Wednesday, June 20th. The old saw, "What is so rare, etc.?" fitted it perfectly. One over-weening member of the committee on arrangements, who claims to enjoy the confidence of a certain Government bureau four floors above Moran HQ, tried to take credit for the weather.

Phil Gaughran, Jr., Harold Stebbins, and the rest of the crew aboard the Doris Moran had their tug ship-shape when the company office staff and friends, including a bevy of Seaboard Shipping Corporation girls, sailed at 1 p.m. from Pier One, North River.

Nobody thought of food for the best part of 10 minutes, then, in the vicinity of Red Hook Flats, Mr. and Mrs. Gunnar Christiansen and Christoffer Hilland unveiled the extra-special smorgasbord they had prepared—and were all but trampled in the ensuing stampede. (There was something about that center piece, a hollowed-out watermelon filled with ice-cold chunks of same, that seems to linger in the memories of many participants.)

A strolling accordionist added a touch of gayety—as though any were needed. The office Lotharios and opposite numbers stepped up the voltage of their respective charms. Passing vessels conned the party, probably wondering if Moran T. & T. Co. had gone into the wedding catering business. Bottles of pop popped, and the cruisers cruised.

Down the bay, all the way around Staten Island, up the bay, and back to Pier One by 6 p.m. . . . That was "the stuff"!



*Luckily, when Ed Hennessey was snapped dancing with his better half, she was facing the camera*



*Fred Cosoglia and Joan Kowalski demonstrate how the youngsters do it*



*Can you tell by the top of his head who is fascinating nine gals? (Huseby, who else?)*



*Major-domos of the Eating Dept. (l. to r.): Chris Hilland, Gunnar Christiansen and Mrs. C. . . . Right: Nobody can say their talents weren't appreciated!*



When *MV. Rio Tunuyan*, sleek new Argentine State Line passenger vessel, arrived in New York for the first time, May 14, it was the weather, practically "pea soup," rather than city fireboats that provided the traditional watery welcome. Two Grace Moran-class harbor tugs, *Carol* and *Doris*, carried welcoming officials and working press down to the Narrows to meet her, afterward docking the 10,500-tonner at Pier 25, North River. Shown in our photo greeting the liner off Ft. Wadsworth, S. I., are Commissioner Edward F. Cavanagh, Jr., head of the municipal Department of Marine and Aviation, and James J. O'Brien, costumed as Father Knickerbocker, who climbed aboard from the *Carol* to present Mayor Vincent R. Impellitteri's official welcome to Capt. Luis P. Scalesse. The streamlined white motor vessel has joined her sister ships, *Rio de la Plata* and *Rio Jachal*, in regular fortnightly sailings from New York for South American east coast ports. Boyd, Weir & Sewell, Inc., 24 State St., are local agents for the line.

## U. F. Skipper's Hobby



Capt. George H. Grant, master of the United Fruit Co. vessel *Junior*, and not without distinction in nautical circles, is a man of many other talents. His company associates describe him as "one of the best skippers in the Unifruitco fleet," but aside from all that, he is a novelist of some repute, an amateur painter of sorts, and a hobby-rider in the best sense of that term. It is these latter talents we are dealing with at the moment.

"I have been making ash trays of small models of our United Fruit Co. ships, using the stacks for the ashes," Captain Grant wrote not long ago in the course of a letter to Moran's marine superintendent. "I thought it would be interesting to make one of your tugs and have it tow our fleet. Your boats, by the way, make nice ash trays, and I am turning out quite a few of them."

We asked Dave Zingg, editor of the *U.F.* magazine, to get us a picture of the *Junior's* skipper with his miniature fleet in tow of an "M" tug, and he came up with the above. One such "diesel-electric" ash tray adorns your editor's desk, thanks to him and its gifted maker.



## Moran Dispatcher Wins Uphill Bout

Danny Grandone, 200 Second Avenue, Manhattan, youngest—some say handsomest—member of Moran's around-the-clock staff of tug dispatchers, was discharged July 29 from Mother Cabrini Hospital, 611 Edgecombe Avenue, having won a serious bout with pneumonia, complicated by a severe attack of pleurisy.

On May 6, while playing softball with friends, Danny hurt his knee, an injury he had to nurse at home for about three weeks. He had been back on the job only a few days when the pneumonia overtook him.

Acute pleurisy complicated the situation enormously, according to the doctors. It was touch-and-go for more than a week, but radical treatments with penicillin and aureomycin turned the tide in Danny's favor, so that now he is well on the way to complete recovery. As the *Tow Line* goes to press, he reports feeling something like his old self; even the trick knee seems to be all right.

While he was hospitalized, fellow workers at Moran HQ presented Danny with a portable radio to help relieve the monotony, and it is surmised that most, if not all, of the baseball broadcasters received a flattering amount of attention.

## Satevepost Feature

In the July 28th issue of *The Saturday Evening Post*, a full-page Honeywell (Minneapolis, air-conditioning controls) advertisement featured American Export Lines' new luxury liner *SS. Constitution*. The accompanying 7¼" x 9¼" photo, showing the sleek new vessel easing up the North River toward her berth at Pier 84 on her first arrival in New York, June 12th, is one of several spectacular aerials made for Moran and A. E. L. by Thomas Airviews, Bayside, L. I., and the only other craft visible is an escorting Grace Moran-class tug.

Miss Marilyn T. Kipp, employed in the Handelman office for the past two years, was married July 14 in St. Martin of Tours Church, Brooklyn, to Edward A. Von Lindern of Floral Park.



*Typical Rosenfeld shot of the brand new Eugene F. Moran, running light in Long Island Sound—her maiden trip, to New York*

## **Eugene F. Moran: 'Finest Tug Afloat'**

Here, in adequate launching, running, deck and interior photos, is our newest tug, the Eugene F. Moran. She arrived in New York July 17 from Jakobson's Shipyard at Oyster Bay, went into service immediately, and has been performing well. We are very proud of her.

Like her Grace Moran-class sisters, the Eugene F. is designed primarily for harbor work, but is so flexible and versatile we will not hesitate to assign her to important coastwise towing whenever that is desirable. Her general specifications are familiar: 106 ft. long over guards, with molded beam of 27 ft., draft of 9 ft. forward, 13 ft. aft, and diesel-electric propulsion developing 1,750 hp.

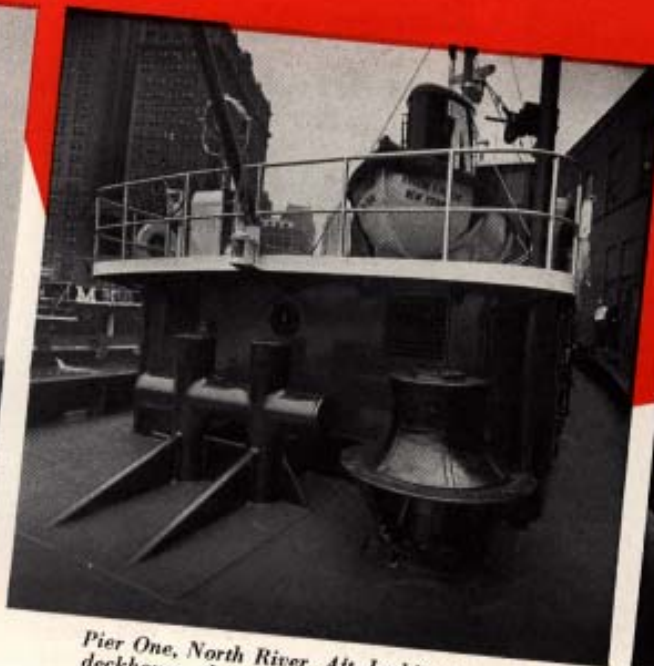
A number of improvements in the original Grace design may be noted, including all-inside passageways, more comfortable quarters, improved ventilation, minor hull and deck alterations, and certain other refinements, such as completely unobstructed vision, a more efficient system of controls, etc.

These improvements make the Eugene F. an outstanding vessel. Her design and equipment both above and below decks are all that years of experience, ingenuity and competent engineering can make her. That, in our opinion, is nothing less than the finest tug afloat.

Another, the Julia C. Moran, is under construction.



*The Eugene F. Moran as she slid down the ways at Jakobson's shipyard, Oyster Bay, Long Island, April 24, 1951*



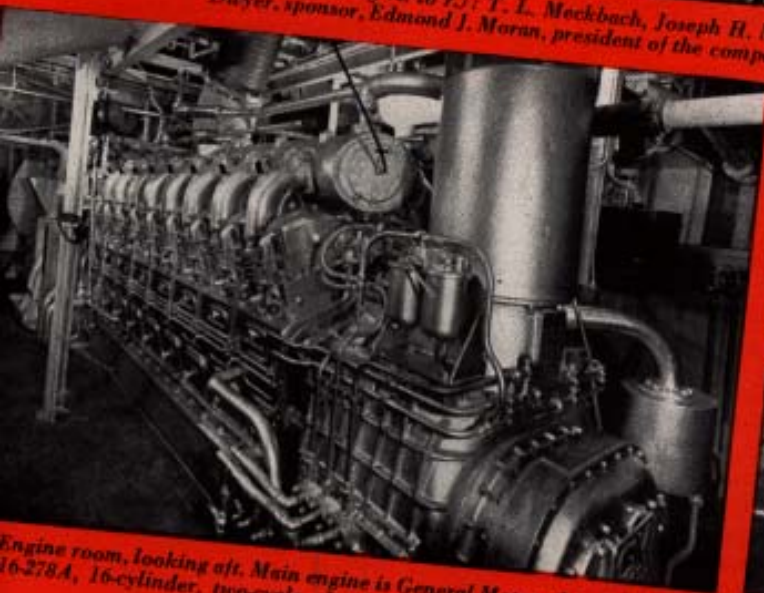
*Pier One, North River. Aft, looking towards deckhouse, showing towing bits and capstan*



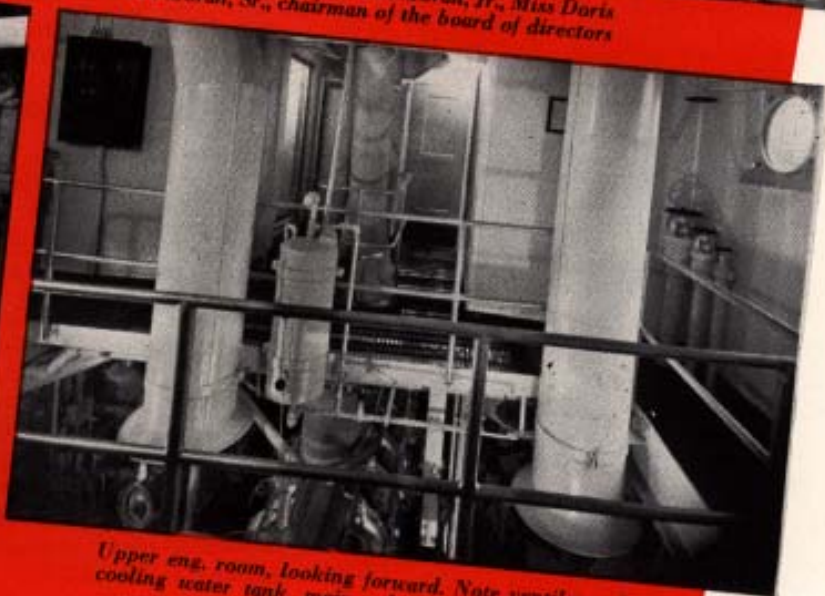
*Pilothouse, looking forward, showing (left). Note how windows afford*



At the launching (l. to r.): T. L. Meckbach, Joseph H. Moran, II, Emmet J. McCormack, E. F. Moran, Jr., Miss Doris Dwyer, sponsor, Edmond J. Moran, president of the company, and E. F. Moran, Sr., chairman of the board of directors



Engine room, looking aft. Main engine is General Motors diesel, Mod. 16-278A, 16-cylinder, two-cycle, developing 1,750 h.p. at 750 r.p.m.



Upper eng. room, looking forward. Note ventilator ducts, cooling water tank, main exhaust, passageway to galley



Pilothouse, looking aft, showing desk-chart table, radiophone, radar control, power-speed indicators, running light panel, etc.

To crewmen, one of the tug's most important features: a fine modern galley. Here it is!



Controls and radar apparatus for extreme visibility

## Tom Bishop Joins Moran; To Serve In Operations

Thomas Bishop, previously general manager for Refrigerated Steamship Line, having been connected with that company since 1933, on July 1st joined Moran Towing & Transportation Co., Inc., in the operating department. Earlier he had been employed with United Fruit Co., serving aboard various vessels at sea.



A lieutenant commander, USNR, on active duty from 1941 to 1945, Mr. Bishop was on the staff of Rear Adm. W. W. Smith, head of the Naval Transport Service, in Washington. He also served under Rear Adm. Wilkes, who at the time was commander of amphibious forces at Pearl Harbor, and later had a short tour of duty with Major Gen. Schmidt, Fifth Amphibious Corps, in the occupation of Japan.

The new member of Moran's shore-side staff is still in the organized reserve and belongs to a Military Sea Transport Service unit at the New York Naval Shipyard, Brooklyn. He is a member of the Traffic Club of New York and Downtown Athletic Club.

Mr. and Mrs. Bishop reside in Woodcliff Lake, N. J.

### New District Engineer

Col. Alfred H. Davidson, Jr., assumed command July 20 as district engineer of the New York District, Corps of Engineers, with offices at 80 Lafayette Street. He succeeded Col. E. P. Ketchum, retiring after 34 years in the Army.

Colonel Davidson served in the European theater of operations during World War II as engineer for the chief of staff of the Supreme Allied Command, and in other posts.



Not the least impressive sequence in a superlative motion picture, "Cargo to Korea," produced by the Maritime Administration in cooperation with the National Federation of American Shipping, is some final footage on ships and shipping in New York Harbor. The scenes were made from the deck of our tug Thomas E. Moran, and this gray-day shot of the always inspiring Statue of Liberty on Bedloes Island, plainly visible from every south and west window in Moran HQ, was snapped over the shoulder of Charles Baptie, the movie photographer, with the connivance of Bill Ross, producer of the picture. . . . These boys, their sponsors, the documentary itself, and the lady above deserve support.

## Fleet Safety Record

The following captains and mates had no damages charged against them for the months of May and June:

Agnes A., M. Connor, H. Bickle; Alice M., O. H. Erickson, J. Finneran; Anne, P. Walling; Barbara, J. Sahlberg, H. Wee, C. Sheridan; Carol, H. Olsen, N. Larsen; Catherine, G. Hayes; Chesapeake, J. Jaques, M. DeAngelo; Christine, J. McConnell, P. Johnson; Doris, B. Scherer, J. Milcetic, P. Gaughran; E. F., Jr., H. Olsen, H. Pederson; Edmond J., W. Baldwin, F. Schweigel, W. Mason; Eugenia M., C. Hightower, R. Fiske, W. Joseph; Geo. N. Barrett, J. Todesky, L. Tucker; Grace, K. Buck, M. Grimes; Harriet, F. Perry, J. Driscoll; H. C. Moore, H. Jacobsen, J. Wilson; Kevin, J. Barrow, G. Ackerman, J. Day; M., R. Jones, J. Barlow, C. Davis; Margot, E. Allen, V. Chapman, F. Johnson; Marion, I. George, B. Ballance, L. Erbe; Mary, M. Rodden, J. Chartrand, G. Smith; Michael, F. Knudsen, H. Hague; Nancy, J. French; Pauline L., M. Sullivan; Peter, H. Dickmann, E. Walsh; R. J. Barrett, J. Jorgensen, L. Larsen; Sheila, T. Sweet, H. Vermilyea; Susan A., E. Carlson, C. Carlson; Thomas E., R. Hayes, M. Thorsen; W. C. Moore, B. Baker, E. Anderson; William J., A. Munson, E. Freeman, H. Hansen; G. W. Codrington, L. Goodwin, F. Calabrese, E. Dexter.

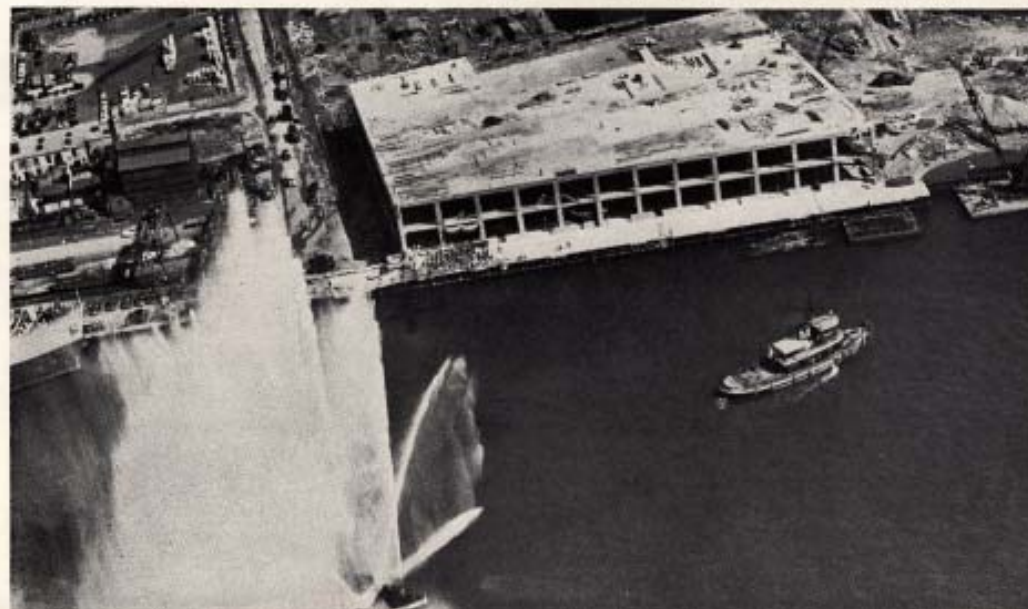
## News Newsprint Terminal Cornerstone Laid

Something like five hundred interested spectators, including Mayor Vincent Impellitteri of New York and Borough President John Cashmore of Brooklyn, were on hand Monday, June 18th, for a colorful cornerstone laying ceremony at The News' newsprint terminal, at the foot of Dikeman St., Brooklyn.

Right, aboard the tug Doris Moran, inspecting the new facility from the waterfront side (on deck, l. to r.): Joseph H. Moran, II, E. M. Antrim, Chicago Tribune business manager and director; Col. Robert R. McCormick, president and publisher of that paper; and E. F. Moran, Sr.; (in pilothouse) Capt. Anton Huseby, Capt. B. Scherer, skipper, and Edward J. Hennessey.

Below: A city fireboat throwing up plumes of spray and one of our tugs cruising slowly off the bulkhead, as seen from the News' camera plane.

All of the paper's newsprint will be handled through this terminal, scheduled for completion about Sept. 1.





# 'The Moving Finger Writes and Having Writ Moves On—'

## ATT: Margot Moran Crewmen

Dear Admiral Moran:

We wish to take this opportunity to express our sincere gratitude for the assistance rendered our vessel *Islander* by your tug Margot Moran on Tuesday, June 5th. Our thanks to the captain and all crew members.

FRANK P. CLAIR  
(Circle Line-Sightseeing Yachts, Inc.)

## British Appreciation

To the Editor:

May I send you a rather belated line of thanks for being so kind as to place my name on your mailing list for "Tow Line," at the request of my very good friend Mr. Winthrop Grant... of Philadelphia? I have received the issues safely, and as a committee member of the World Ship Society, I am... circulating my copies among the members of the Merseyside Branch. I may say that I have had nothing but words of praise for your journal, with especial reference to the exceptionally high quality of your photographs. "Tow Line" is a delight to all who are in any way interested in ships and the sea, and I deeply appreciate your kindness in sending it to me. With very best wishes and thanks to you and your company, and carry on the good work.

CRAIG J. M. CARTER  
(Southport, Lancashire, Eng.)

## A Cornerstone Laying Trip

Dear Admiral:

I want to express to you the thanks and appreciation of the Board of Directors and officers of The News for the splendid way in which the Moran company assisted us in connection with the cornerstone ceremonies at the new newsprint terminal. The trip down the river was enjoyed by all of us, and we were impressed by the attention and courtesy shown us.

P. B. STEPHENS  
(The News, New York)

## That Spar Reunion Again

Gentlemen:

One of the highlights of the recent SPAR reunion was the harbor tour on the Carol Moran. I enjoyed every moment of the trip and want to thank you for making it possible.

DESSIE WALTER  
(Southbury, Conn.)

## Canadian "Fanatic" Writes

Dear Mr. Munroe:

This will fulfil a long-standing intention to thank you for your kindness in adding my name to your mailing list, as requested some time ago. The "Tow Line" seems to have recruited quite a blood brotherhood of ship-lovers 'round the world—and apparently a fair number like myself, to whom the term "fanatics" might be more appropriate! From that statement you may guess how pleased I am with your current series of centre-spreads of "Finest Ships..." I would be interested in seeing some of your naval customers, too. That was a good article on Amagansett Radio, by the way—the more so because I am an ex-sparker myself. My thanks again to you for your good work in "international relations" and your interest in we frustrated inland creatures.

K. R. MACPHERSON  
(Toronto, Ont., Canada)

## You're Welcome, Ma'm

Gentlemen:

The members of our Home Economics in Business Group have asked me to express our most sincere thanks to your organization for the wonderful work they did in rescuing us from the *Islander* (collision). Everyone talked about the efficient and cheerful way that your men handled the situation. It certainly was most reassuring to our members.

ALICE B. KLINE  
(American Home Economic Ass'n)

## A Very Memorable Day

Dear Mr. Metzner:

I wish to thank you and your organization for a very pleasant Sunday, June 17, on the tug Doris Moran. Captains Scherer and Stebbins, the engineer and the rest of the crew did everything in their power to make it a very memorable day for my family and myself. I particularly want to commend the cook for his excellent Sunday dinner and his ready smile that helped to make the meal all the more enjoyable. . . . Thanking you all again, I wish to say that the Moran company will always get a big boost from the Lynchs. P.S.—I wish you would send a copy of this for the bulletin board on the tug.

ARTHUR F. LYNCH  
(Oceanside, N. Y.)

## Quote Include Us In Unquote

Dear Sirs:

By means of this letter I want to ask you if you can help me to ship photographs of your towing company. I am collecting photographs and I have already received a favourable answer from many Dutch, French, Italian, English, Swedish, Norwegian, Danish, German, American and Spanish shipping companies. I do hope that you will help me too in enlarging my collection.

JAN W. LODDER  
(Krommenie, Holland)

## "It Means Something to Me"

Gentlemen:

Somebody sent me the June issue of your magazine, *Tow Line*, and I have read it through with much interest. The somebody may have been my cousin Floyd Rich, who is employed on one of your tugs; I sent him the news clipping of your recent Maine purchase.

You see, I have sold my brick business and barges on the Hudson River here, which have operated since 1891, and have retired to a summer place overlooking the Hudson for some seven miles. Every time I see a big "M" go by it means something to me, for in 1941-42 I was associated with Island Dock Shipyard here, building ATR rescue tugs and sub-chasers.

In any event I am very glad to read your fine magazine, and would be pleased to receive more of them. The river is in my blood till I die. I know many fine old rivermen whose hearts are comforted by the eternal ebb and flow of the river, unaffected by the turmoil of the world.

HAROLD S. BRIGHAM  
(Kingston, N. Y.)

## They Saw the Big Ones

Dear Ed (Hennessey):

I want you to know that I feel deeply indebted to you for the fine arrangements you made for my friends and myself to enjoy an afternoon on one of the Moran tugs. We had a splendid time, and we enjoyed immensely the company of the captains. It was an experience we shall long remember, especially our visitors whose main point in coming to New York was to see the big boats. And they saw plenty.

BROTHER JEROME  
(Saint Francis College, Brooklyn)

## Ashore and Afloat



One thing's for sure. Comes the A-bomb explosion, earthquake, hurricane, tidal wave or The Thing, and your editor has to depart from this latitude and longitude in a hurry piggy-back, he is going out on the towering shoulders of either his son Jack (6 ft. 5½ in.) or Capt. Joseph H. Miller (6 ft. 4 in.).

Captain Miller, Moran's chief dispatcher, born Jan. 21, 1901, in Kingston, N. Y., probably would be the best bet, since he also has the proportionate width and weight; while the collegiate "heir"—but let that pass.

Joe got into the tugboat business in February 1916 with the Cornell Steamboat Co. of Kingston, as a deckhand, and found out about towing on the Hudson River between New York and Troy. In January 1920 he went with the E. E. Barrett Co. of New York, under Capt. Herbert S. Miller, there to learn the tricks of docking and undocking vessels. Two years later he joined the John E. Moore Co., also of New York, and in February 1924 was made skipper of the tug Lewis Pulver, where he remained until that company was merged with Moran in 1929.

Under the "M" house flap Cap'n Miller became the No. 1 guy of a roustabout crew on various Moran tugs, also acting as pilot aboard ships. In May 1933 he came ashore and was assigned a job as assistant to Capt. Daniel F. Anglim, Moran's chief dis-



patcher at the time, whom he succeeded on October 15, 1948.

Joe resides at 25 East Harriet Avenue, Palisades Park, N. J. He and Mrs. Miller have two daughters, Mrs. Mary Teresa Migliore of Closter, N. J., and Patricia Miller, and a son, Edmond J. Miller—whose proud pop makes no secret of the fact that he was named for "The Admiral," president of Moran Towing & Transportation Co., Inc.

The records indicate Mr. Chief Dispatcher is a member of the Downtown Athletic Club, the Rudder Club of Brooklyn, and the Knights of Columbus. He bowls, plays golf—or a reasonable facsimile thereof—and is an ever optimistic fisherman; in fact, practically any outdoor sport is likely to be down Joe's alley.

According to our Miss Christian, whom we have no (editorial) reason to doubt, special congratulations are due the Captain and Mrs. Miller, who on June 16, 1951, celebrated their silver wedding anniversary.

Nothing as pretentious as a counter intelligence corps, or even an occasionally diligent staff reporter, is needed for your editor to be able to pass along fair warning that anytime Joe hauls off and lets fly with a barrage of Miller-flavored stories at a Moran get-together—or any kind of a get-together for that matter—the wisest thing to do is to stand well back from the forge, because there will be a lot of sparks flying!

### Ride Enjoyable; Lunch Excellent

Dear Mr. Metzner:

I hope these maps will serve your purpose adequately. I am told they are Esso's most detailed ones. Thank you again for letting me have the pleasure of joining the Moran "family" yesterday. The ride down the bay on the Doris was most enjoyable, as was the excellent luncheon that was served.

ANNE WILLIS

(Esso Standard Oil Co.)

Called back into service, 1st Lieut. Raymond C. Handelmann, son of Fred C. Handelmann of Moran's Insurance & Claims Dept., 15 William Street, is stationed at Randolph Field, Texas, following a 60-day refresher course at Mather Field, Calif. Ray got in three and a half years of active duty during World War II, part of it as a navigator on B-29's based at Guam for the bombing of Japan. He is married and has a two-year-old son, Craig.

Aside to Chief Engineer, tug Marion Moran: Thanks for the clipping and other information re SS. Cliffs Victory, but as you must have noted, we used something on the Moran part of the long tow previously.



*DIED, of a heart attack June 13th, on the job, sitting at his own galley table aboard the tug George N. Barrett—Charles L. Lundborg, senior cook of the Moran fleet and a company employee since 1923. He would have been 64 years old next month.*

*Charlie Lundborg, a native of Stockholm, Sweden, and a confirmed bachelor, arrived in America in the early 1900's. He was one of the most capable cooks ever to function aboard an "M" tug—in fact, "the best in the Port of New York," according to Capt. Tony Huseby, with whom he worked for a dozen years on the Alice Moran as she chug-chugged about the harbor. Be that as it may, he was the odds-on favorite of his stripe, not only with company officials and guests they frequently brought aboard for short cruises, but with fellow employees ashore and afloat.*

*It may be said of Charlie without exaggeration—it has been said; it will be repeated—that his disposition even surpassed his culinary talents. Quiet, good natured, accommodating, "if you couldn't get along with Charlie, you couldn't get along with anybody," as his shipmate and friend Captain Huseby puts it.*

*He lived at 774 Third Avenue, Brooklyn, and was buried in The Evergreens cemetery in that borough. According to the company personnel records, his next of kin is a sister, Sigve Magnuson, of Stockholm.*

**Chief Takes the Air and Sun**



Diesel engineer James B. Boyle, chief aboard the Doris Moran, who has a mature view of "public relations" himself, possibly didn't know this informal portrait was being made by our ubiquitous Tow Line photographer during an interval between assignments when the tug was tied up alongside Pier One, North River. Born July 7, 1894, Mr. Boyle has been employed with Moran since March 6, 1943. He and Mrs. Boyle (Margaret S.) reside at 67 Atlantic St., Stamford, Conn. "Knows his stuff," fellow crewmen say of The Chief.

Miss Jean Cuff, New Dorp, S. I., joined Moran HQ on July 23 as secretary to J. H. Moran, II. Previously she was with the Firemen's Ins. Co.

**Neat Trick If You Can Do It**



This would be young (9-19-19) Thomas F. Anglim, son of Michael and nephew of Daniel F., a deckhand aboard the Doris Moran, making an eye-splice in an eight-inch line—not necessarily "the pause that refreshes," regardless of that soft-drink crate serving as a seat. He resides at 99-02 200 Street Hollis, L.I., and has worked for the company since Dec. 15, 1947. A mate's license is the next milestone looming on his horizon. Tommy's Uncle Dan was Moran's chief dispatcher when he died Oct. 3, 1948, from a heart attack. For many years his father was identified with the scow department.

PRINTED IN U.S.A.

That was an emergency appendectomy that kept Danny Nelson, deckhand aboard the Nancy Moran, away from his work for awhile; but "the boy's tough," as his mates say, and more than a fancy job of carving on his anatomy is required to keep him down long. . . .

"If any of the Moran personnel are coming over here for the Festival of Britain, the lads on the Port of London Authority tug Walbrook would be pleased to entertain them if they would like to spend a day on board," writes F. J. Davis, 4 Copthall Drive, Mill Hill, London, N.W. 7, England, chief engineer aboard, who also sends along general arrangement plans and particulars of four 1,200-BHP Thames tugs being built for the P.L.A. . . . Thanks! Y'all come over and see our new tug Eugene F. Moran.

**"Director" Takes Directions**



The Isthmian freighter Steel Director was being docked by Capt. Bill Snyder, one of Moran's pilots, when this typical picture was made aboard the tug Moira Moran. That's James M. Nehrucein, 11 Prospect St., Danbury, Conn., competent deckhand, standing by. He joined the firm in October 1950.

**American Bowling Congress**

*League*  
**Championship Team Award**  
*Season 1950-51*

To JOSEPH MORAN Sponsor  
of the MORAN TOWING & TRANSPORTATION COMPANY Team  
Members

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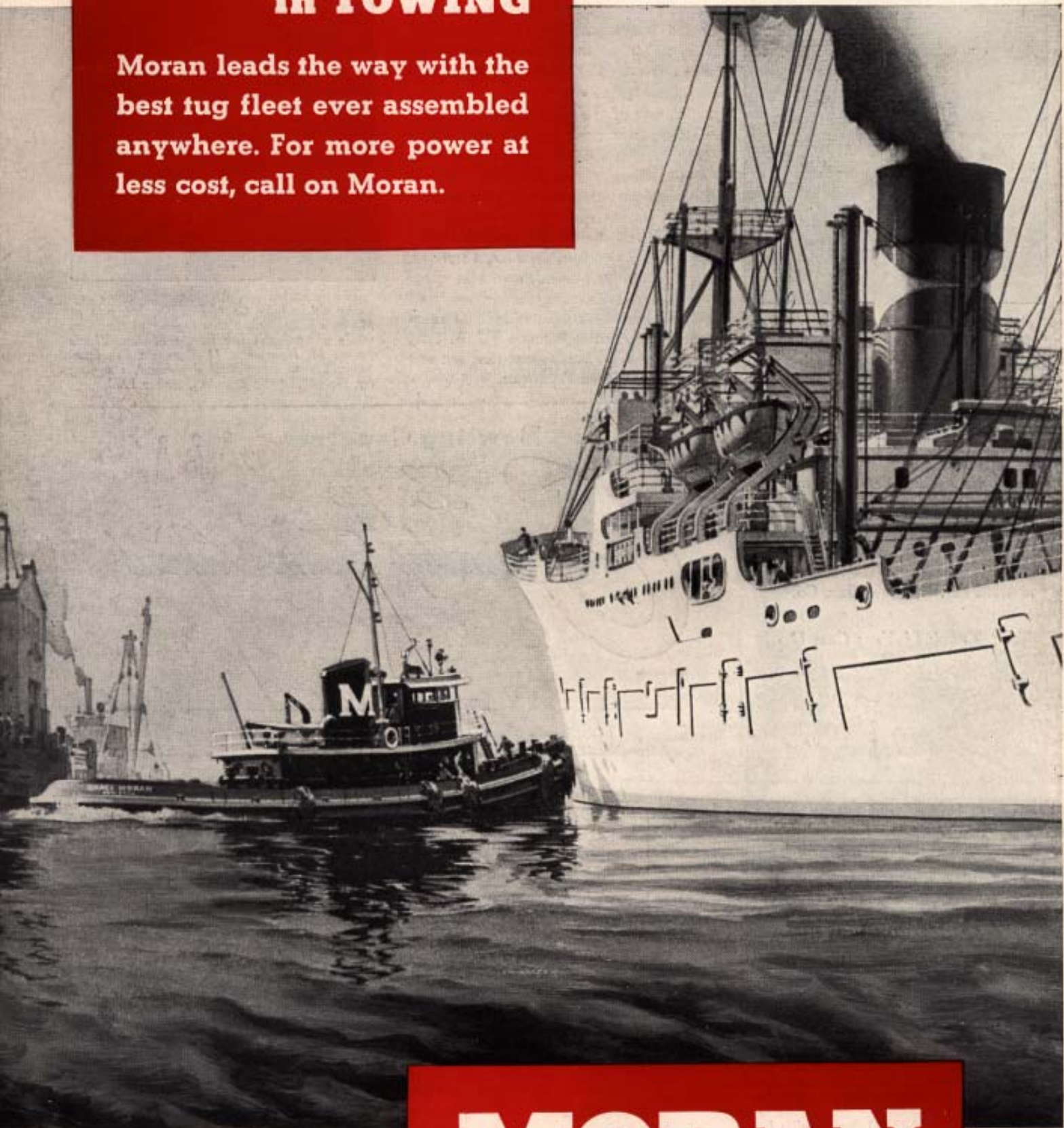


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