

TOW LINE



APRIL, 1957

Cynthia Moran in Service...
(Pages 8-9 & 11)



ON THE COVER—



ANOTHER HOLLAND-AMERICA LINE "FIRST," is the way that Dutch company refers in its literature to the brand new S.S. *Statendam*, the latest predominantly tourist-class vessel added to its transatlantic passenger fleet. The idea is that she represents a big and important development in the concept of luxury with comfort and economy since the *Ryndam* and *Maasdam* were put in service. Carrying virtually the same number of passengers (about 900), but exceeding those ships in size by nearly 10,000 tons, on the Atlantic route the *Statendam* will be operated as essentially a tourist-class vessel, but on cruises she will provide the customary de luxe type of service.

On her March 12 arrival in New York, pictured here by Mr. Evers, as usual—but this was not her first time in port here—the new ship was assisted into her berth at Fifth Street, Hoboken, by our tugs *Cynthia Moran* and *Maira Moran*, with Capt. Chester Evans aboard as pilot.

The *Statendam* is 642 feet long overall, with a breadth of 78 feet, nine inches. Gross tonnage, 24,294; maximum draft, 26 feet; shaft horsepower, 22,000; speed, 19 knots. She has nine decks, carries a crew of 44 officers (not including her master, Capt. Cornelis Haagsmans, who has sailed for 40 years and more than two million miles in Holland-American Line vessels) and 392 men. Cargo capacity: general, about 120,000 cubic feet; refrigerator, about 22,600 cubic feet. . . . Those are the vital statistics.

The word is that next winter S.S. *Statendam* will make an around-the-world cruise of 110 days, sailing from New York on January 7, 1958.

As you see, the artist has done his customary masterful job for us on this timely cover.



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Our Product Is Service; Depth of Moran Fleet

ELSEWHERE in this issue (Pages 8-9 & 11) a Moran fleet development of importance to the company and to the various interests it serves, especially in New York harbor, is set forth adequately in pictures and text.

The story is that our newest tug, ultra-modern *Cynthia Moran*, has been put in service here and is diligently demonstrating herself to be everything that has been claimed for her—and she has been given as varied assignments as were available in order to substantiate those claims.

That is only part of the story, however. The full significance of it, which is *Cynthia's* smooth assimilation into the largest and most efficient fleet of ocean, coastwise, harbor and inland waterways tugs, and the relationship of that fleet—now totalling fifty tugs—to the growth and stability of the marine industry, may not be quite so apparent.

What we have to offer—and it is *all* we have—is service. Any firm, any individual specializing in service is obliged to have the equipment, the personnel, the know-how to provide it on a 24-hour, 365-day basis. That is true in this business at least. Moran

has those facilities, and they are being expanded and perfected almost continuously.

We enjoy a leading position in the ranks of commerce here. We have a substantial and, as has been pointed out, an increasing stake in the growth and continued prosperity of the Port of New York. So far from being unessential, or even unimportant, an operation of the local magnitude of Moran's is in effect a utility—one with public as well as private responsibility. Our obligations are not merely hypothetical; in a very literal sense we are required to "deliver the goods" day after day, year after year.

The depth of our fleet is unmatched. It has met, always reliably, the demands of an ever increasing volume of business—not only in New York harbor, but on the inland waterways and the Great Lakes and in coastwise and deep sea operations. There is nothing fortuitous about this. It is the end result of alert management, adequate resources, the latest developments in marine research and engineering, planning with vision—above all, nearly a century of continuous operation sparked by the ablest personnel, ashore as well as afloat.

And this is what we mean by depth of fleet:

Diesel and Diesel-electric Tugs: (1,900-BHP) Edmond J. Moran, Eugenia M. Moran, Joseph H. Moran, II, Kevin Moran, Marion Moran; diesel-electric, all except the Edmond J. assigned to ocean towing exclusively. . . . (1,750-BHP) Barbara Moran, Carol Moran, Cynthia Moran, Diana L. Moran, Eugene F. Moran, Moira Moran, diesel-electric. . . . (1,600-BHP) Julia C. Moran, M. Moran, diesel. . . . (1,350-BHP) Anne Moran, Harriet Moran, diesel-electric. . . . (1,200-BHP) Christine Moran, diesel-electric; Helen B. Moran, Gay Moran, Richard J. Moran, diesel; Margot Moran, Nancy Moran, Pauline L. Moran, Peter Moran, Thomas E. Moran, diesel-electric. . . . (950-BHP) Agnes A. Moran, Mary Moran, Sheila Moran, William J. Moran, diesel-electric. . . . (900-BHP) Catherine Moran, diesel-electric; Marie S. Moran, diesel. . . . (750-BHP) Cathleen E. Moran, Martha Moran, diesel. . . . (700-BHP) Claire A. Moran, Bartow, diesel. . . . (400-BHP) Dauntless, diesel, assigned primarily to shifting barges, scows, lighters, etc. at steamship piers.

Towboats: (2,160-BHP) Betty Moran, (1,800-BHP) David E. Moran, assigned to the Ohio river and its tributaries.

Steam Tugs: (1,900-IHP) Alice M. Moran. . . . (1,400-IHP) E. F. Moran, Jr., Susan A. Moran. . . . (1,200-IHP) Michael Moran. . . . (800-IHP) St. Helen. . . . (750-IHP) Howard Moran, Margaret A. Moran, Ned Moran, St. Charles. . . . (300-IHP) Chesapeake, Walter L. Meseck, assigned primarily to shifting barges, scows, lighters, etc. at steamship piers.





Annual Business, Social GET-TOGETHER

On four sides of this mortise appears a far more graphic report on the annual Moran business and social get-together—for all male personnel, ashore and afloat—March 31, at the Hotel Commodore, than anyone could make in cold type. It tells the story.

An extraordinarily pleasant and fruitful occasion it was, too. Edward J. Hennessey, Joseph B. Moore and Edwin J. Walsh were co-chairmen in charge of arrangements. They were ably assisted by six committees and their chairmen: reception-registration, Raymond J. Brauchle; entertainment, Mr. Hennessey; gifts, Capt. Percy L. Walling; cocktail hour, Edward J. Johnson; check room, John J. Metzner, Jr.; Century Room, N. Howard Nielsen. All hands worked hard.

Attendance was good, discussions were lively at a series of business meetings presided over by key HQ personnel: pilots, John S. Bull, John J. Metzner; captains, mates on canal tugs, Frank J. Hughes, C. M. Devine; engineers, ass't engineers, Howard C. Moore, Hugh L. Mesnard; unlicensed personnel, Mr. Metzner, Michael Bodlovic; captains and mates, Messrs. Bull and Metzner, Capt. John A. Brown, John Tedaldi.

Rear Adm. Edmond J. Moran, president, and Mr. Bull spoke briefly to a gathering of all hands in the west ballroom.

Cocktails at 1800, followed by dinner and entertainment at 1900, were high spots.

Officials on hand said afterwards they considered it a very successful affair, socially and from a business viewpoint.



Excerpts from Some Reviews of 'Tugboat— The Moran Story,' E. F. Moran, Louis Reid

BRIEFLY noted in the last previous issue of TOW LINE, *Tugboat—the Moran Story*, by Eugene F. Moran and Louis Reid, (Charles Scribner's Sons, New York, illustrated) has been very favorably reviewed in many newspapers and magazines from New York to San Francisco since it was published, February 1.

Many such reviews were embellished with pertinent pictures, for example one in a leading Virginia daily, February 17, which utilized a three-column reproduction of Moran's 1957 calendar painting, the sea tug *Edmond J. Moran*, by C. G. Evers.

Thus James S. Avery, writing in the Daily Press of Newport News-Hampton-Warwick, Va.:

Almost any business after a near-century of operation can provide a few amusing tales and perhaps a handful of exciting moments. But if the business happens to be tugboating, then the humor and drama can be multiplied by almost as many thousand hours as there are in a century.

Something is always happening on board a tug. There's probably no one better qualified to tell about it than Eugene F. Moran, 85-year-old former president of today's largest private towing concern.

Moran, grandson of an Irish immigrant and son of the founder of Moran Towing & Transportation Co., grew up with tugs. Born in 1872, he entered the business as a teenage deckhand on the tug *M. Moran*, the first of a long line of vessels named for the founder of the firm.

In the 364 pages of his book Mr. Moran manages to crowd what must be a nearly complete record of tugboat operations as practiced through three American wars. It's hard to say which of his chapters holds the greatest interest . . .

The New York Times Book Review of February 17 carried a comprehensive and for the most part favorable criticism of the volume under the byline of C. B. Palmer, together with a boxed excerpt and a two-column photo of "M" tugs docking the ill-fated *Normandie* when she arrived in New York in 1935. Said Mr. Palmer:

Growth through the years, the changes in duties and in ship's designs, the development of the Port of New York are the rich material the authors have to draw upon. Here are explained the great skills that go into mooring the big ships, into handling cantankerous tows under savage conditions, into threading the dangerous waters of the East River. But over and above that are fascinating stories of resource and heroism.

In peacetime, the Moran tugs have had a long history of gallantry—carrying out rescues and salvage operations, fighting great waterfront fires, essaying such unlikely tasks as towing a massive mining dredge from Florida to the East Indies. In wartime,

the record is even more impressive. Moran tugs towed cargo barges and disabled vessels across whole oceans. They engaged enemy submarines and sank at least one. And one Moran—Edmond J., a rear admiral in the Naval Reserve and now president of the company—was in charge of all the towing operations for the Normandy landings, including getting the artificial harbors across the channel . . .

Walter Hamshar, marine editor of the New York Herald Tribune, wrote the review for that great metropolitan daily, and we quote:

Although he is approaching the age of eighty-five, he (Mr. Moran) is still active in his company as chairman of the board. He is also active in port affairs as a commissioner of the Port of New York Authority and as chairman of the Maritime Association's rivers, harbors and piers committee, which he has headed for forty-seven years.

Mr. Moran, with Louis Reid as collaborating writer, has put down his experiences in an engaging book that wraps up the story of tow-boating with the growth of the port for the last century. He tells how the great ocean liners are docked, how tugs now tow disabled ships, unwieldy dredges and even floating power houses across the seas. . . . He relates stories about many of the "characters" who have made the New York waterfront famous, for he knew them all.

Mr. Reid has wisely employed the genial reminiscing style that has made Mr. Moran for many years a delightful table companion. As a result, "Tugboat" is an entertaining chronicle of one of New York's least known and most fascinating industries.

(Continued on Page 12)

Congo Water

(MATADI)

As gold lights flood the concrete town,
Here at the wharf a flow sweeps down,
Murmuring, swift and darkly brown.

While every modern street noise dies,
Forth from the tide the old sounds rise,
Drum, dancer's chant, and warrior's cries;

A jackal mourns, his howl forlorn;
Stamping behemoth winds his horn
To creatures kings ere man was born.

Then trucks backfire, tall ships appear—
The Congo? Well, by now a mere
Stream's just a stream! The day is here.

JOHN ACKERSON

(In the New York Times)

BACK DOWNTOWN—Offices of the U. S. Coast Guard in New York were moved the first week in March from 80 Lafayette Street to the U. S. Custom House, facing Bowling Green Park. Previously they had occupied space in the 42 Broadway building.

NIGHT SCENE—Tugs work when they have to, and so do photographers concerned with this business. (Caption writers, too, did we hear somebody say?) Anyway, here is a shot that is a little bit on the unusual side, having been made about 10 o'clock at night at Bethlehem Steel's 56th Street shipyard, Brooklyn, as Swedish American Line's *M/V Stockholm* was eased in for repairs. She was being transported, stern first, from her berth at Pier 97, North River, by our tugs *Carol Moran* (shown here), *Alice M. Moran* and *Christine Moran*, with Capt. Frederick W. Snyder, a company pilot, aboard the liner directing operations. At left is the Panmar tanker *San Jose, II*, and it would appear that some skillful maneuvering in unusually close quarters was indicated.



Oil Company Magazine Feature Shows Indiana Terminal, 'M' Towboats

The Texas Company's marine terminal at Mt. Vernon, Ind., and Moran Inland Waterway Corp. equipment and personnel, were featured in the January-February issue of Texaco Topics magazine.

The front cover and first three pages of the issue were devoted to a story, seven photographs and a map concerning the ultra-modern Indiana installation.

Thus the picture captions:

River man, Claude Maynard, etched against the sky. A scene symbolizing Texaco's increasing activity along many of the nation's rivers and waterways.

Another tow of Texaco products moves into the Ohio River after leaving the company's terminal at Mt. Vernon, Ind. Barge movements on the nation's inland waterways have swelled to some two billion gallons a year for Texaco, up about 40 per cent since the end of World War II. Loading at six major company terminals, the barge traffic economically links Texaco and its customers...

The *Betty Moran*, one of two Moran towboats under charter to Texaco, pushes integrated tow of four barges on Ohio River after leaving Mt. Vernon dock. A new diesel, she makes eight miles an hour under load, develops 2,160 horsepower.

New Mt. Vernon dock allows for big changes in water level, sometimes as much as 40 feet. Pipe lines ride on pivoted bridge span. Floating barge serves as loading dock and is held in position between huge steel and concrete caissons. Texaco tug helps with the traffic.

The six major Texaco barge loading ports help supply the eastern half of the U. S., as shown at left. A fleet of company tugs and barges supplements widespread charter tows operating for Texaco. Coordination of river traffic is a difficult task, requiring knowledge of everything in movement on rivers so that short cuts can be arranged. When barge is picked up by a passing tow it is known as "hitchhiking."

John Butler heads the new marine depart-

ment office at Mt. Vernon to do routing formerly handled in New York.

Wallace King, terminal operator, regulates the flow of gasoline through flexible hose into barge at company's floating dock.

View from bridge on *Betty Moran* shows integrated tow being split in half for lockage along Ohio River. Difference in water level can be seen by water flowing over dam at right. Plans call for bigger locks so most tows can pass as are.

A 57-mile pipe line connects Mt. Vernon with the Texas Company refinery at Lawrenceville, Ill., and approximately 80 per cent of the refinery's output is loaded across the Mt. Vernon dock for shipment to 24 Texaco terminals on the Ohio, Tennessee, Cumberland and Mississippi Rivers. Tank farms at each stop serve as supply points for adjacent areas.


Hook of Holland Signal

Dear Sir:

I am a boy 11 years old and from a seagoing family. My father is a pilot, my brother a mate in the merchant marine. I collect postcards of ships, also tugboats. I read in an advertisement that there are pictures of your tugs. It is possible to send me some pictures or a calendar? Many thanks.

JAN V. D. KLOOSTER

(*Hoek van Holland, Holland*)

FIVE TOWBOATS—Hugh L. Mesnard, Moran's chief engineer, made this hard-to-get photo of a quintet of steel-hulled river "pushers" tied up at the Mount Vernon, Ind., municipal landing on the lower Ohio River. The date was March 2, and the towboats were waiting for tows—barges to be loaded, that is to say—and to pick up grub and other supplies, and for members of their crews to come aboard. Left to right: *Prairie State*, Midwest Towing Co., 2,480 h.p.; *Elisha Woods*, A. L. Mechling Barge Line, 1,500 h.p.; *Ouachita*, Vicksburg Towing Co., 1,800 h.p.; and *Betty Moran*, 2,160 h.p., and *David E. Moran*, 1,800 h.p., Moran Inland Waterways Corp. All are twin-screw vessels. Later we will have a layout of working photos of our  *Betty* and *David E.*

Eyre Joins Company As John Bull's Aide

John L. Eyre, Bernardsville, N. J., affiliated for 10 years with the Port of New York Authority, joined Moran Towing & Transportation Co. March 11 as assistant to John S. Bull, vice president, sales.

A graduate of Yale (1940) and the evening division of Fordham Law School (1950), immediately prior to taking up his new duties at Moran HQ Mr. Eyre was a consultant specializing in marine terminal operations. He is a member of the New York bar.



During World War II he was cargo officer in a Navy Seabee battalion, serving in the Solomons and Philippines campaigns. Currently, he is a lecturer at the New York State Maritime Academy, Ft. Schuyler, and is writing a short text book on marine terminal management for use at the school.

Mr. Eyre's hobbies include hunting with beagles and occasionally judging beagle field trials, also fishing.


John and Mrs. Eyre have two children, Stephen and Martin.



Fleet Safety Record

The following captains and mates had no damages charged against them for the month of January, 1957:

Agnes A., E. Chartrand; *Alice M.*, C. Valley, J. Cummings, T. Ball, J. Johansen; *Anne*, G. Hayes, H. Sixten; *Barbara*, H. Sigmon, T. Nielsen, G. Sahlberg, A. Biagi; *Bartow*, M. Anderson, J. Fagerstrom, Jr.; *Betty*, O. Russell, A. Trosclair, R. Hadley; *Carol*, L. Thorsen, H. Pedersen, R. Hayes, J. Johnson; *Cathleen E.*, H. Stensland, S. Nelson; *Chesapeake*, J. Jaques; *Christine*, R. Jones, D. Bodino, L. Geitzler; *Claire A.*, T. Kivlan; *Dauntless*, A. Edlund; *David E.*, P. Lemke, R. Shelton, V. Bruno; *Diana L.*, J. Barlow, G. Ackerman; *E. F. Moran, Jr.*, J. Sahlberg, J. Monahan, O. Erickson, H. Olsen; *Edmond J.*, W. Baldwin, W. Mason, A. Jorgensen; *Eugene F.*, B. Scherer, P. Gaughran, H. Wee; *Harriet*, M. Connor, W. Waxin, R. Fiske; *Helen B.*, T. Sorensen, R. Salvesen; *Howard*, H. Jacobson, J. To-desky; *Joseph H., II*, J. Jenkins, M. McLeod, O. Jungerman; *Julia C.*, H. Kroll, W. Sassman; *M. Moran*, E. Bergsted, E. Dexter; *Margaret A.*, C. Westervelt, H. Prime; *Margot*, C. Norall, B. Kenny, P. Berg; *Marie S.*, F. Noel; *Marion*, J. Barrow, P. Jesse, M. Scott; *Mary*, W. Ericksen, J. Smith; *Michael*, V. Daisey; *Moira*, A. Rowohl, W. Hayes, J. Cray; *Nancy*, M. Sullivan, J. Blaha, E. Prendergast; *Ned*, G. Sanchagrín, L. Foley; *Pauline L.*, R. Poissant, E. Allen, C. Sheridan, R. Hayes, Sr.; *Peter*, G. Dyrsten, F. Jonassen, S. Sivertsen, J. Fagerstrom, Sr.; *Sheila*, H. Becker; *Susan A.*, K. Buck, L. Larsen, J. Jorgensen, G. Carlson; *Walter L. Meseck*, P. Bogovich; *William J.*, A. Munson, H. Bickle, W. Hennessey; *Relief Crew*, B. Deeley, C. Shannon, C. Morch.

HUDSON RIVER, MIDWINTER—If this excellent towing-through-ice picture by Martin Gross, 465 E. Lincoln Avenue, Mt. Vernon, N. Y., had reached the Tow Line editorial office just a little sooner it could have been included in a more seasonable issue. This is one of a fine series of 12 made January 25 by Gross, a deckhand aboard the *Pauline L. Moran*, while his tug and the *Catherine Moran* were moving the S.S. *San Diego Victory* from the reserve fleet anchorage at Jones Point to Bushey's drydock, Brooklyn, for overhaul and outfitting for sea. That's our *Catherine* on the hawser; the *Pauline L.* is made fast on the starboard quarter of the ship. Severe ice conditions were encountered above the New York State Thruway's Tappan Zee bridge. The white stuff was nine inches thick, and in congested areas even heavier than this shot indicates. The tow was slowed considerably at this point, but below the bridge (background) it continued to its destination without incident. 

PORT OBSERVANCE—Port of New York Day was observed March 19 by municipal and marine industry officials, but without the customary din of ship whistles at high noon out of deference to the wishes of the civil defense authorities. Mayor Robert Wagner spoke at the official observance at the Maritime Exchange.

Take a Bow, Everybody!

To the Staff:

Perhaps this note of thanks is a little belated, but I could be no less sincere than anyone (else) in saying, "Thank you for your perfectly illustrated, well edited, interesting little **TOW LINE**." Please keep it coming—and should you ever find it necessary to charge for it, put me on the subscription list. As to the beautiful calendar, well, this year's is the best I have seen anywhere! I have already framed and hung the extra print; and I had the calendar picture itself framed to present to an esteemed relative for his birthday. Needless to say, he was more than just impressed with it. . . . Thank you again; and may I add that I think Jeff Blinn's work is excellent?

CAPT. L. H. BAYERS
(Juneau, Alaska)

Legacy

(FOR THE CYNTHIA MORAN)

Hail, young tug, all bright and new,
Asleep on the Hudson's swell!
Awake! I have a gift for you,
And I bid you listen well.

Your sleek, as yet unfettered rails
(Like mine when the bottle broke)
Are welded steel no axe assails;
Mine are of hand-hewn oak.

Your engine has the high-pitched throb
Of diesel; mine is steam.

You're dreaming of that first big job;
I had the same sweet dream.

I docked the *Bremen*, *Lafayette*—
Oh, they're not with us now;

The *Rex*, the *Aquitania*
Once felt my matted bow.

I leave to you the wind and sun,
The flood tide running free,
The thrill we feel for a job well done,
With a *Queen* on her way to sea.

For you, the *Giulio Cesare*
And our finest, you'll agree,
The *United States*, beyond compare...
They're not for the likes of me.

Adieu, my girl, I leave you now,
But shed no tear for me;

My hawser's fast to a lowly scow,
Yet I squired the *Normandie!*

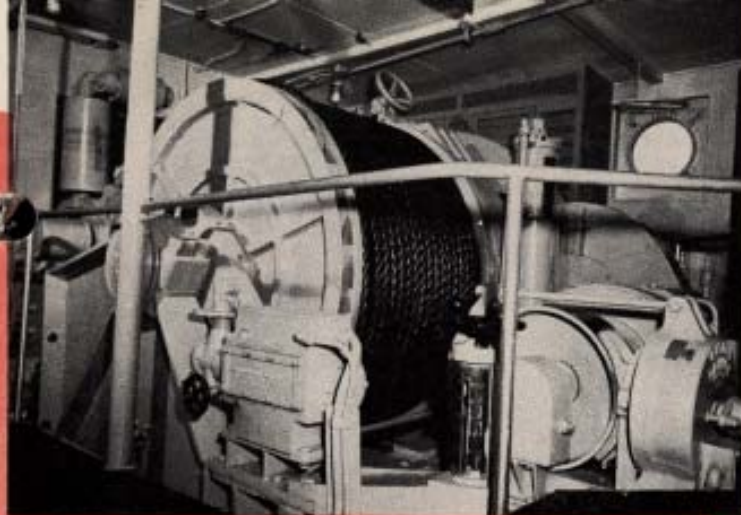
L. O. C.





SETTING THE PACE... *Cynthia Moran*





HERE THEN is that complete story-and-picture layout concerning our *Cynthia Moran* forecast in the February issue of TOW LINE . . .

Although she was not yet in service at the time, her delivery having been unavoidably delayed for more than a month, a fine quartering view of *Cynthia* running light in open water adorned the front cover of that issue. In the accompanying "On the Cover—" piece it was stated that she is the ultimate in tugs of her type, in fact "the last word in tugboatmen's tugs," and since she has been on highly diversified duty in New York harbor nothing has been observed in her performance that would alter the estimate even by a thin adjective.

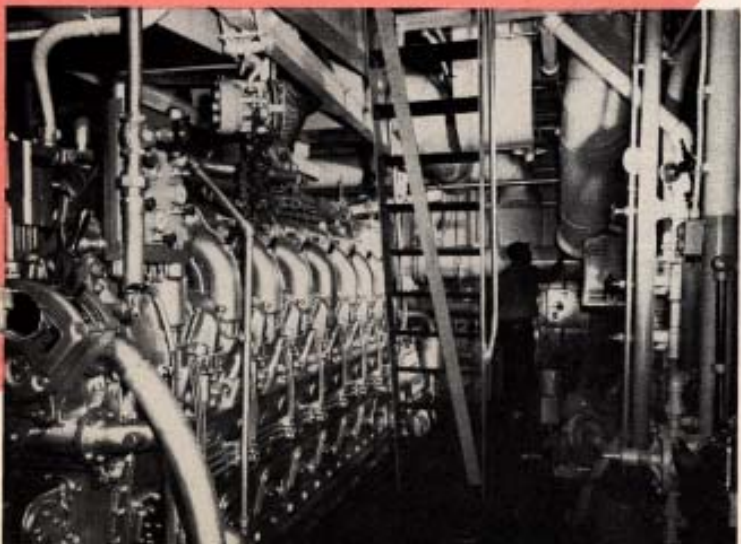
This new, ultra-modern tug was put in service March 11. Her first assignment, if memory serves, was to assist the equally new Holland America liner *Statendam*—see front cover, please, also actual working photo to your left in this layout—either into or out of her berth at Hoboken, N. J. (Her keel was laid July 25, 1956, and she was launched December 4.)

Capt. Carl Morch, veteran Moran skipper and pilot, has been assigned as master of the *Cynthia*; Sivert J. Sivertsen as chief engineer.

Elsewhere in this issue significant mention is made of the "depth" of the Moran fleet. Obviously, this is what makes and maintains such an impressive range, both in numbers and in available power—building or purchasing an ocean, a harbor or an inland waterways tug adequate for the requirements of the interests we serve, not when it is unavoidable, but in anticipation of those needs.

Designed by the marine design section of the Cleveland Diesel Engine Division of General Motors, working in conjunction with the experienced staff of Moran's construction and repair division, *Cynthia Moran* is the second of two sister ships built for the company by Jakobson's Shipyard, Oyster Bay, L. I. (*Diana L. Moran* was constructed there, also our *Eugene F. Moran* and *Julia C. Moran*.)

(Continued on Page 11)





No Sooner Said Than Done; See New Liner on Cover

Dear Sirs:

I was very much surprised to receive your nice calendar and art print. Many thanks for it and your good wishes, also for the copies of TOW LINE, which are always very interesting. I hope to see in one of your issues soon a picture of the new *Statendam* . . . like the *Nieuw Amsterdam* in your October '56 issue.

A. C. DE KOSTER
(Ompur, N-H, Holland)

A.B.S. CLASSIFICATIONS — During 1956 the American Bureau of Shipping registered 292 inland waterways craft, including 22 tugs, 12 towboats, 8 $\frac{3}{4}$ tank barges (oil and chemical), 48 dry cargo barges, and 96 hopper barges. Ordinarily, inland shipyards apply for A.B.S. classification for about 25% of their launchings. The total horsepower of the towboats was 24,874; of the tugs, 19,700.

Gulls Over the City

Over the city on this quiet Sunday
the harbor gulls blow high.
Down from the blue sky, wild and clear
and salty
falls their lonely cry.
Lonely and lovely, riding the winds
above
the silent towers, they lift
the eyes of seamen and landmen up to
the ocean
where cloudy galleons drift.
And landmen hear the thunder of white
surf breaking
on a remembered shore,
and seamen dream of masts and creak-
ing halyards
and far-off headlands they will see no
more.

FRANCES FROST.

(In *New York Herald Tribune*, Mar. 13)

EAST RIVER VIEW—Prof. Frederick C. Shipley of Dobbs Ferry and the English department of City College refers to himself sometimes as our "second-string cameraman." S-string for short, maybe; but whatever the string, he plucks it with consistent skill. In this instance he was whiling away a winter afternoon and evening aboard the tug *Eugene F. Moran*, which was on an accommodation assignment for the Port of New York Authority. Under Brooklyn Bridge at sunset, a view of the silhouetted spires of lower Manhattan made his trigger finger itch, and—click! another characteristic shot.

"OLD MISSY"—In its 1957 spring issue, *Ships and Sea* magazine took editorial note of the *USS. Mississippi's* final voyage, to the scrap yard, by publishing a Flying Camera photo of our *Diana L. Moran* and *M. Moran* towing her from Hampton Roads to Baltimore.

Welcome Aboard, Reverend!

Dear Sirs:

It is not lack of appreciation, but more a lack of colorful words that makes me so late in my sincerest thanks for your magazine and, most of all, for the enchanting calendar and extra print of the painting. Destiny has not permitted us the blessing of living along the shores, so we wait for you to supplement that longing with scenes from real life. Being a member of the U.S.P.S., I am qualifying myself to bring my sailboat some day to the waters you so invitingly depict. May I assure you that your *Edmond J. Moran* has its "fix" over my fireplace, thanks to you?

REV. LAWRENCE E. JAEKLE
(St. John Church, W. Chester, Ohio)

TECHNICAL ITEM — "Cathodic Protection Cuts Moran's Costs," was the display line introducing a two-page, illustrated article on installation of magnesium or zinc anodes on tug hulls below the water line to prevent undue corrosion, in the February issue of *Motorship* magazine.

CHAMPIONSHIP TROPHY — This year's International Lifeboat Race has been scheduled for May 30, Memorial Day, in the Narrows off Bay Ridge, Brooklyn. A new championship trophy, a sterling silver cup mounted on an ebony base, will become the permanent possession of the steamship line whose rowing crews win it three times. . . . More power to all of them!



From time to time TOW LINE hears oblique queries, usually by engine room personnel or people ashore who are especially interested in that department, to this effect:

Why don't you print more news about engineers? . . . They're important, too.

We can't give anyone an argument as to their importance; but the question can be answered with another, equally pertinent.

Why isn't more news sent in?



We have something this time, though — something that might be classified as semi-news: a relatively new relief chief engineer aboard the towboat *Betty Moran*, Anthony A. Waiches. (See adjoining engine room photo by H. L. Mesnard of Moran HQ, who looks in on the Ohio River operation every once in awhile, camera in hand.)

Since 1942, according to Mr. Waiches himself, his main interest has been in the diesel field. Upon graduating from high school he enrolled in the Bailey Diesel School, St. Louis, but got sidetracked from completing the course until 1946. He served in the merchant marine in World War II as fireman and oiler, completing courses at Sheepshead Bay and New London.

"Finding a job in the field of stationary engineering non-existent for anyone with limited experience," he says, "I continued my seagoing career until late 1950, working for Pacific Tankers, Agwi Lines and Waterman Steamship Co."

Always restless ashore, Mr. Waiches began his river work late in the fall of 1951. If love of the sea and love of the rivers are in the same classification, he tells you, "then getting the diesel experience essential for good boat operation still is my aim."

His hobbies include reading good novels, engineering books and magazines, tinkering with old automobiles, and listening to classical music.

Tom Bishop signals that there are two grandmothers employed as cooks aboard the Moran towboats:

Eva W. Harrison on the *Betty Moran* is a native of Tiggott, Ark. Present address: 1864 The Pines Road, Memphis Tenn. She has been four years afloat; has two granddaughters and a grandson.

Bettye M. Johnson on the *David E. Moran* is a native of Meridian, Miss. Present address: 684 N. Manassas Street, Memphis, Tenn. She has been seven years afloat; has three granddaughters and three grandsons.

Cynthia Moran in Service...

(Continued from Page 9)

Of welded steel construction throughout, this newest tug has the smart yacht-like appearance of our *Grace Moran*-class units and later vessels of the fleet. She is 106 feet long overall, with a molded beam of 27 feet and a depth of 15 feet. Construction is to A.B.S. classification.

Cynthia's diesel-electric propulsion machinery includes a G.M. 16-cylinder, 1,750-horsepower, Model 278A diesel engine, which drives an Allis-Chalmers direct-current generator, rated at 1,210 kilowatts, and a 35-kilowatt belt-driven exciter. For propulsion there is a Westinghouse motor, rated at 1,530 hp at 600-750 rpm, actually delivering 1,500 shaft-horsepower at 145-181 propeller rpm through a Farrell-Birmingham reduction gear, driving a three-blade propeller 10 feet in diameter, with a pitch of eight feet, three inches.

Auxiliary power is supplied by two G.M. 4-71 diesels, each driving a 40-kilowatt, 115-volt dc Delco generator to provide service power under way. Also there is a 56-cell set of Exide batteries floating on the line for emergency power and use in port.

A vital addition to the working equipment of tugs of this class is an Almon Johnson towing machine with a 50 hp motor, which carries 300 fathoms of inch and three quarters cable. This automatic machine adds considerably to the safety of a tow, reduces the labor of handling hawsers.

Subdivision of the hull includes forepeak ballast tank, deep fuel bunker—total capacity of seven fuel tanks, 32,885 gallons—and double bottom under the engine room for engine cooling fresh water. Separate, there are two potable water tanks of 2,650-gallon capacity, also a 400-gallon lubricating oil storage tank.

Quarters aboard are unusually well finished, typical of Moran tugs. The captain's stateroom aft of the pilot-house is fitted with a double berth, bureau, secretary, four lockers, chair and linoleum floor covering. Mates' and engineers' staterooms have built-in double berths, lockers and chairs. The forecabin provides comfortable quarters for six crewmen, and there is a steward's room below which can accommodate two more. (The temperature of each room can be controlled by the occupant.)

Cynthia's galley is modern in every respect—oil-burning range, built-in refrigerator and freezer, stainless steel double sink and work table, dish racks, closets, table and seats. A coil in the range supplies hot water, with an electric booster on the line leading to the sink.

Latest models of aids to navigation include an RCA Model CR-103 radar, Model ET-8050 85-watt radio-telephone and VHF set by the same manufacturer, Sperry gyrocompass, and Wilfrid O. White seven-inch standard spherical compass. Atope the wheelhouse are a 19-inch Carlisle Finch searchlight, a fire monitor, and blinker lights.

Cynthia also has a Johnson electric capstan with a 26-inch drum, driven by a 20 hp motor. Her steering gear is an American Engineering hydraulic-electric machine with a 5¼-inch ram operated by a Hele-Shaw pump, which is driven by a 10 hp motor. The ram is connected to a tiller inside a watertight hawser rack, thus eliminating quadrant, chains, sheaves, etc.

As her diesel-electric sisters are, this newest tug is fully controlled from the pilothouse.

And that's the more or less technical story of our *Cynthia Moran*—ready, as we said, for service anywhere.

HEROES, ALL—Capt. Frederick Fender, master of the liner *America*, and 11 members of his crew received Life Saving Benevolent Medals March 15 for transferring to their vessel at sea on the night of April 16, 1956, an injured crew member of the Finnish *M/V Kirsti H.*

We Hear from Far Places

Dear Sir:

Your 1957 calendar is one of the centers of attraction in our Office of Port Administration here in Pago Pago. That for 1956 is framed, along with the picture of the *Edmond J. Moran*. Am constantly looking forward to the *TOW LINE*, which is thoroughly covered by the staff of this office. May I extend to you and your staff my appreciation for being included in your mailing list?

ROBERT C. PAYES

(Ass't Port Administrator, Pago Pago, Amer. Samoa; ex-master, *Manua Tele.*)

Coast Guardsmen and Artist

Dear Sirs:

This is to notify you of a change of address effective immediately.... I should like again to express my appreciation to the editors of *TOW LINE*. I only wish that they and Mr. Evers could have seen the reaction of my colleagues to the watercolor by Mr. Evers on your 1957 calendar. I am an illustrator and work with a group of twelve other artists; we all have unbounded enthusiasm for all of Mr. Evers' work. Your magazine is of special interest to me, because I served as executive officer on a large seagoing tug while in the U. S. Coast Guard during World War II.

BEN AIKIN

(Bloomington, Ill.)

T3-TYPE TANK SHIP—Up in Portland, Me., deep sea tankers provide man-sized docking chores for Central Wharf Towboat Co. (Moran) tugs. On February 19, Socony Mobil Oil Co.'s *T/S Samoset* arrived in the down-east port with a load of 64,000 barrels of kerosene, having previously discharged part of her full cargo at the company's terminal at Port Socony, Staten Island. Two familiar "M" tugs, *Richard J. Moran*, shown in this picture, and *Thomas E. Moran*—according to a knowledgeable gent in our construction and repair division office, who should be able to recognize any member of the fleet on sight—assisted the vessel into her berth.—

Photo by Mike Anguti.





EUGENE F MORAN AWARD—At the U. S. Merchant Marine Academy, Kings Point, L. I., on February 20, Cadet-Midshipman William M. Samuels (deck) received the Eugene F. Moran Award, one of twenty-seven such honoraria presented at the Awards Convocation of the Class of February, 1957. An honorarium, according to Webster, is "an honorary reward, as in recognition of professional services on which no price may be set," and that's just about it. Young Mr. Samuels' prize was a fine set of binoculars, presented by Joseph B. Moore, assistant vice president (sales), Moran Towing & Transportation Co., representing Rear Adm. Edmond J. Moran, president. We take this means of adding Tow Line's congratulations.

—USMMA photo.

Excerpts...

(Continued from Page 5)

The Palm Beach Daily News—E. F. M., Sr., winters there regularly—went overboard with a combination review-interview by Amy Lyman Phillips that ran to 33½ column inches, including a picture of the last Moran of his generation. She in turn quoted other reviewers, among them writers for the national Catholic weekly, America, and other publications noted here. America called the book "a mine of information" about tug operation and New York harbor in general, where the company's activities are heavily concentrated.

NEWSDAY, a Long Island daily, adopted a vaguely tongue-in-cheek attitude, apparently because it thought the Moran-Reid collaboration might be an "authorized" book—whatever that means. However, the reviewer acknowledged:

Anyone who has ever looked down from a Wall St. skyscraper to see the little tugs hustling around the harbor; anyone who has ever traveled the Staten Island ferry; in fact, anyone who has ever been fascinated by the marine life of New York (which is everyone) will enjoy this excellent account of a great shipping firm...

Space limitations of a 16-page bi-monthly prohibit quoting notices in a host of other newspapers and magazines, including leading dailies in Chicago, San Francisco and points between.

It looks as though "Senior's" book is getting around and that it is being received hospitably indeed.

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.)

MARCH 6, 1907—The new steel tug *El Chico*, built at Wilmington, Del., for the Southern Pacific Railroad Co., arrived at New York March 2.

MARCH 13, 1907—The Revenue cutter *Mohawk* destroyed wreck of seagoing barge *Darby* Friday off Oceanic, N. J., about 100 miles south of New York, by placing an explosive aboard which, when fired, ripped vessel to pieces... The new steamers of Hamburg American Line which are to enter service this year have been renamed *President Lincoln* and *President Grant*, instead of *Berlin* and *Boston*... Steamer *Admiral Dewey* and wrecking barge *Salvor* of Jacksonville have been sold to Bahamas Timber Co., Ltd., and placed under the British flag.

MARCH 20, 1907—Steamer *Saratoga*, formerly of New York & Troy Line, has been sold to George Hudson of Norfolk and will be taken there to be used as a hotel... Captain Downey of tug *John Scully* at Providence March 15 reports that while off Absecon, N. J., on the 14th tug *Mary E. Scully*, from Newport News for Boston, was sighted standing by barge *Landseer* and taking off barge's crew... *Onondaga* (str), which has been ashore at Cratham, Mass., since January 13, was refloated March 14 and towed to Boston.

MARCH 27, 1907—The DeForest system of wireless telegraphy has been installed on Clyde Line steamers *Arapahoe*, *Comanche* and *Iroquois*, and on Hamburg American steamer *Siberia*... *Wm. H. Bailey* (schr), S. C. for New York, was abandoned March 8, 80 miles ESE of Cape Hatteras in waterlogged condition. Captain Massey, mate and crew were picked up on the 9th by Str. *Graecia* (Ger.) from N. Y. and landed at Inagua.

APRIL 3, 1907—The Skinner Shipbuilding & Dry Dock Co. of Baltimore is building four 100-foot tugs for Standard Oil Co.... (Boston) The Cape Cod Construction Co. (a Maine corporation of which August Belmont is president) bid \$11,900,000 for construction of the Cape Cod Canal from Barnstable to Buzzards Bay.

APRIL 10, 1907—Barge *Edith*, from Stockton Springs for New York, was towed into Boston April 2. Her cargo consisted of 14,660 sacks of potatoes, largest single cargo of eastern potatoes ever shipped; also the first long-distance barge shipment of potatoes... *City of Troy* (steamboat), bound from N. Y. for Albany, was burned to water's edge night of April 5 at Dobbs Ferry. Sixty-five passengers landed safely; cargo of freight and 13 horses destroyed, also Edwin Gould's dock.

APRIL 24, 1907—The Association of Masters, Mates and Pilots has petitioned steamship owners for an increase in wages. Monthly wages for first officers now range from \$70 to \$90. The petition asks scale for first, second and third officers be raised to \$100, \$80 and \$60 a month, respectively.

Helpful to Designer

Dear Mr. Munroe:

For some time now, spasmodically, I have been reading TOW LINE and finding it very interesting. I was wondering if I might be put on the mailing list to receive this publication. In my business, that of designing tugs, barges and other smaller craft, it would be of great assistance. A better understanding of the operations, etc., of the users of products similar to those I design could not help but improve the designs. Let me take this opportunity to tell you that I think your publication is very good and has had a lot of thought and hard work put into it.

R. E. SCHULLER, JR.

(4109 Duval, Houston, Texas)

Herbert S. Evans, vice president and general manager, Boston Tow Boat Company, Boston, Mass., favored us with a marked copy of the January-February, 1957, Eastern Gas and Fuel Associate magazine, which carried an eight-page, profusely illustrated section in honor of the 100th anniversary of the company. Boston Tow Boat is a marine subsidiary of E. G. and F. and handles most of the towing business in the Massachusetts port... Congratulations to all those fellows, too!

A.M.M.I. HEAD RETAINED—Ralph E. Casey was re-elected president of the American Merchant Marine Institute, Inc., at the shipping trade association's 53rd annual meeting February 5 in New York.



← DROPPING THE PILOT—Not to be confused with the new Tennessee Williams offering on Broadway, "Orpheus Descending," is this on-the-job impression by a talented Tow Line artist, Phillip Kappel of New Milford, Conn. He caught in etching-like detail one of Moran's docking pilots returning to an escorting tug from a job well done. If memory serves, the ship being assisted was one of Moore-McCormack's cargo liners; and as the village wit remarked that time an opponent in a cut-throat poker game filled an inside straight, "If I could do that I wouldn't do anything else!"

BARGE CANAL OPENING

ALBANY, April 3. — John W. Johnson, State Superintendent of Public Works, announced today that the Champlain Division of the New York State Barge Canal System, extending from Waterford to Whitehall, is scheduled to be opened for 1957 traffic Friday, April 12. The Erie Division, extending from Waterford to Tonawanda, and the Oswego Division, extending from Three Rivers to Oswego, will be opened Monday, April 15.

TODD CHAIRMAN FETED—Thirty of the directors, officers and staff of Todd Shipyards Corp., together with general managers of eight divisions of the firm, feted John D. Reilly, chairman of the board, March 11, in recognition of his 50 years of "productive service" to the maritime industries. The luncheon group at India House represented 800 years of Todd service.

Spring Comes to the Sea

Underneath these lateral waves and more remote than shoal or shelf, there lies an incubating depth as ancient as the Sea itself, the whereabouts of shark and whale, of nameless spore and nautilus. Above, the surface waters blaze and bloom with living phosphorus when roving species in the spring return from secret latitude, finned and fleshed in luminance, keyed to the Ocean's changing mood. What then is salty vein to do among the shining squid and krill, save from the natant heart cry out, "O Sea, the pulse remembers still!"

SARAH HOWARD.

(In New York Times, Mar. 12)

NEW TOP EXECS—The board of directors of American Export Lines on February 20 named former executive vice president John F. Gehan as president and Frazer A. Bailey, former Matson Navigation Co. president and later head of the National Federation of American Shipping, as managing director.

Lightships Maintained by U. S. Coast Guard

(Correct as of January 1, 1957)

<u>NAME</u>	<u>NO.</u>	<u>STATE</u>	<u>LAT.</u>	<u>LONG.</u>
1. Diamond Shoals	WAL 189	N. C.	35°05'3"N	75°19'7"W
2. Pollock Rip	WAL 196	Mass.	41°36'1"N	69°51'1"W
3. Barnegat	WAL 506	N. J.	39°45'8"N	73°56'0"W
4. Boston	WAL 510	Mass.	42°20'4"N	70°45'5"W
5. Buzzards Bay	WAL 511	Mass.	41°24'0"N	71°03'0"W
6. Scotland	WAL 512	N. J.	40°26'6"N	73°55'2"W
7. Umatilla Reef	WAL 513	Wash.	48°10'0"N	124°50'4"W
8. Blunts Reef	WAL 523	Calif.	40°26'4"N	124°30'3"W
9. Stonehorse	WAL 524	Mass.	41°32'8"N	69°59'1"W
10. Brenton Reef	WAL 525	R. I.	41°25'6"N	71°22'6"W
11. Lake Huron	WAL 526	Mich.	43°03'6"N	82°25'1"W
12. Winter Quarter	WAL 529	Va.	37°55'5"N	74°56'4"W
13. Five Fathom Bank	WAL 530	N. J.	38°47'3"N	74°34'6"W
14. Savannah	WAL 531	Ga.	31°56'6"N	80°39'8"W
15. Cross Rip	WAL 532	N. S.	44°18'7"N	64°10'1"W
16. Portland	WAL 533	Me.	43°31'6"N	70°05'5"W
17. Nantucket	WAL 534	Mass.	40°33'0"N	69°28'0"W
18. Swiftsure Bank	WAL 535	Wash.	48°32'6"N	124°59'6"W
19. Frying Pan Shoals	WAL 537	N. C.	33°28'0"N	77°33'8"W
20. Chesapeake	WAL 538	Va.	36°58'7"N	75°42'2"W
21. Cornfield	WAL 539	Conn.	41°12'9"N	72°22'2"W
22. Columbia River	WAL 604	Ore.	46°11'1"N	124°11'0"W
23. Overfalls	WAL 605	Del.	38°48'0"N	75°01'4"W
24. San Francisco	WAL 612	Calif.	37°45'0"N	122°41'5"W
25. Ambrose	WAL 613	N. Y.	40°27'1"N	73°49'4"W

Another Fine 'First' for Our Tug Edmond J. Moran

Dear Mr. Munroe:

... Your splendid calendar with the extra print arrived. I am so pleased to tell you they were in perfect condition, and as usual Mr. Evers has done a wonderful job. We were having a meeting at the Trinity House the day it arrived, and all the members were satisfied with such a fine picture. We have many pictures of ships hanging in the house, principally sailing ships and steamers, and we decided to hang the *Edmond J. Moran*. ... She has the honor of being the first tow boat to hang there. I got a fine heavy walnut frame for the ship, and today we put her on the walls of this old house. I read your Christmas issue from cover to cover. It was great to read of Capt. John Bassett's exploits at the big fire that took place on the Luckenbach pier. ... Trusting this will find all the Moran staff in good health and as full of pep as ever.

WILLIAM M. REID

(Trinity House, Leith, Scotland)

FLEET INCREASE—There were 1,120 vessels of 1,000 gross tons or more in the active ocean-going United States merchant fleet on March 1, according to a Maritime Administration data sheet released March 25. This was 21 more than the number active a month earlier.



WE HAVE FOR YOU now still another key Moran employee of Norwegian extraction, name of Nielson—N. Howard, he writes it, but it's one of those open secrets that the prefixed "N" stands for Nils.

As a matter of fact, names seem to be about the only complicated thing about that family, which of course is as Scandinavian as smorgasbord. When Howard's father came to the United States he thought, for some reason, the family name, Wennerod—it's a Norwegian place name—would be inappropriate on the American scene, so he arbitrarily changed it to Nielson. But another son spells that with a penultimate "e," making it "sen" instead of "son." (See what we mean?)

Anyway, Howard—presently assistant to another of our Howards, that competent Moore who is manager of Moran's construction and repair division—was born in Brooklyn 47 years ago. The educational foundries over there knew him: grammar school and Manual Training High.

His first job, as well as his present one, had to do with tugs. In 1929 he went to work for Dauntless Towing Line, with headquarters at 70 Pine Street, Manhattan, first as a deckhand, then as a fireman aboard coal-burners.



Mr. Nielson

(Your correspondent is perfectly willing to testify, from experience, that "firing" in those days, or 15 years earlier, had nothing in common with a cocktail party—not at \$2.00-\$2.50 per eight-hour day, or at any other price.)

Pretty soon it developed young Mr. Nielson was color-blind, a small handicap that impelled him into the engine room where it would be possible for him to obtain a license. He got it, too, in 1932, at the ripe age of twenty-one.

He served aboard various Dauntless tugs, *No. 2*, *No. 8*, *No. 9*, keeping them chugging on such stimulating assignments as towing sand scows—also garbage scows up the East River to Flushing.

For six months in 1935, Howard worked for the Cooper-Bessemer Corp. in Grove City, Pa., chiefly on the erection floor, where he learned a lot more about engines.

Next, assistant chief engineer, then chief, aboard *Dauntless No. 11*, a new diesel tug, until 1945.

Thereafter he was port engineer for the company—a family firm, by the way—in charge of engine repairs and drydock work, until 1954. He supervised some "floating" repairs, but for the most part you'd find him in some shipyard.

In March, 1955, Moran acquired the Dauntless equipment, and the line's port engineer came with it.

DOWN-EASTER—Built at Portland, Me., in 1931, for the Portland Pilots Association, the normal cruising station of this 47-gross-ton craft is in the vicinity of Portland lightship, which is where a Socony Mobil Oil Co. photographer aboard an inbound tanker took dead aim to get this shot for us. Powered by a 180-horsepower diesel engine, the *Portland Pilot* (No. 231324) is 69.7 feet by 18.4 feet by 8.7 feet, and her radio call is WA 9696. In the downeast port, pilotage is compulsory for all vessels in foreign trade drawing nine feet of water or more, except coasting or fishing vessels.

Besides Mrs. Nielson (Ethel), Howard's family consists of two boys: Donald, 15, and David, 14. They reside at 970 Sixty-seventh Street in—guess where—Brooklyn.

Our Mr. Nielson is an enthusiastic bowler, it seems, but aside from that his leisure hours are remarkably uncluttered in the hobby division—which is not to say he is averse to helping the boys build model airplanes.

Robert D. Jones, a deckhand aboard the *Nancy Moran*, and Angela Mingione were married February 23 in St. Benedictas Church, West Brighton, Staten Island. The groom's brother, Daniel V. Jones, Jr., one of our young dispatchers, was best man, and the wedding party included a flower girl, a ring bearer, three bridesmaids, and three ushers. Bob and Angela honeymooned in the Poconos and are making their home at 1422 Castleton Avenue, West Brighton.

It's a baby girl, Debra Anne, for the Harry Sloats, 57 Harwood Terrace, Palisades Park, N. J. She arrived February 4 in Hackensack Hospital, weighing nine pounds, three ounces. Her proud pop is a deckhand aboard the *Pauline L. Moran*.

Jenkin Lloyd Jones, editor of the *Tulsa, Okla., Tribune* and president of the American Society of Newspaper Editors—a landlocked sailor and not too happy about it, he says—for the second time was unable to resist the temptation to "bum a ride" on a company tug when he was in New York briefly in mid-March. He was an enthusiastic guest for the day aboard our *Carol Moran*.



Relief Cook (Ex-Deckhand)



August J. Gerschevske, 1035 Seventy-fourth Street, Brooklyn, was a deckhand aboard the *Christine Moran* when this working shot was made. Now he is relief cook aboard the *Barbara Moran* and the *Cynthia Moran*—and just as competent in the hot stove league as he was on deck, we hear. Helping him to take up slack in the line, but not too conspicuous in this small photo, is an attractive young woman tattooed on his starboard flipper. Could be she lends a hand in his galley operations nowadays.

Edward F. Ross, formerly of the billing department at Moran HQ, now is a fixture in sales. Hans (John) Haugk, who came to us from Amboy Towboats, Inc. — see October *Tow Line*, Page 15—has replaced Eddie in billing.

All hands ashore and afloat were very much saddened to learn of the death of Fred and Grace Jonassen's baby girl, Barbara, who entered this world on Christmas Day, 1956, and left it quietly in her sleep on March 1.

That intrepid golfer and gadabout, Edward J. Hennessey, assistant vice president, sales, returned March 26 from a 10-day vacation in Miami Beach, Fla.—just in time to resume actively his duties as co-chairman (one of three, the others being Joe Moore and Eddie Walsh) of the annual get-together March 31 at the Hotel Commodore. He was a participant in the Foreign Commerce Club winter golf tournament, but a certified report on the scores he carded therein apparently is not among his souvenirs.

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THREE SCORE YEARS—At the home of Capt. Joseph Todesky of the *Helen Moran*, 91 Memorial Parkway, Atlantic Highlands, N. J., significant doings were afoot the night of February 17. It was the skipper's 60th birthday anniversary. On hand to wish him well and to make up a foursome for—what happens at such parties, now that poker players seem to be either dead or reformed?—were his colleagues Robert Begley of the *Helen B. Moran* (left), Philip Gaughran of the *Eugene F. Moran* (second from right), and James Monahan of the *E. F. Moran, Jr.* That's Captain Todesky enthroned on the stool, with a steadying hand on an antique tug wheel mounted on the wall of his recreation room.

As to those *dolce far niente* latitudes, at press time ye editor of *TOW LINE* was mumbling darkly about shoving off in the family station wagon for Bradenton, Fla., for a nickel's worth of his vacation and to bring back Mrs. Munroe, who has been visiting her sister in that west coast city. The return trip itinerary included looking in on their son, Jack, and family in Belle Glade, Palm Beach County.

Mrs. Patricia O'Kane, a pleasant member of the tabulating staff in accounting for the past year, resigned March 29—expecting a welcome addition to the family in July. Whether the young'n will be named Kevin or Ellen remains to be seen; but in any case, best wishes to his and/or her nice parents.



Dick

Add to the roster of Moran office boys Richard Duvall, 1102 Thirty-first Street, Brooklyn, an 18-year-old graduate of Midwood High School over there. He joined the company on a full-time basis February 13. Plans to resume his studies at Brooklyn College night school next fall. Ambitious . . .

A couple of months ago William J. Fyfe, chief engineer aboard the tug *Mary Moran*, an employee for 23 years, flew out to Tacoma, Wash., to see his son Robert, a career Navy man assigned to the Tacoma Naval Air Station. Naturally, he stopped by the Foss Launch and Tug Co., offices, where he compared notes with Herman Olson, port engineer, also shown here.



TRADITIONS OF THE SEA—Proceedings of the Merchant Marine Council, U. S. Coast Guard, Vol. XIV, No. 3, March, 1957, used the biggest part of a page to reprint a New York Daily News aerial photo of the Luckenbach pier fire in Brooklyn, first published in *TOW LINE*, and to summarize (with generous quotes) the moving feature story written by Allan Keller for our Christmas issue.

Carroll N. Bjornson, operations department, has left the company to accept a position with a shipping firm in Oslo, Norway. Although his many friends at Moran HQ regretted to see him go, and will miss him and his sly humor, they wish him great success in his new affiliation.

WELL-EARNED REST—Capt. Sven Englund of Robin Line has retired after 52 years at sea, the past 38 of which he was master of various American ships. A World War I U. S. Navy veteran, and captain of W.S.A. troopships during World War II, Captain Englund plans to spend his winters in Clearwater, Fla., his summers in the Poconos, in this latitude.



