



TOW LINE *Christmas 1956*

ON THE COVER—



DO YOU KNOW IT'S CHRISTMAS AGAIN. You know what always happens to the front cover of this issue. You know who does it, and that it is not very likely it could be done better. Seasonal greetings, all, from Moran and the staff of *Tow Line*—not excepting our talented Charles G. Evers. An extra happy and prosperous 1957 to you and yours!

Would it be remarking the obvious to point out that what the artist undoubtedly had in mind was the night of Monday, December 24, Christmas Eve — with company operations in the East River going on as usual?

So you are on the Brooklyn side of that extremely important waterway looking, we would think, about WSW past a section of world-famous Brooklyn Bridge towards the soaring spires of a cluster of skyscrapers in the financial district of lower Manhattan. That's plain enough.

No TV detective of the Sherlock Holmes stripe is needed to determine that Mr. Evers has shown, in graphically pleasing detail in one instance at least, a pair of our newest and most modern diesel-electric tugs: *Diana L. Moran* and one of her sisters. (Tugs don't come any better.) Observe a lighted Christmas tree on the masthead of each.

Let's say the tug on the Manhattan side of the channel is assisting a 16,000-ton tanker returning from the 138th Street fuel terminal. Or if the ship is smaller than she looks here, who is to say she might not be returning from the Consolidated Edison plant at Astoria?

An inspiring picture in any case . . . Repeat: Would anyone care to have a white-bordered print in full color for framing? First come, first served.



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TOW LINE

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Story of Moran Tugs, Men at Brooklyn Pier Fire

By ALLAN KELLER

SMOKE — dark and ominous — billowed up from the throat of Gowanus Creek. It had no particular shape, but within minutes anyone on New York's upper bay who saw it knew the fire beneath it was of titanic proportions.

Few had a better long-distance view than the dispatchers and officials of the Moran Towing & Transportation Co., at the lower tip of Manhattan. Their 25th floor windows, facing the Narrows, Governors Island and the whole upper and lower bay, were like an aerial observation post.

Nine-alarm Finally

Before the smoke had time to drift toward Buttermilk Channel the VHF radiotelephones in the Moran dispatching office were probing for a location. Finally it came. It was the Luckenbach pier at 35th Street, Brooklyn, and it was a five-alarm fire before anyone had time to sound the call for anything less.

Over in Brooklyn firemen drove their apparatus as close to the pier as they could get. Men ran into the covered shed with hoses. Others called for fireboats. It looked for five or ten minutes as if order might emerge from chaos.

In the towing company's dispatching office there was no disorder. Chief Dispatcher Nick Bodlovic and five assistant dispatchers called the skippers of their tugs. Robert Hayes of the *Carol Moran* and Phillip Gaughran of the *Doris* had seen the smoke and set their courses for the mouth of the

Gowanus. The calls came to them as big diesel engines drove them through the water south of Governors Island at top speed.

Like the order to "scramble" on a flat-top in battle, the telephone messages alerted the other skippers. They reversed their courses, swung their wheels, and bore down on the burning pier. For men of the caliber of Thomas Bell in the *Alice M. Moran*, Harry Anderson in the *Bartow*, Hans Jacobsen in the *Howard*, William Hayes in the *Moira*, John Jorgenson in the *Susan A.*, and John Sahlberg in the *E. F. Moran, Jr.*, there was no hesitancy.

As the first tugs neared the 35th St. pier a terrific blast rocked the waterfront. Debris rocketed up through the smoke and fell like hissing sleet into the water about them. The fire, then only 30 minutes old, became a holocaust.

Experience Paid Off

Capt. John A. Bassett, a senior Moran pilot who had helped plant "the mulberries"—the artificial breakwaters and piers—on the Normandy beachhead in World War II, was going home from the 29th St. pier when the blast came. Spun around and almost knocked down, he raced toward the burning pier and saw through the almost solid blanket of smoke the bow of the Farrell Lines freighter *African Grove*, tied up across the slip from the blaze.

Legging it up the gangway and into the wheelhouse, he met the *Grove's* chief engineer and asked if steam could be raised.

"There's enough up now to move us out," he was told.

Six mooring lines, three astern and three forward, were ordered cut. Then Bassett rang for slow speed astern and started to jockey the freighter out into the stream without a full crew, without a tug and with no visibility.

Tugs Appear by Magic

On the other side of the 33rd St. pier lay the *African Lightning*, a sister ship. But by now Moran tugs seemed to have sprung up from nowhere.

The *Susan A.* and the *E. F. Moran, Jr.*, put lines aboard the *Lightning* and towed her out onto the Bay Ridge flats and safety. *Susan* split off from her team-mate and, working with a Daltzell tug, pulled the *Greece Victory* out from under a canopy of smoke and falling embers.

Everywhere one looked tugs were moving helpless ships and barges to safe moorings. The *Howard Moran* and the *Bartow* saved the *Agamemnon* of the Royal Netherlands line, while *Moira* and *Carol* towed the Argentine freighter *Loide-Brasil* away from the pier at 30th St.

Tugboatmen stood to their posts with no apparent thought of personal danger. They manned wheels, engines, lines, and when there was no other duty they stood to the fire hoses and fought the blazes on the pier and aboard ships.

"Moran Telephone Co."

In the midst of the battle to save every vessel in danger the Moran craft also became communications agents for the Farrell Lines, whose land phones had been put out of order by the earth-shaking blast. Adm. George Wauchope, executive vice president of the steamship line, had no other way of keeping abreast of what was happening to two of his ships.

He knew the waters around the Luckenbach pier and his own company pier, and he realized that the

(Continued on Page 11)

IT LOOKED LIKE THIS—A New York Daily News cameraman got this comprehensive shot of the Luckenbach pier fire just about at its peak. In the foreground that's the *African Lightning* being towed to safety by our *Susan A. Moran* (on a stern hawser) and *E. F. Moran, Jr.* The *African Grove*, with *Doris Moran* on her port quarter, almost obscured by smoke, can be seen backing out of the inferno.



BOARD OF DIRECTORS ELECTS THREE TO NEW JOBS



Mr. Schilling



Mr. Lewis



Mr. Walsh

Three veteran employees of Moran Towing & Transportation Co., Fred Schilling, Elwood J. Lewis and Edwin J. Walsh, were elected by the board of directors late last month to new positions as vice president, treasurer and comptroller, respectively.

The promotions, effective December 1, were announced by Rear Adm. Edmond J. Moran, president.

Mr. Schilling, who resides at 81 Washington Avenue, Garden City, L. I., joined the company in 1919. He has been, successively, bookkeeper, head of the accounting department, comptroller and treasurer.

Mr. Lewis, 11 Clarendon Road, Scarsdale, N. Y., came with Moran in 1945, and has served previously as assistant comptroller and comptroller.

Mr. Walsh has been with the firm since 1928. Prior to this promotion he was bookkeeper and chief accountant. He lives at 71 Pembroke Drive, Mineola, L. I.

The new vice president will be in charge of finance and related problems. In addition to his other duties, Mr. Lewis will be in charge of the accounting department, and Mr. Walsh as comptroller will report to him. Triple congratulations here!

A Scandinavian Scot!

Dear Sirs:

I take great interest in tugs and towing, and your magazine TOW LINE has been brought to my notice. I wonder if you would be so good as to put my name on your mailing list. I would be very interested to read of your fine tugs; and can you send me a few postcard views of some of your vessels, more especially the older steam tugs? I have had an article on Moran tugs in the current issue of the British journal "Nautical Maga-

zine," and it has aroused some interest among the readers. I wonder if you have seen the article. I understand many of your executives are of Scandinavian stock. I speak all the Scandinavian lingoos.

Nu skal jeg slutte med mine venligeste hilsener og hoper jeg a hore fra dig ret snart. Jeg skal se ute fremat til a laese Tow Line.

All success to the Moran tugs.

JOHN ANDERSON
(Falkirk, Scotland)

KEYSTONE STATE PROJECT— Pennsylvania is looking for some means of linking its western waterways system with the Great Lakes, apparently either via the Allegheny-Genesee or the Allegheny-French Rivers.

JUST MADE IT! — Last tug out of the Oswego division of the New York State Barge Canal, not a minute too soon either, was our *Mary Moran* (Capt. Joseph F. McConnell). Propelling Seaboard Shipping Corp.'s barge *Seaboard 99* from Detroit to New York with a full cargo of tar, the *Mary* was weather bound at Port Weller, Ont., from 7 a.m. November 28 to 1 a.m. November 30. The increasingly critical problem was to get her into and out of the state waterways system by 0800 December 3, the announced deadline. Starting out of Port Weller, the tug and barge encountered rough going due to a fresh southwest wind, also very poor visibility due to a heavy snowstorm. Our *Helen B. Moran* (Capt. George Pederson) was dispatched to assist, met the *Mary* off Rochester, and helped her into Oswego at about midnight November 30. All that remained was to negotiate, without any lost time, 185 miles (including 'umpteem locks) to the Hudson River level at Waterford. She made it.—Photo at Phoenix, N. Y., by Mark Chapman.





In this issue we launch two new features, MORAN ON THE INLAND WATERWAYS and PORTLAND NOTES which we hope will appear regularly. Whether they do or not will depend on TOW LINE's sources of information in the Ohio-Mississippi River valleys and Down East. We can't print news we don't get. Sotto voce, to the towboats *Betty Moran* and *David E. Moran*, and to all hands afloat and ashore at Portland: Is there a reporter in the house?—Editor.

Tip Baldwin, more recently made assistant to the manager of outside operations at Moran HQ, tells of an instructive and pleasant round trip he took on the *Betty Moran* late this fall as she made her regular run, pushing oil barges between Mt. Vernon, Ind., and Coraopolis, Pa., on the Ohio.

The weather was ideal except for occasional night fogs, and autumn foliage made the valley something to marvel at.

The river bank on both sides is lined with new power plants and factories, many of which are equipped with loading docks for coal, gravel, oil, steel and chemical products—barge traffic having at least doubled in the past few years to service these industries.

Unfortunately, increased traffic has resulted in long delays for vessels passing through locks, the 40 between Coraopolis and Mt. Vernon, for example. The locks presently in operation are only 600 feet long, but most of the tows run up to 1,200 feet, so the double locking required for each long tow often requires a minimum of two hours. Within three years, however, 1,200-foot locks at new dams at Cumberland, W. Va., Greenup and Louisville, Ky., and Markland, Ind., should be completed, and these will eliminate nine smaller ones, thus alleviating the traffic to some extent.

Life aboard the *Betty Moran*, Tip reports, is not too different from that of other "M" boats. We hear she is fully equipped in every respect. The going probably is a little easier on the great mid-continent rivers than on the Atlantic coast, and thus a good night's sleep is more of a certainty, but meals aboard are just as hearty and tempting. (Tip is obliged to acknowledge he gained a few pounds during his round trip, but adds that the experience was well worth it—thanks to Capt. Oren Russell and all.)

'Family Feeling' and 'Good Company' Mean Practically Same Thing, Reporter Thinks

By LUCILLE O. CHRISTIAN

It is a maritime commonplace that towing companies, by and large, are family-owned corporations, especially in New York harbor.

The "family feeling" has always permeated Moran HQ. Undoubtedly, this is responsible in a large measure for the long employment records of many of our shoreside personnel.

Apparently, the same feeling extends to vessels of the far-flung "M" fleet. A chance discussion recently revealed a heavy percentage of families within the corporate family. Fathers, sons, brothers, uncles, nephews—we'll have to skip the distaff side here!—are common indeed on the tugs.

As one canaler put it, "If you went back far enough, you'd probably find fifty per cent of Moran employees related in one way or another"—an exaggeration of course, but it is not without significance.

Let's select a few at random. The results may be surprising.

Brothers Earl and Jim Costello, captains of the *Agnes A. Moran* and the *Sheila Moran*, respectively; brothers Joe and Earl Chartrand, captain of the *Catherine* and mate aboard the *Agnes A.*; Oscar Westbrook, assistant engineer on the *Michael*, and son, Ernest, wiper on the *Margot*; R. L. Hayes, captain on the *Pauline L.*, and sons, Robert and William, captains on the *Carol* and *Moira*; Jim Fagerstrom, Sr., captain on the *Peter*, and sons, Jim, Jr., mate on the *Bartow*, and George, deckhand on the *Nancy*; Chester Evans, veteran docking pilot, and brother James, chief engineer on the *William J.*, and his son, Avard, wiper on the same tug; Everett Gosson, chief engineer on the *Margaret*, and brother, Charles, chief of a relief crew; Meredith Connor, Sr., captain of the *Harriet*, and Meredith, Jr., deckhand on the *Martha*; John Johnson, mate on the *Carol*, and son, Kenneth, deckhand on the *E. F. Moran, Jr.*; Franklin Bowman, assistant engineer on the *Pauline L.*, and son, Gene, wiper on the *Julia*; Jim Lewis, deckhand on the *Barbara*, G. Lewis, at Moran's maintenance and repair base, and Tom Lewis, chief engineer on the *E. F. Moran, Jr.*,

brothers; Frank Duffy, captain of the *Claire A.*, and son, Anthony, his mate; Bill and Henry Hennessey, deckhands on the *Nancy* and *Doris*, respectively, and their uncle, Edward J. Hennessey, assistant vice president, sales . . .

One could go on. The list is impressive and, we believe, something to be proud of.

It's nice to have families aboard, and there's little doubt that this means "good company"—in more than one sense of the phrase.

Chief of Marine Safety



E.A.A.

Capt. Eric Alvin Anderson, USCG, is chief of the Merchant Marine Safety Division, 3rd Coast Guard District, New York. He coordinates merchant marine safety activities for the Coast Guard in Pennsylvania, Delaware, New Jersey, Vermont, Connecticut, and New York.

Captain Anderson is a 28-year veteran of his service, and prior to his assignment here he was Senior Coast Guard and Merchant Marine Detail Officer, Europe, from June 1954, with headquarters in London, Eng. He and Mrs. Anderson have one daughter, Nancie Todd, a student at the University of Vermont.

NOW HEAR THIS!

Attractive new suggestion boxes have been placed in the accounting department and under the bulletin board in the front office. Although many valuable ideas have been received and adopted by the company since the original receptacles were put in operation, the management feels that in a company of Moran's size and scope many more practical suggestions should be submitted—as a means of bettering both operations and employee relations. All such constructive ideas are considered at weekly meetings of the traffic committee, and cash awards are made for any adopted.

THE WHITE HOUSE
WASHINGTON

Christmas, 1956

To the Men of the American
Merchant Marine:

The peaceful conduct of world trade is a continuing service toward the betterment and unity of mankind.

At this season of good will, I send greetings to those who, at sea and on shoreside, keep the American flag flying on the trade lanes of the globe.

To you and your families, my best wishes for a Merry Christmas and a Happy New Year!

/S/ DWIGHT D. EISENHOWER

MILLION-DOLLAR FACILITY

—The integrated city-owned Grace Line terminal at Piers 57-58, North River at 15th Street, was dedicated November 14. The piers are connected by a two-story passageway allowing trucks to move from pier to pier without going out into the street.

Moran Assistance Appreciated

Dear Mr. (Joseph H.) Moran:

From May 22 to June 19 last, Capt. J. Houtsmuller, head of the Coastal and Ships Radio Services of The Netherlands, visited the United States, primarily to obtain information about very high frequency (VHF) maritime radiotelephone operations in this country, preparatory to the installation of several VHF coast stations in his country. . . . All (federal and) commercial radio representatives agreed that Captain Houtsmuller's visit in accordance with a judicially planned program would be important in the promotion of United States views concerning international marine radio services. . . . In coordination with your organization and others, a comprehensive itinerary for Captain Houtsmuller was prepared by the Commission, which apparently resulted in a very successful mission on his part. In writing to you concerning this development, it is my purpose to express, in behalf of the Commission and other interested Government agencies, our sincere appreciation to you and your organization for valuable assistance voluntarily given so unhesitatingly and so promptly. I know that it contributed substantially to the success of the project and thereby furthered the related objectives of the United States in the field of international radio communication.

GEORGE C. MCCONNAUGHEY
(Chairman, Federal Communications Commission, Washington, D. C.)

Faceless Moon, Caribbean

(From the New York Times, Aug. 12, 1956)


As if to comfort her, the vague white hoods
Arise above our starboard bulwark,
dance—
Uncertainly, and are no more as broods
An emerald silence; eerie lanterns spy
The calm sea-horses that in troops
advance
Where spilling gold the foundered
galleons lie
A vaporous mouth gnaws at the
wounded Moon;
Mist-fingers quit my face, at last are
still
In smoothed-out, masking pools. They
drum a tune,
Our turbines! "Though tall ships must
make an end,
No earthly power can break a sailor's
will
To hold the course and guard the
sleeping friend."

JOHN ACKERSON.

(S. S. African Lightning)

SOUTH AMERICAN PROJECT

—A new channel almost eight miles long, 200 yards wide, 36 feet deep, connecting Lake Maracaibo with the Gulf of Venezuela, was scheduled to be ready for navigation this month, thus opening the rich lake oil field to ocean traffic for the first time.



LAST VOYAGE, UNDER TOW — Acetylene torches in a Baltimore scrap yard will succeed in doing a job attempted more than once by ineffectual Japanese gunners during World War II. The old 32,000-ton battleship U.S.S. Mississippi, launched 40 years ago, a proud survivor of two global conflicts, has been sold for scrap. A brace of our sea tugs, Diana L. Moran, left, (Capt. John Barlow) and M. Moran (Capt. Einar Berksted), with Capt. Carl W. Morch along representing Moran HQ, departed Newport News, Va., the morning of December 6 towing "Missy." They arrived at the Patapsco Scrap Co. yard, Baltimore, Md., the evening of the following day.—Photo in Chesapeake Bay by Flying Camera, Inc.

Meet Moran's

John A. Dyrsten

Daniel V. Jones, Jr.



Nick Bodlovic, chief dispatcher



DISI



Edgar H. Coon

Jack Balsamo (left above)



Daniel Grandone (left)





Joseph C. Finnegan



Walter J. Jordan



Top to bottom:

Joseph J. Dowd

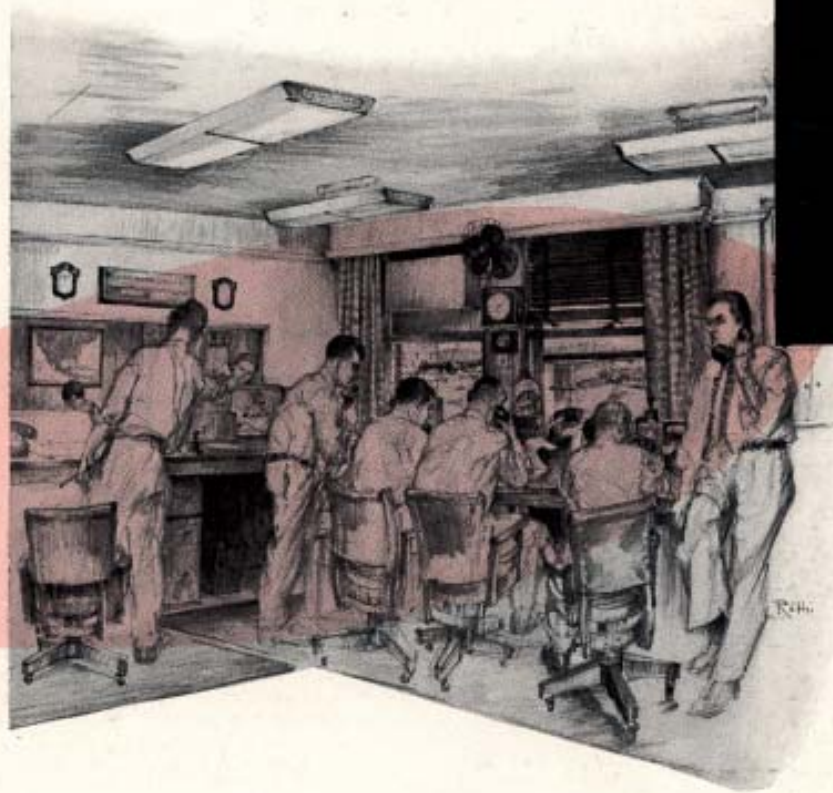
Daniel J. Nelson, Jr.

Frank H. Knight



ATCHERS

... whose telephone voices span each 24-hour day at 17 Battery Place



Stand By to Handle This Hawser, Mates!

An old and valued friend of Tow LINE, Capt. N. L. Proctor, a resident of Starboard, Me., appropriately enough, ran across the following item in an 1815 issue of a publication called Niles Magazine, not otherwise identified. He thought an interesting comparison could be made between the item described and towing hawsers currently in use aboard Moran ocean tugs.

BOSTON, Jan. 6, 1815—The friends of our navy were yesterday gratified with a view of the best bower cable of the *U. S. Ship Columbia* (borne through the streets on the shoulders of 300 men, preceded by music playing "Yankee Doodle") from the patent cordage factory of Joseph N. Howe, Esq., to the hold of the packet schooner *Midas*, bound to the Potomac. It weighs upward of seven tons, is 120 fathoms in length, 24 inches in circumference, and was laid up in 25 minutes. We understand that this cable has the strength of a 30-inch cable manufactured without the patent machinery . . .

"Some of Moran's modern fleet of ocean-going tugs that handle the largest ships afloat are equipped with seven-inch nylon hawsers three seamen can lift," Captain Proctor comments. "These take tows safely for thousands of miles, through the roughest kinds of weather."

To say nothing of our recently acquired dacron hawser, captain—an even fancier piece of gear.

As to the ponderous 24-inch affair of 140-odd years ago, Tow LINE has it from a knowledgeable fellow connected with Plymouth Cordage Co. that rope of that description should weigh approximately 16.2 lb. per foot, with a tensile strength of 485,000 lb. Nylon rope of comparable tensile strength would be 19 inches in circum-

ference, and would weigh approximately 10.7 lb. per foot.

"All of this data is theoretical, but should be fairly close," he adds.

New Secretary-Treasurer



Charlie

Charles H. Godsoe was elected national secretary-treasurer of the Propeller Club of the United States at its 30th annual convention in New York in mid-October.

Closely connected with club affairs for the past 20 years, Mr. Godsoe brings to his new post broad editorial and maritime public relations experience—with Marine Progress magazine, the Maritime Administration, and his own monthly, *U. S. Shipping*, among other activities. Born in Rhode Island and educated in Massachusetts, he is a veteran of the Navy and Marine corp.

MAIDEN ARRIVAL—The trim little (4,870 DWT) Scandinavian-American Line freighter *M/V Oklahoma* arrived in New York November 6 from Copenhagen to enter the line's service between North Atlantic, Gulf of Mexico and Scandinavian ports. She is the ninth ship thus operating, and a tenth, the *Ohio*, was scheduled to be completed in a Danish shipyard and to enter service this month. The *Oklahoma* is 355.6 feet long and has a beam of 49.7 feet. She is diesel powered to develop a cruising speed of 15 knots. In addition to her dry cargo capacity of 174,630 cubic feet, she has 33,000 cubic feet of refrigerated cargo space and 20,700 cubic feet of freezer space—plus accommodations for 12 passengers, each cabin having a private bath. Funch, Edye & Co., 25 Broadway, New York, are agents for the line in the United States.



(See editor's note, top of "Moran on the Inland Waterways" column, Page 6)

For the benefit of late comers, Moran T. & T. Co.'s operation at Portland, Me., is the Central Wharf Towboat Company, Inc. Madison A. Moore is vice president and general manager of the firm.

The last big news item of general interest involving "M" equipment and personnel Down East was an extremely important ocean tow that started at Portland: movement of the second Texas-tower-type radar platform for a chain of Continental Air Defense Command early-warning stations to its site about 30 miles SE of Nantucket Island, Mass. Inasmuch as Central Wharf's role in connection with that job was well covered in a feature story and a layout of photos in the October issue of Tow LINE (Pages 3 and 8-9), this column—what remains of it—will make its debut with some thumbnail introductions to Portland personnel—as the information came to hand, not necessarily in the order of their importance.

FREDERICK S. BOYCE . . . Freddie was with the company during the winters of 1953, 1954 and 1955 as superintendent in charge of repairs and conversions, including repowering jobs in the *Marie S. Moran*, *Anne Moran* and *Harriet Moran*. Five retractable pilothouses were installed on the *Marie S.*, *Agnes A.*, *William J.*, *Sheila* and *Mary (Moran)* under his supervision. On April 1 of this year he assumed the duties of assistant to the president, and is doing a very good job in that capacity.

DOROTHY D. TOZIER . . . Dot joined the company as bookkeeper and dispatcher in July, 1951. Two years later she became assistant secretary and office manager. Daughter: Dale Ellen, aged 10.

EDWIN P. McDUFFIE . . . Cap'n Ed began his tugboat career with the former Central Wharf Towboat Co. in 1914, as a deckhand. Later he became mate and then master, until World War I, when he served aboard various seagoing vessels for about five years, then returned to C.W.T.C. as master and junior docking pilot. He continued with the present company as master of the tug *Thomas E. Moran*. In 1939 he became a Port of Portland docking pilot, and in 1946 when Capt. Charles W. L. McDuffie retired, Cap'n Ed assumed his father's responsibilities as senior docking pilot—which he has since carried out in his usual quiet and unassuming manner.

HARRY B. WALLACE . . . Harry started work as a mate with the old company early in 1947, continued in that capacity with the present firm aboard various tugs until he became a master in January, 1952, and now he is skipper of our tug *Gay Moran*. For the past four years he has been a docking pilot. (Mate's license, 1941; master's, 1942.)



Brooklyn Pier...

(Continued from Page 4)

African Grove was in gravest danger. She had four barges astern of her, half of her crew ashore and perhaps had no steam up. Then a Moran dispatcher relayed to him word from the smoke-filled wheelhouse of the *Doris Moran*.

"The *Grove* is backing out into the stream," came the message, and Admiral Wauchope could only bide his time and marvel at the news.

On board the *Grove* disregard for danger, stout hearts and good seamanship were paying off. Most of the portholes and all the pilot-house windows had been blown out by the blast. Capt. L. A. Renehan, Farrell Lines marine superintendent, although injured in the titanic explosion, stood by Captain Bassett.

Capt. C. W. Swenson, assistant port captain, cut the lines aft, and Leo Dackowski, a Universal Stevedoring Co. official, severed those forward. Percy Griffith, junior engineer on the *Grove*, took charge of the fire hoses, spraying the decks and superstructure on the starboard side toward the inferno that had been the 35th St. pier.

Welcome Help Arrives

Captain Bassett, who has handled many a liner, stood by the wheel and engine room telegraph, giving his orders, inching the ship astern, often in a total blackout. Even before *Grove's* stern reached the outer end of the burning pier, he heard sharp blasts from the *Doris Moran's* whistle and knew that now he had help. A line was put aboard. The *Doris's* engines surged and the *African Grove* came out from the flames and smoke like a shaken, but dead-game fighter.

Back at Moran headquarters the switchboard looked like a Christmas tree. Margaret Duffy and Kitty Harkin missed dinner and didn't know it until hours past their mealtime.

That day—3 December 1956—the Moran VHF ship-to-shore telephones served many a purpose, many a firm.

At the fire there was plenty of work still to be done. The *Carol* moved the barge *Ivor* from 33rd St. to Columbia St. *Doris*, too, still had a chore to perform. Five injured and smoke-poisoned men from the *Grove* had to be taken ashore for hospitalization.

Auxiliary Fire Boats

Susan, having helped move the *Lightning* and *Greece Victory* (the latter even before that terrific explosion), hastened back to the pier and fought the fire for three hours. *Moira*, fresh from moving the *Loide-Brasil*, shifted Lehigh and Lackawanna car floats. The *E. F. Moran, Jr.*, moved the New York Central float *Cornwall* to a safe berth. Then they turned their hoses on the burning pier.

Some of the Moran tugs served as fireboats until within an hour of midnight. Only when there was nothing left of the pier to burn, they called it a day.

It had been a day of death, of danger and of injury on land—a day of careless heroism and devotion to duty aboard ships and tugs. From the minute the first of the eight company craft turned their bows—covered with those shaggy rope fenders that look like the heads of stampeding buffalo—toward the blazing pier, until the last one tied up for the night, no one thought of anything but saving ships and other movable craft.

Unconsciously the crews of the little tugs executed company policy without thinking about it. Perhaps some of the skippers knew that the Moran philosophy envisions such volunteer rescue work as part of a simple duty to the port, the ship lines, the shippers, the community at large.

There was no question of salvage rights, or payment for extra-hazardous duty, or recompense for fuel or damage done to tugs. They saw the clear need for their services, and went about that duty swiftly and fearlessly.

John J. Farrell, chairman of the

board of Farrell Lines, wrote to Admiral Moran as soon as he had time to dictate a letter. In it he praised the crews and skippers of the tugboats that had saved two of his ships and had done such yeoman service for other vessels during the fire. His letter:

"I have learned of the many valuable services performed by your boats and personnel to Farrell Lines' ships and personnel on the occasion of the disastrous fire on the pier adjacent to ours in Brooklyn...

"I am, of course, deeply grateful, as are all of my associates. In particular, we are grateful for the able assistance rendered by your Capt. John A. Bassett to our Captains Renehan and Swenson during the removal of *S.S. African Grove* from her pier, foot of 33rd Street, to a safe anchorage during the height of the crisis.

"The communications which were set up through you, by which your boats informed your office by radio and your company, in turn, informed Admiral George Wauchope of our company, kept us abreast of events after our own communications failed."

Ring-side Seat Helps

Many scholars have noted that the best details of wars and battles and catastrophes are often written, not by historians, but by observers or participants, who had close ring-side seats or listening posts.

There was such a man at the 35th St. fire. He is Capt. James G. Stillwaggon, who was in the immediate vicinity at the wheel of the small tug *Valmorac* of the Valentine Transportation Co., as the *African Grove* was brought out of the flame-curtained slip. His letter to this company:

(Continued on Page 12)

OUT OF DRYDOCK—If you had been looking out of a window in the southwest corner office at Moran HQ around noon Friday, November 23, this is what you would have seen. The Moore-McCormack liner *S.S. Brazil*, just out of drydock No. 1 at Todd Shipyard Corp.'s Erie Basin yard, was being transported to her regular berth on the north side of Pier 32, North River. Our tugs *Pauline L.*, *Susan A.*, *Barbara*, *Peter*, and *Margot*

(*Moran*) completed the job promptly.

... Nice view otherwise, isn't it?





SELDOM SEEN—Capt. James W. Jenkins, master of the ocean tug *Joseph H. Moran, II*, in Lat. 45° 05' N., Long. 08° 30' W., in mid-summer, made some beautiful 35 mm. color transparencies of a Portuguese training ship. She will have to be otherwise unidentified here, but this not-too-bad print is from one of the slides. The captain has a large collection of such pictures. "Ninety-five per cent of the people in the States never saw this kind of a vessel," he wrote, adding that it might make a fine calendar illustration, or at least an unusual cut for Tow Line. We thank him.

Dropped Stitch Spotted by City Room Savant, So—

Editor, TOW LINE:

The back of my hand to you; your father must have been an Englishman! That "handsome and in every other respect worthy vessel" on your October cover is not the *Barbara*. The Gaelic on its counter translates *Moirá*, which is from the Latin *Maria*—*Mary* to you.

FRANCIS T. AHEARN

(City Editor, *Hartford Times*)

Editor's note: So much for Mr. Ahearn, a Scot, we presume; but this also acknowledges receipt of many other communications on the same subject—letters, telephone calls, etc.—all correct, alas. "Even Homer sometimes nods."

AMERICAN EXPORT DOCKING—Here is a nice Flying Camera, Inc., shot of American Export Lines' S.S. *Expeditor* (9,849 DWT) being eased stern first into a berth on the north side of Pier F, Jersey City, by the *Pauline L. Moran* and, presumably, another of our tugs hidden by the ship's superstructure in this aerial view. This method of docking is essential when two ships are to be placed alongside in the same slip over there. Pier H and other Pennsylvania R. R. terminal facilities appear in the background. The *Expeditor* is 450 feet x 66 feet x 33 feet, and she was built by Bethlehem-Sparrows Point Shipyards, Inc.



Brooklyn Pier...

(Continued from Page 11)

"Captain Bassett's heroic deed in undocking and thus saving the *African Grove* is one which should be known by everyone in N. Y. harbor. The Fire Department, Coast Guard and tugboats which made the tragic fire less of a catastrophe deserve much credit for their work, but from my point of view Captain Bassett did what many would want remembered as their life's achievement.

"I am captain of the tug *Valmorac*, and on the day of the fire I was just approaching the burning pier at a distance of about 2,000 feet when the explosion rocked us and threw flying material around us like pebbles. I took terrified barge captains off the end of an adjacent pier, and while passing the fire I saw a ship at the head of the slip. The flames from the burning pier seemed to be laying across the ship. It was evident she would be destroyed if she did not get out immediately. At the stern of the ship there were several railroad covered barges, some two abreast. My first thought was to tow the barges out of the slip so the ship could clear, but the heat from the fire made me and other tugs back out. The crew of the *African Grove* continued to fight their fire as well as the fire on the pier.

"When I saw the stern of the *African Grove* was working away from the pier I warned the Coast Guard boat in the slip to leave, making room for the ship. She started backing, blowing Moran signals and three blasts for stern motion, which we answered to signify all clear. Because it was the first of the flood tide and other ships were clearing nearby piers, I lay at the end of 33rd St. to assist as the *African Grove* backed out. I was sure, as the ship was coming out the slip, that one of our N. Y. Harbor tugboat men was in charge because of the maneuvers she made.

"Then I saw Bassett on the bridge amid smoke and flames, megaphone in hand, calmly and deliberately directing operations. When the ship was clear of the flames and finally was safe I saw the captain of the ship walk over to Captain Bassett, put his arm around him, and shake his hand. It was a simple gesture, but the greatest compliment for a magnificent job. The ship cleared and headed for anchorage. I went on with my own tow to Port Chester, but I confess it seemed very small indeed after the hectic activities before.

"It seems to me that too often a deed such as Captain Bassett's is buried in the confusion of reports after a fire. Seeing it close at hand as I did, I can not and will not forget it. On a clear, bright, windless day, the task would be just another routine job, but under these conditions the job was a tribute to the men of New York harbor."

There is no flag-hoist, as in the Navy, for the tugboats of this port, commending them for deeds of valor. Until one is devised these two letters serve admirably as a "Well done!"

Moran Bowlers Lead; Ericksen 183.4 Tops

As of press time, Moran keglers continue to lead the Steamship Bowling League with a standing of 25.5 games won and 10.5 lost. Second and third places are held by the Dalzell and Maritimers teams.

Capt. Ole Ericksen, Moran, tops the league with his individual average of 183.4, and also holds down fourth place with 601 for an individual series and 241 for a single game.

The Moran rollers stand second in the league with a team game of 886.

Standings of the team members: Captain Ericksen, 183; Mike Bodlovic, 156; Eddie Johnson, 151; Capt. Joe Dowd, 151; Eddie Ross, 149; Fred Morgana, 147; Eddie Balicky, 141; and Ray Brauchle, a three-game average of 153.

Not otherwise noted in these gratifying statistics is a fine 240 chalked up by Ross on a recent occasion.

(Out of deference to a colleague's sensitivity, if any, the veil is drawn over the highest score to date posted by one Jeff Blinn, TOW LINE staff photographer, who is an "eligible.")

50 YEARS AGO

(The following items of interest were selected from files of the old New York Maritime Register by Capt. Earl C. Palmer of Moran headquarters.)

NOV. 7, 1906—The Joy Line announced Nov. 1 that the fare from New York to Boston, via Providence or via Outside Line, would be \$1.75; New York to Providence, \$1.00; New York to Fall River, 75¢. . . . Barge *Grace Deering*, from Philadelphia for Havana via Jacksonville, in tow of str. *Nicaragua* (Nor.), sank off Miami Nov. 3.

NOV. 14, 1906—*Arrow* (tug) was sunk in East River off Amity Street Nov. 13 by str. *Pequot* of Fall River Line. Crew Saved. . . . Tug *Edward Luckenbach* with three barges from Newport News for Providence, coal laden, lost barges *City of Atlanta* and *M. P. Grace* off Fire Island night of Nov. 12. The *Grace* went ashore at Shinnecock, L. I., and remained Nov. 13. The tug, with barge *W. H. Connor* in tow, was searching for the *City of Atlanta*.

NOV. 21, 1906—Ship *Occidental*, 1,409 tons, and bark *Gatherer*, 1,377 tons, were at Morse Dry Dock Co., Brooklyn, being converted into barges. . . . New oil tanker *W. S. Porter* departed New York Nov. 17 for San Francisco towing seagoing tug *Navigators*. Both vessels are owned by the Associated Oil Company of San Francisco. . . . *M. P. Grace* (barge), ashore at Shinnecock, went to pieces a.m. of Nov. 16.

NOV. 28, 1906—Ship *C. F. Sargent*, 1,565 tons, which arrived at New York from Seattle, has been sold and will be converted into a barge.

DEC. 5, 1906—(Chester, Pa.) The *Yale*, second ocean-going turbine steamship to be built in this country, was launched Dec. 1 at Roach's Shipyard. She will ply between New York and Boston, outside route.

DEC. 12, 1906—New twin-screw steamer *York*, North German Lloyd Line, arrived at New York from Bremen and Cherbourg with 207 cabin and 1,277 steerage passengers. She is of 9,000 gross tons register. . . . New steamer *Charcas* of W. R. Grace & Co. arrived at New York Dec. 10 from Newcastle, Eng., via Savannah. She has passenger accommodations, can carry 8,200 tons of cargo, and has a speed of 13 knots. Will load for the west coast of South America. . . . Navigation on the Kennebec River above Bath was closed Dec. 5 by ice. Last vessel to leave, schr. *Emma F. Angell*, was towed through a three-mile ice jam.

DEC. 19, 1906—*No. 7* (Sandy Hook pilot boat) was sunk by str. *Monterey*, from Mexico and Havana, 4½ miles from Sandy Hook, N. J., lightship Dec. 15. All hands saved. . . . (Kingston, N. Y., Dec. 16) Steamer *Norwich*, Cornell Towing Line, oldest steamer on the Hudson River, while lying at dock here was so badly damaged by fire in her boiler room it was necessary to sink her. She was built in 1836.

DEC. 26, 1906—*Enna J. Kennedy* (tug), while crossing bow of schr. *James Boyce*, off Stepping Stones Light Dec. 18, was run into by schr. and damaged severely.

Referred to Mr. Guy Savino, Newark Sunday News

Dear Miss Christian:

I have been receiving and reading **TOW LINE** ever since you so kindly placed my name on the mailing list. I greatly enjoy it from cover to cover. The photos with their wonderfully detailed captions are of the best. The covers by Mr. Evers are the most perfectly detailed and realistic pictures of ships I have ever seen.

I hesitate to correct any story in **TOW LINE**, but I did notice something I thought to be a bit off in the August issue. In the very excellent story, "Just a Wee Tug Sends the Big Liners Out to Sea," the second column says the tug passed the *Nea Yopkh* "of the *Caronia* class" and "once owned by the Cunard Line." Did you mean to say *Caronia*? I think that the only thing the Greek *New York* and the *Caronia* have in common is Cunard and a single funnel each.

Thanks again for your kindness in sending me the magazine. You can bet there is a loyal Moran booster here in New Orleans awaiting each issue.

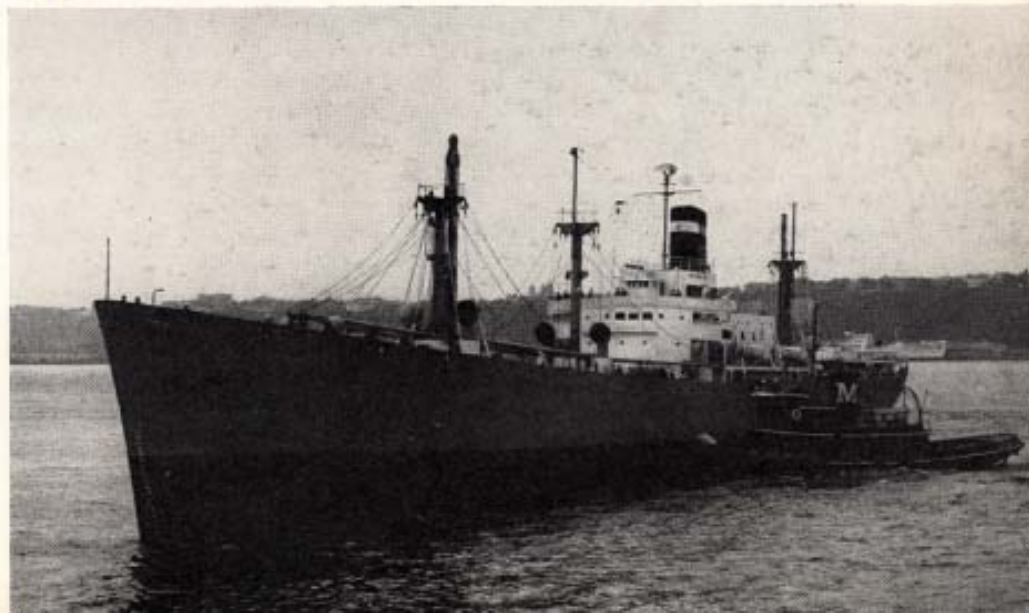
JOSEPH WILHELM
(4319 Perrier Street)

GAS TURBINE SHIP—"The greatest advance in marine propulsion in the last 50 years," John J. McMullen, chief of construction and repair for the Maritime Administration, said of gas turbine power following sea trials of the *John Sergeant*, first large merchant vessel to be equipped with such propulsion. The 7,201-ton converted Liberty ship also has a controllable-pitch propeller, and as she arrived in Southampton from New York carrying Army cargo, with Mr. McMullen aboard, he said "a special feature of the trip was the complete lack of vibration." In her trials the *Sergeant* is reported to have developed 7,575 hp. and a speed of more than 18 knots. A photographer assigned by the General Electric Co. news bureau, Schenectady, made this picture of the ship being assisted by our tug *Peter Moran* from her North River berth, New York, when she left for England and Germany.

Fleet Safety Record

The following captains and mates had no damages charged against them for the months of September and October, 1956:

Agnes A., E. Costello, R. Buckley, Jr., E. Chartrand; *Alice M.*, E. Hoffman, T. Ball, J. Cummings, J. Johansen; *Anne*, G. Hayes, J. Morin, M. Moen, D. Higbee; *Barbara*, G. Sahlberg, H. Sigmon, A. Biagi, T. Nielsen; *Bartow*, H. Anderson; *Betty*, O. Russell, R. Hadley, R. Shelton; *Carol*, R. Hayes, L. Thorsen, J. Johnson, H. Pedersen; *Catherine*, M. Rodden, J. Chartrand, T. Sweet; *Cathleen E.*, W. Waxin, H. Stensland, S. Nelson; *Chesapeake*, H. Becker, J. Jaques; *Christine*, R. Jones, H. Kroll, D. Bodino; *Claire A.*, A. Duffy; *Diana L.*, C. Morch, C. Valley, J. Smith, G. Halvorsen; *Dauntless*, A. Edlund; *David E.*, P. Lemke, J. Bruno, J. Grover; *Doris*, B. Scherer, M. Grimes, P. Gaughran, H. Wee; *E. F. Moran, Jr.*, J. Sahlberg, J. Monahan, O. Erickson, H. Olson; *Edmond J.*, W. Mason, A. Jorgenson, W. Baldwin; *Eugene F.*, J. Halling, G. Ackerman; *Harriet*, M. Connor, F. Perry, S. Abrams, L. Geitzler; *Helen B.*, T. Sorenson, G. Pedersen, R. Salvesen; *Howard*, H. Jacobson, J. Todesky; *Joseph H., II*, O. Jungerman; *Julia C.*, J. Barlow, E. Dexter; *M. Moran*, E. Bergsted, A. Shaw, V. Chapman; *Margaret A.*, C. Westervelt, H. Prime; *Margot*, C. Norall, P. Berg, B. Kenny; *Marie S.*, J. Peterson, F. Noel, H. Vermilyea; *Marion*, J. Barrow, P. Gilje, L. Garberg, M. Scott; *Martha*, I. George, R. Fiske; *Mary*, J. McConnel, Sr., T. Kivlan, L. Richardson; *Michael*, P. Burns, I. Nordberg; *Moir*, W. Hayes, J. Cray, A. Rowohl, W. Morrissey; *Nancy*, M. Sullivan, J. Blaha, E. Prendergast; *Ned*, G. Sanschagrin, L. Foley; *Pauline L.*, C. Sheridan, R. Poissant, G. Hayes, E. Allen; *Peter*, G. Drysten, F. Jonassen; *St. Helen*, E. Ericksen; *Sheila*, W. Karwoski, H. Sixten; *Susan A.*, L. Larsen; *Walter L. Meseck*, P. Bogovich; *William J.*, A. Munson, H. Bickle, E. Knutsen; *Relief Crew #4*, B. Decley, T. Tobiasen.



ASHORE



AND AFLOAT

A holiday season idea conceived and fostered by Edward F. Ross, billing department, turned out very well. Quite a number of people at Moran HQ, instead of sending Yule cards to each other, made modest contributions to Eddie's Christmas charity fund. Eighty-seven dollars went to a non-sectarian institution supported entirely by such voluntary gifts and bequests, the Society for the Relief of the Destitute Blind, 2641 Grand Concourse, New York 68, N. Y.

William and Florence Weir, 133 Howard Street, Hopelawn, N. J., signalled the arrival of their first child, William John, a six-pounder, November 29 in Perth Amboy Hospital. The proud pappy is a pipe-fitter at the company's Staten Island base.

An Employee 34 Years!



No Johnny-come-lately among Moran employees afloat is Edwin W. (Dutch) Heiser, shown here going about his chores in his customary competent and quiet way aboard the tug *Barbara Moran*. According to employment records, Dutch came to work in September, 1922, when he was 17 years old and was assigned to the old *Joseph Moran*—more than three decades ago! He is as well liked and respected as a deckhand today as he was then. Resides at 680 61st St., Brooklyn.

A February wedding is in the cards for Robert DeNyse Jones, deckhand aboard the tug *Nancy Moran*, and Miss Ann Mingione, daughter of Mr. and Mrs. John J. Mingione, 681 Henderson Avenue, West Brighton, S. I. She is employed by Hayden Stone & Co., Manhattan. The groom-to-be is a brother of Daniel V. Jones, Jr., Moran dispatcher, who was profiled in the April, 1956, issue of *TOW LINE*.

John J. Metzner, vice president, operations, has not been at all reluctant to chit-chat about becoming a grandfather for the sixth and seventh time, September 28 and November 12. One daughter, Margaret (DonDero), gave birth to a five-pound, two-ounce girl, Janice, in Mercy Hospital, Rockville Centre, L. I.; and another of his girls, Anne (Small) became the mother of a five-pound, nine-ounce boy, Edward Clark, in the same hospital.

Shoreside personnel at company HQ were saddened by the untimely death of Mary Samuels' mother, Mrs. Winifred A. Samuels, October 20. Mr. Samuels and three sons also survive.

The Elwood W. Dexters—he's first mate aboard the tug *M. Moran*—became the parents of a daughter, Laurie Elizabeth Anne, six pounds, 11 ounces, in St. Vincent's Hospital, S. I., November 20. They reside at 3625 Richmond Road over there.

Parental excitement in the Moran billing department, too, in the vicinity of Fred Morgana's desk: something to do with the arrival November 13 in Doctors Hospital, Freeport, L. I., of his and Diana's second child, Joanne, eight pounds, six ounces. Their first-born daughter, Rosemary, is five years old now.

He Knows His Figures



This is Martin J. Carroll, 260 Harding Road, Red Bank, N. J., since April 20 last a practitioner in our accounting department. He was born in Perth Amboy not quite 29 years ago, and attended grammar and high schools in Staten Island. The four-year course he undertook at the U. S. Merchant Marine Academy, Kings Point, was stopped midway, after a tour of sea duty, when he was given a medical discharge because of a hearing deficiency. He got the full treatment at St. Peter's College, Jersey City, however, majoring in accounting and graduating with a B.S. degree. Martin's father, Edmund J. Carroll, was the head of Amboy Towboats, Inc., so naturally the budding accountant helped to keep the books. After two years in the Army (Finance Div.), including 17 months in Germany, he returned to his family's Amboy operation—thence to Moran. A baseball and basketball player in school, he likes all sports, he says, but has no hobbies as such. Children: daughter, 20 months; son, eight months.

John Gallagher, 119-50 232nd Street, St. Albans, Queens, a former Moran employee, rejoined the company December 3 as an assistant to Fred Schilling, vice president. He will specialize in cost accounting, budget and similar problems.

CORRECTION. In the letter headlined "Commendation From Master of S.S. Crown Trader," on Page 15, October issue of *TOW LINE*, a confusion of Ericksens went undetected. The compliments of Captain Gaboury, American Trading & Production Corp. skipper, were meant for our Capt. E. W. (Willie) Ericksen, master of the *Margot Moran* at the time, now of the *Helen Moran*—not Capt. Ole Ericksen of the *E. F. Moran, Jr.*



An item that somehow just missed making our last previous issue had to do with Freddy Coseglia's super-duper three-week vacation in Europe—while the purchasing department struggled along as best it could. He shoved off August 17 by air for Munich, Germany, where he joined his brother, Capt. Patrick R. Coseglia of the Air Force Medical Corps, and family, Mrs. C. and two sons. The group toured Germany, Austria and Italy by automobile; but the highlight of the trip was a visit to Valle dell'Angelo (Valley of the Angels) in the province of Salerno, Italy, where they called on their grandparents. It was their first meeting, and a memorable one. Freddy returned to New York September 8.

Rear Adm. Edmond J. Moran, president of Moran T. & T. Co., has been elected a director of the New York Council of the Navy League of the United States.

Ninth CCNY Field Trip

Dear Miss Christian:

The 9th annual Moran-City College tug trip . . . was, without a doubt, among the pleasantest and most instructive of such field trips. Our thanks go to you and to Capts. L. Thorsen and H. Pedersen and to the crew of the *Carol Moran*. We were able to make a close inspection of the marine facilities on both shores of the North River while waiting for the *U.S.S. Iowa*. The docking of that battleship provided an excellent opportunity for the students to observe the coordination and skill necessary to carry out such an operation.

JOHN I. GRIFFIN
(The City College, New York)

PITCHER ALSO CATCHES — Just before the 1956 baseball season closed, Carl Erskine, star hurler of the Brooklyn Dodgers, and Capt. Joe Dowd of our dispatching staff were guests of Capt. John Bassett, Moran pilot, on a fishing trip aboard Cap'n John's cruiser *Broadbill*. After a few hours of trolling in pretty rough seas off Sandy Hook, the trio came in with 15 fine bluefish. P.S.: And nobody got seasick. Left to right here: Captain Dowd, Mrs. Helen Josephs, wife of the mate aboard the *Broadbill*, Captain Bassett, and the durable Mr. Erskine.

November 7th addition to the family of John and Virginia Boyle, 79 Cortland Street, Port Richmond, S. I., in St. Vincent's Hospital in that borough: another daughter, Kathleen Mary, six pounds, four ounces. Johnny is storekeeper at Moran's maintenance and repair base. The Boyles have three other children: Christine, eight; Barbara, six; and Karen, four.

It was a boy, though, for Mr. and Mrs. David DuBois, Bernice Drive, Bayport, L. I. Their Gary was born November 1 in Southside Hospital, Bayport, weighing seven pounds, even. His father, an oiler aboard the tug *Peter Moran*, is mighty proud, but not much more so than the youngster's grandpappy, Capt. Joseph Dowd of our dispatching staff.

CANAL STUFF — Enthusiasts upstate have formed the Canal Society of New York to preserve remains of famous old waterways that made New York the Empire State, including the Erie of song and fable. So who should be elected the first president? De Witt Clinton, Buffalo, a descendant of the canal-minded governor of that name, principal mover in getting the Erie constructed, 1820-1825.

Need Five Bucks, Anybody?



Our Capt. Ben Deeley of the tug *Ned Moran* is not one to do it the hard way, come open season on deer. Last year he got a nice buck upstate by conscientiously avoiding the traditional early start, dawdling over breakfast and newspapers, and ultimately running onto a deer that turned up as though they had an appointment. This season on Anticosti Island, P. Q., where they trundle you around in a jeep (with a guide, yet!), he bagged a nine-point, 250-pound buck—one of five taken by a party of five. Here's Cap'n Ben (center) with Bill McGuire (left), Frank Henn and the luckless deer.

Another of Moran's young men on the way up is Harold Sloat, 57 West Harwood Terrace, Palisades Park, N. J., presently a deckhand aboard the tug *Carol Moran*. He now has his license as pilot, first class, for vessels up to 250 gross tons, in Upper New York Bay waters.

Latest bulletin: *Another* Bronk Hannay grandchild! Sandra, daughter of Mr. and Mrs. Michael Squeo, 21 East Fourth Street, Mt. Vernon, N. Y., arrived November 28, weighing six pounds, eight ounces. Current total for Bronk, eight.

Holiday Spirit Afloat; Christmas Comes to 'M' Tug Galleys, Too

If this bewhiskered gent in the galley door of our *Diana L. Moran* bears some resemblance to Capt. Joe Dowd, veteran dispatcher, it's no coincidence. Toasting Santa Claus in mugs of coffee (l. to r.): L. Egeland, C. Valley, J. Donnell, G. Halvorsen, T. Eklund... Merry Christmas, all!



