



TOW LINE *Christmas 1961*

ON THE COVER—

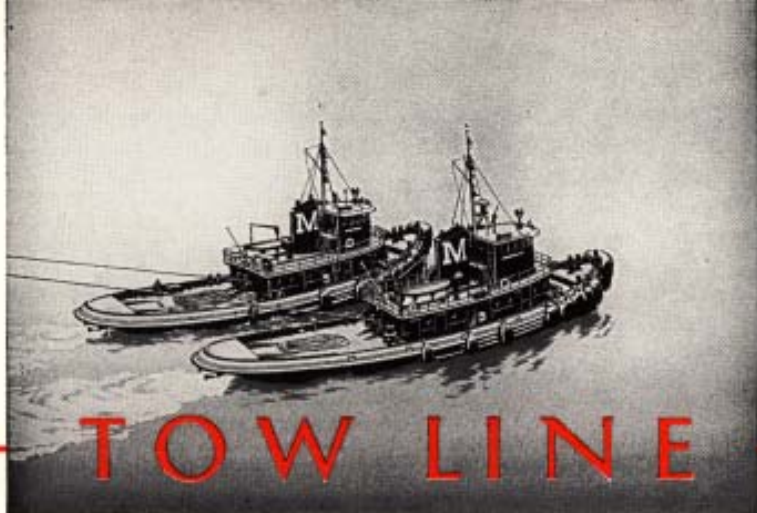
PACIFIC PORTS of the Far East have a flavor, an indigenous color all their own, and this is precisely what our celebrated artist, Charles G. Evers, has captured with his always astonishing skill in his gorgeous watercolor painting for the wrap-around cover of this Christmas Tow Line. Count on his marine flair at this season.

Nearing the end of her maiden tow from Port Arthur, Texas, our new 3,500-horsepower ocean tug *M. Moran* is the principal object of interest here, but we will not try to identify specifically the port of Mr. Evers' conception—although when this tow left the Gulf of Mexico it was announced far and wide that its destination was Pusan, Korea. It is a typical Far East landfall; no stretch of the imagination is required to pin-point it on the eastern coast of Korea. The tug is riding high in the water, as you can see.

Native fishing boats are prevalent in those waters. The two colorful ones here are typical. The largest may be assumed to be a Japanese vessel flying the Korean flag; the other is Korean, and it would be useless to question its authenticity because the artist had access to "local knowledge" in the person of a Korean woman attached to her country's United Nations delegation in New York. He is that meticulous about details—including those of the tug herself. A taut towing cable runs out of the picture, but we know what is at the other end of it.

No separate framing prints of this extraordinary four-color picture are available now, although some may be later. This is another instance of "an embarrassment of riches," since *Moran* already has in stock and is offering framing prints (see Page 8) of another conception of the same tug by the same artist. . . . Who wants one?

Moran's European Agents. ENGLAND: James A. McLaren & Co. (London), Ltd., 87 Bishopsgate, London, E. C. 2; SCOTLAND: Henry Abram, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Henning Astrup A/S, Fridtjof Nansens plass 4, Oslo; Birger Gjestland A/S Kong Oscars Gate 62, Bergen; DENMARK: Jorgen A. Rasmussen, 33 Amaliegade, Copenhagen K.; SWEDEN: A. B. Sandström, Stranne & Co., Postbox 93, Gothenburg 1; FINLAND: A. B. Lars Krogius & Co., O. Y. S. Magasinsgatan 4, Helsinki; BELGIUM: Wm. H. Muller & Co., S. A. 21, Rue de la Bourse, Antwerp; GERMANY: Ernst Glässel, P.O. Box 305, Bremen; SPAIN: Rafael Navajas, Alameda de Recalde 30, Bilbao; ITALY: Paolo Scerni, Piazza Portello 10 (P.O. Box 1857), Genoa, Italy; GREECE: The Saporta Agency Co., Ltd., P.O.B. 21, Piraeus.



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MORAN TOWING & TRANSPORTATION CO., INC.
17 Battery Place, New York 4, N. Y.
Cable Address: MORANTOW

R. M. Munroe, Editor

Jeff Blinn, Associate

(Unless otherwise noted, material published herein, if originated by this magazine, may be reprinted with the usual credit line)

Two More 3,500-BHP Tugs Under Construction

"But there is another type of American, who is conspicuously efficient in all industrial and technical undertakings... whose spirit of enterprise knows no bounds."—E. H. A. Banse

MORE GOOD NEWS: In line with its continuously progressive policy, keeping in view the main objective, increased power and efficiency for every unit of the fleet—to have every tug *the best* for the towage to which it is assigned, Moran Towing & Transportation Co. takes great pride in announcing construction of two more extraordinary tugs, each of 3,500 BHP.

We say again: these will not be run-of-the-mill vessels of their kind, not by any means. They have been designed for work in New York harbor where, until now, that much horsepower has been considered impracticable—if the possibility has been examined seriously, which is open to question. This company is convinced. Construction is under way at Jakobson's Shipyard, Oyster Bay, Long Island.

The principal characteristic of these new "M" tugs—

and this may be said of all units of the company's modern fleet—will be their ability to produce the desired horsepower through application of the diesel-electric drive. This method of propulsion, which is subject to fingertip control from the pilothouse, can be utilized effectually at any shaft horsepower up to the specified thirty-five hundred. It is the crux of the matter, the without-which-not of roughly twice the horsepower of, say, our *Grace Moran*-class tugs.

It should be mentioned here that our pair at Oyster Bay cannot claim the distinction of being the first 3,500-horsepower tugs Moran has built. There is our *M. Moran* of equal rating, although a dozen feet longer, of greater fuel and water capacity, and with a towing engine—thus especially and fully equipped for ocean towing. She has been in active service since September 30, 1961. Her first assignment, notably successful, was an important tow from Port Arthur, Texas, to Pusan, Korea, a distance of just under 10,200 miles.

(Continued on next page)

*Everyone in the Moran organization, afloat
and ashore, extends greetings
in this holiday season
to old and new friends everywhere:
The best of health and luck—
Merry Christmas and a Happy New Year, all!*

Two New Tugs

(Continued from Page 3)

The new tugs, unnamed as yet, will be 108 feet long, with a beam (molded) of 28 feet, four inches, and a depth (amidship) of 17 feet. In both, two 16-cylinder General Motors Corp. diesel engines will develop 1,750 brake horsepower, each. They will be equipped with twin rudders and twin nickel-manganese-bronze propellers nine feet, six inches in diameter.

But it should not be assumed this marks the beginning of the final phase, much less the end, of Moran's forward-looking construction program. We are committed to nothing except continuous progress—improvements and justifiable growth as indicated by practical experience—including adoption of the latest technological advances as their value is proved in day-to-day operations. Actually, there is no other way for a company to acquire and merit the reputation of owning and operating equipment that is "the best in the business," as our accurate advertising slogan has it. We fully intend to build more and even better tugs as demands for more efficient and economical services develop—high seas, coastal, harbor or inland waterways.

As for structural design, people in the office of Howard C. Moore, Moran vice president, construction and repair, say that superficially at least the professional eye of an expert will be required to distinguish the tugs being built from the far-ranging *M. Moran*. This is true as far as it goes. All three were designed by the Cleveland Diesel Engine Division of General Motors Corp., working hand in glove with Mr. Moore and his assistants.

At Oyster Bay—as at Port Arthur, where the *M. Moran* was built in the yard of the Gulfport Shipbuilding Co.—neither pains nor expense is being spared to provide the most adequate accommodations for crews, including air-conditioned sleeping and working quarters. Naturally, both vessels will have the very latest communications and navigation equipment, a "must"

for tugs in this modern day. Whatever is required for top-notch, around-the-clock operations, they will have it both on deck and below.

As Admiral Edmond J. Moran, president, said in announcing the *M. Moran's* debut, "the chief reason for . . . such power and special design is the tremendous increase in the size of tankships in recent times. In many instances they have outgrown the tugs assigned to assist them. More and more power is required . . ."

He was speaking of coastwise and ocean towing then, especially rescue operations in foul weather when towing to the nearest safe port with maximum speed and safety is essential; but somewhat similar considerations are applicable to harbor operations in 1961-1962.

Preparedness is a basic concept with Moran.

NEW SHIP, NEW SERVICE—A new motorship inaugurated a new service between Atlantic, Gulf and Pacific coasts of the United States and the Philippines late in September. This was the *Transocean Shipper*, a Philippine-flag vessel in the service of Magsaysay Lines, Manila, shown in our photo leaving her berth at Pier 2, Erie Basin, Brooklyn, assisted by the tugs *Susan A. Moran* and *E. F. Moran, Jr.* Pilot-Capt. Kenneth Buck was in charge.

The 490-footer was launched at Osaka, Japan, January 31, 1961, for Transocean Transport Corp., Manila. Some particulars on the shelter-deck cargo carrier: gross tonnage, 8,750; breadth, 62 feet; depth, 39 feet; loaded draft, 29 feet; cargo hold capacity, 611, 490 cu. ft.; speed, 15 knots.

The Texas Transport & Terminal Co., Inc., 52 Broadway, New York, are agents for the line. (The ship also is equipped with hydraulic-type cargo gear.)

Thanks; Will Keep in Mind

Dear Mr. Munroe:

Many thanks for the copies of *Tow LINE*. I hope I may continue to receive this fine publication. By the way, I still have a bunch of negatives made on board one of your tugs when chartered quite a few years ago to do oceanography. I can send them along for a look any time you are interested.

JAN HAHN
(Editor, "Oceanus," Woods Hole
Oceanographic Institution,
Woods Hole, Mass.)

Now Hear This—You old timers hereabouts, can you place a deckhand, name of Jim Kleinschmidt, of the tug *Pauline L. Moran*? He was not aboard her very long back in 1948, but has pleasant memories of his association with Moran T. & T. Co. under that veteran Moran skipper Capt. Nelson W. Proctor, long retired and, the last we knew, a resident of an appropriately named town in Maine, Starboard.

Captain (now) Kleinschmidt has charge of vessel preservation at famed Mystic Seaport, Mystic, Conn. His consuming interest is the history of small Atlantic Coast sailing craft, and he likes to think the Seaport's growing collection of such vessels is about the largest there is—probably the finest, according to one expert here.

Appreciates Sterner Art

Dear Sirs:

The passenger liner prints I asked you in my earlier letter to send me were received safely, and I would like to take this opportunity of thanking you. I cannot fully express my gratitude to you for providing me with these beautiful prints. I have a modest collection of prints of British ships, but I rarely come across such a fine set of "foreign" ones. Once again I would like to thank you . . .

M. JONES
(London, S.W. 16, England)



Daily Position Sheets Show Deployments Of Ocean, Harbor, Inland Waterways Tugs

A NEVER ENDING source of wonderment to the sheltered and chair-borne contingent at Moran Hq.—one toiler in this editorial vineyard at least—is the daily position sheet an efficient young lady from the Operations Dept. distributes, Monday through Friday of each week, to those who otherwise would not know where the “M” tugs are or what they are doing at any given time. It provides a sharply etched, impressive picture.

Let us examine the deployment of the fleet as of reporting time on a typical late fall day—almost any day before the seasonal closing of the New York State Barge Canal.

On the date in question we find the following tugs had been assigned to New York harbor work. (These and all others listed in the report, except one, bear the not unknown surname Moran, it must be superfluous to add.) Here, a short dozen and a half: (double crewed) *Moirra*, *Diana L.*, *Margaret*, *Barbara*, *Cathleen E.*, *Marie S.*, *Michael*, *Eugene F.*, *Elizabeth*, and *Claire A.*; (single crewed) *Peter*, *E. F. Jr.*, *Margot*, *Alice M.*, *Nancy*, *Susan A.*, and *Martha*.

As to what they were doing specifically, at this writing date one guess would be as good as another.

Julia C., *James T.*, and *Carol* also were available, no further away from Pier One, North River, than Port Richmond, Staten Island.

So much for the harbor. Elsewhere the picture comes out clearer, or at least with some revealing details.

Two towboats (i.e., push boats, as distinguished from tugs of the familiar design) were busily engaged in routine operations on the western rivers. *Betty* had three petroleum barges, from Co-raopolis, Pa., to Vanport, Ohio, and Louisville, Ky.; also two others, from Parkersburg, W. Va., to Mount Vernon, Ind. *David E.* had four, from Mount Vernon to St. Paul, Minn.

Seven other inland waterways tows were listed, thus: *Agnes A.*, barge, from Burlington, Vt., to Albany, N. Y., and back to Burlington. (We will omit exactly reported positions, as in the foregoing instance the tug at 0900 that day was at Lock 11 in the Northern Division of the New York State Barge Canal, and was estimating 2330 as her time of arrival at destination.) *Mary*, barge, from Albany to Utica, N. Y., and back to Albany. *Anne*, barge, Detroit, Mich., to Thorold, Ontario. *William J.*, barge, Athens, N. Y., to Lyons, N. Y. *Helen B.*, barge, New York to

Cleveland, Ohio. *Harriet*, barge, Milwaukee, Wis., to Albany. *Matton* (on hire to Seaboard Shipping Corp., a Moran affiliate), barge, Utica to New York.

Cynthia was on a familiar assignment, towing a liquid-disposal barge from Sayreville, N. J., to a pin-point dumping ground at sea and back to Sayreville.

Seagoing *Marion* also was in the barge transport business: La Plata, Argentina, to Houston, Texas, and back to La Plata. (If you must know, at 0800 on this date she was 235 miles southeast of Navassa, an island off the coast of Cuba; estimated time of arrival at Houston, one week later.)

Edmond J.—and what better known or more worthy tug in the ubiquitous “M” fleet?—had a dredge and a scow, from Ponce, Puerto Rico, to Tampa, Fla.

Brand new *M. Moran* (3,500 horsepower, the most powerful American tug) had a floating power plant in tow, from Port Arthur, Texas, to Pusan, Korea, as widely reported in public prints at the time of departure. (She


was relaying her position only once a week after leaving the Panama Canal; but on the long transpacific haul a couple of stops for replenishing and supplies were contemplated.)

Christine was running light, New Haven, Conn., to New York.

This accounts for as many of the Moran tugs as the position sheet included.

“Next week: East Lynn,” as they used to say—to South Chicago or the Natchez trace maybe?

“Once in three years came the navy of Tharshish, bringing gold and silver, ivory, and apes, and peacocks.” Who said it? (Box, P. 19, Item 1)

PACIFIED AMAZON—This slim looking warlady made her last stop at Kearney, N. J., back in June, too late for our photograph to make the Tow Line that month, and the issue that followed was a one-subject affair. Here then is U.S.S. *Alaska*, once a well-armed large cruiser with nine 12-inch guns, completed in the New York Shipbuilding yard at Camden, N. J., in 1944. Her destination in this instance was the scrap yard of the Lipsett Division of Luria Bros. & Co., Inc. Moran Pilot-Capt. Thomas L. Ball, directing five tugs, *Alice M.*, *Peter*, *E. F. Jr.*, *Eugene F.*, and *Diana L. Moran*, did a masterful job of docking the 808-footer alongside another warship he had delivered the previous day, U.S.S. *Washington*. The *Alaska* was mothballed at the Bayonne Naval Annex late in 1946, the *Washington* a year later. Today, although the former is still afloat, she is a mere hulk. 



Offener Than Not Seagoing Marion Moran Finds Herself Working on Christmas Day

WHEN IT COMES to traditional and festive holidays ashore, the life of a crewman aboard an ocean tug is likely to be a hit-or-miss proposition. The capable boys on our 143-foot, 1,900-horsepower, diesel-electric *Marion Moran* certainly are not excepted—quite the contrary. Christmas especially is likely to creep up on them, from the port quarter, let's say, while the tug is towing at sea, which is not to intimate they get shortchanged in the culinary department even away from home and hearth.

First, let's locate the industrious *Marion* as of this writing. She is scheduled to leave Houston, Texas, tomorrow on her third round trip to La Plata, Argentina—a little matter of approximately 13,100 miles down there and back—and it will take her about 70 days. The jackpot again, looks like: Christmas at sea.

The tow, familiar to all hands by this time, is the pressure tank (propane gas) barge *Puerto La Cruz*, 255 feet by 48 feet by 18 feet. One day is allowed to load in the Gulf of Mexico port, four days to discharge at the South American destination.

Let's see now. Besides Capt. James L. Barrow of Norfolk, Va., master, the *Marion Moran's* durable crew, our personnel department records reveal, presently consists of guys who make their homes in Staten Island, N. Y.; Old Saybrook, Conn.; Huntington Station, L. I.; Dedham, N. Y.; Summit, Ill.; New York City; Neptune, N. J.; Tampa, Fla.; Brooklyn, N. Y.; Baton Rouge, La.; and Newark, N. J.

Even considering such a possibility, any home-for-Christmas dispersal of these seafarers would present something of a problem, wouldn't it?

But the point here is to leaf back through some logs and determine, just

out of curiosity, where the *Marion Moran* was on December 25 in a few immediately preceding years. So . . .

1960—Towing a heavy dredge southward, she was relieved off Bermuda by our tug *Edmond J. Moran*; whereupon she took off, running light, for Maracaibo, Ven., to pick up two barges for Monrovia, Liberia.

1959—En route from New York to Houston to take a pier barge in tow for Charleston, S. C.

1958—For a wonder, the *Marion* was tied up at Moran's maintenance and repair base, Port Richmond, S. I., having arrived the day before—just made it!—from Mobile, Ala., with a Liberty ship.

1957—The tug was en route from Baltimore, Md., to Maracaibo with the mid-body section of a tanker.

One out of five Christmases in her home port, that just about tells the story; so heartiest season's greetings, fair winds and following seas, and Happy New Year to Cap'n Jimmie Barrow and company, afloat!

"Ocean towing tests the mettle of men and tugs." Who said it? (Box, P. 19, Item 2)

Old-timers Department

Dear Sir:

Having been a reader of *Tow Line* for nearly eight years, since my husband has been employed by Moran, I am wondering if the enclosed article, published in the Knickerbocker News of Albany, might be of interest to you for the magazine. Moran Towing & Transportation Co. is mentioned. Thanking you, I am, sincerely,

MRS. MABEL ORTON
(100 Rutgers Pl., River Edge, N. J.)

Editor's note: The item referred to, far too long for reproduction here, was an illustrated feature story on the 7,500-ton World War I freighter, *S.S. Schoharie*, apparently almost unknown in the upstate county for which she was named in 1919. Mrs. Orton's husband, Bernard, called "Barney" hereabouts, signed on as junior engineer for the *Schoharie's* maiden voyage, at which time no member of her crew was more than 36 years old. Many vessels and uncounted nautical miles later, Mr. Orton—the lean, five-foot, 8½-inch, 128-pounder he was 42 years ago—is still a sailor, following the inland waterways.

"Now eight years on the state's canal system," Hal Von Linden reported to his paper under a *Schoharie* date-line, "he is a first engineer on the *William J. Moran*, a tug of the Moran Towing & Transportation Co., 17 Battery Place, New York. He is on the run from New York up the Hudson to Waterford and canalwise to the Oswego and Lake Ontario."

Sold to a company in Buenos Aires, Argentina, the *Schoharie*, renamed *Mitones*, last heard from in 1946, is believed to be still plying the sea lanes to and from that latitude. A 390-footer with a 54-foot beam, she is (or was) one of those three-boiler, turbine jobs turned out by the American International Shipbuilding Corp. at Hog Island, Pa.

"A dozen years before Lewis and Clark, (Alexander) Mackenzie reached the Pacific through North America. He threaded to the end the Northwest Passage. Its reality bore no resemblance to the European dream of a great gorge which would float sailing ships from the Old World through the continental land mass of the New. It was simply the chain of rivers, lakes, and portages which enabled canoes from Montreal to move all the way from the St. Lawrence across Canada to the northern and western oceans." Who said it? (Box, P. 19, Item 3)

Newsweek Feature

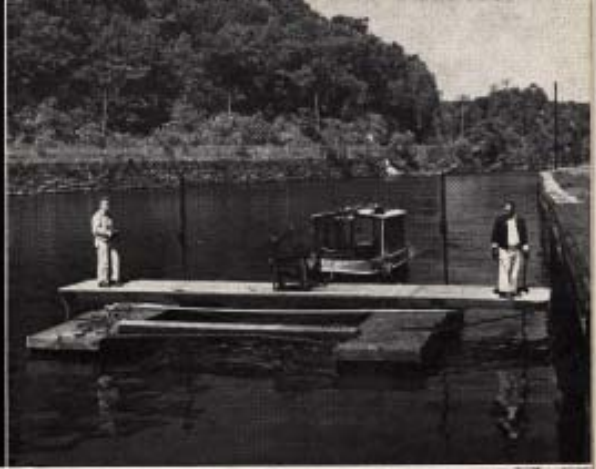
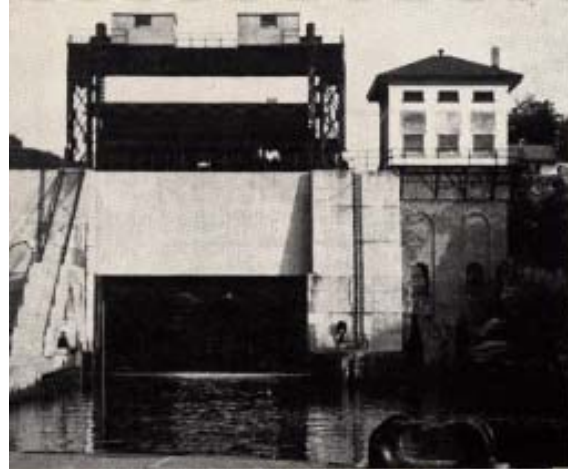
Dear Mr. Munroe:

I have enclosed a small display card of our report on the Moran company which appears in the current issue. Perhaps you may wish to use it in your reception areas. Should you wish reprints of the report, or additional displays, we will be glad to furnish them to you at cost.

TED McNULTY
(444 Madison Ave., New York)

Ocean tugs are not often photographed in action, but here's our *Marion Moran* towing at sea.





Little Falls—Lyons Trip on Erie Canal

There is a feeling here, confirmed by canal buffs upstate and elsewhere, that it is refreshing to encounter a layout of summer-time pictures in a winter-time magazine.

This abbreviated report covers a trip by our man Shipley (Prof. F. C.) last June on the tug *Agnes A. Moran* from Little Falls to Lyons, N. Y., and part way back with an asphalt barge on the Erie Division of the New York State Barge Canal.

The photos, clockwise, beginning in the upper left-hand corner of the page:

(1) Lock 17, Little Falls, highest single lift on the Erie Division, just under 40 feet, revealing a recent face lifting job.

(2) "The Old Canawler" a little upstream from Lock 17 shows a pleasant disposition.

(3) Sweeping rig, which takes continuous soundings by means of a cable stretched between poles, to check depth of canal.

(4) *Agnes A.*, pilothouse retracted, below Lock 27, Lyons, waiting for the barge to discharge her cargo.

(5) Left, Earl F. Costello, long-time skipper of *Agnes A.*; and Walter Karwoski, mate aboard, both Moran veterans.

(6) Ringer! Canal cowboys keep in practice at Lock 25, Mays Point, N. Y.

(7) Tug and barge entering Lock 24, Baldwinsville, N. Y., eastbound to New York.

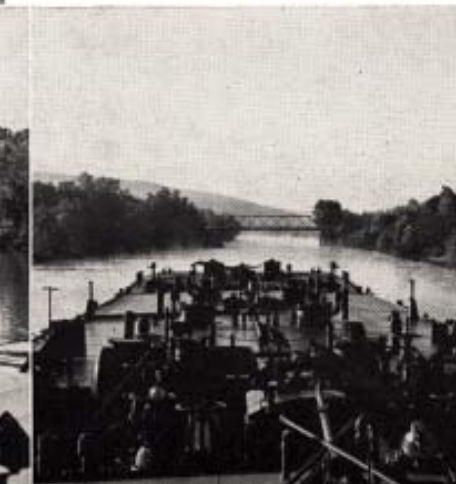
(8) Tow nosing into a morning mist in the vicinity of Frankfort, N. Y.

(9) *Agnes A.* about to pass another tug with a four-box tow above Little Falls.

(10) Lock 17 again, but entering from the upstream side this time.

(11) Left, Martin J. McEniry, chief engineer; and Thomas A. Thaler, Jr., deckhand—happy about the whole thing.

(12) Dam at Lock 10, Mohawk River, to control water depth in the canal channel.



Ahoy, Collectors! Sixth Framing Print in Famous Ship Series by Sterner is Ready

IN THE CENTER SPREAD this time will be found TOW LINE's black and white version of No. 6 in Moran's series of famous ship pictures in color by an increasingly popular artist, Harold Sterner. We take the liberty of assuming, not without a good deal of evidence, that this is the one a lot of people have been waiting for: *R.M.S. Queen Elizabeth*. Here it is.

She is a big one—largest in the world, in fact—this Cunard Line flagship. These figures are from Lloyd's Register of Shipping: 83,673 gross tons; 1,031 feet by 118 feet, seven inches (summer draft, 39 feet, 6½ inches); propulsion, 16 steam turbines geared to four propellers.

On the 30-inch by 15-inch color print for framing there are the customary particulars; it is uniform with prints offered previously. This is ready for distribution—or it will be by the time this issue reaches most of you collectors. First come, first served, is the word here.

Prints may be had by mail, by writing to Moran Hq., 17 Battery Place, New York 4, N. Y. It is better to write than to telephone; there is less chance of names and addresses being fouled up. Or collectors may call at the foregoing address (25th floor) during office hours, Monday through Friday, and somebody will be on hand to wait on them.

Except for a slight lull caused by the omission of any such picture offer in our September issue, which was devoted to a photo-and-text report on a single subject, ocean towing, the Sterner ship print business has been brisk, to put it mildly. As the series has grown, many people have requested pictures of more than one ship for framing.

Although there has to be a bottom in every barrel, as they say, Moran Towing & Transportation Co. still has on hand a substantial supply of the five color prints already offered, viz: *Brasil, Santa Paula, Independence, President Polk, and Rotterdam*, in the order of issue.

The company is gratified by the response of TOW LINE readers and others to these offerings. A bulging file of enthusiastic communications provides evidence of their popularity; innumerable word-of-mouth messages clinch the case for public appreciation.

Once again, may we remind all hands that delivery of this class of mail can be discouragingly slow?

• • •
Extra Dividend—Speaking of marine art, Moran is happy to offer at this time art prints in color of another C. G. Evers painting (below). This one comprised the wrap-around cover of the October 1961 issue of *Marine News*, which contained a section having to do with the subject, the company's new ocean tug *M. Moran*. This is uniform in size with other Evers prints we have distributed in the past (16" x 23¼") and may be had on the same basis either here or from *Marine News*, 25 West 45th Street, New York 36, N. Y.—if they have any left there.

NOTICE!

Establishment Changing Hands

As of the next issue, Vol. XV, No. 1, TOW LINE will be under new management; and the best of luck to its incoming editor, Frank O. Braynard, who also inherits the title of Public Relations Manager for Moran Towing & Transportation Co., Inc.

Ye olde editor retires on December 31st, having reached the eligible age, after 14 years (less about a month and a half) of service with the company. Nobody ever was treated better.

He takes this opportunity to bespeak for Mr. Braynard the continued good will and hearty cooperation of TOW LINE's host of correspondents, readers, and other friends—even critics!—in this best of all possible worlds.

Despite Mark Twain's dictum that the editorial "we" should be employed only by "the ruler of a country or a man with a tapeworm," we thank everyone everywhere for all the appreciation and assistance given in generous measure since Vol. I, No. 1. R.M.M.

"It was once soberly suggested that ships using the Port of New York dock in a body of fresh water in the heart of Lower Manhattan. The plan was hardly as bizarre as one might suppose, because in 1796, when it was proposed, there was a 70-acre lake there deep enough for the largest ships afloat in 1961." Who said it? (Box, P. 19, Item 4)

Likes Moran Towboats

Dear Sirs:

We have several Moran pictures in our operations building, and would appreciate some of the Sterner prints to add to our collection. It is always a pleasure to lock the boats of your inland waterways fleet, because they are always pleasant and cooperative. We only wish there were more of your boats operating in this area. The men on the job always look forward to TOW LINE. Whenever one arrives it is well read. "Grandma" on Page 19 of the June issue is really a queen!

H. B. SEVERS, LOCKMASTER
(Lock 50, R.R. 4, Marion, Ky.)



Newspaper Features Moran Tugs at Work

Newspaper and magazine photographers, feature writers, and editors always have an anchor to windward in the Port of New York: dockings and sailings of the great transatlantic passenger liners, in most instances with the aid of Moran Towing & Transportation Co. tugs and pilots. Staff members of the New York World-Telegram & Sun are no exceptions to this journalistic fact of life.

In the Monday, November 6, editions of that daily, Page 20 consisted entirely of a layout of five superior photos with one- or two-line captions further explaining the docking of French Line's *S.S. Liberte* at Pier 88, North River, early in the morning of September 29. (One of the five pictures concerned shifting the Norwegian tanker *Fensal* from Drydock No. 3 to Pier 6 at Bethlehem Steel's shipyard, Hoboken, N. J.)

The *Liberte* docking was accomplished by three Moran tugs, with Pilot-Capt. Frederick W. (Bill) Snyder on the liner's bridge. The Hoboken job was another three-tug affair, with Pilot-Capt. Mark M. (Buster) Grimes calling the signals.

An eight-column line across the top of the feature page read "Tugboats at Work in the World's Busiest Harbor." WT&S photographer Stanziola got the picture credit line, and Moran appreciates his competent workmanship.

Russian Circulation

Dear Mr. Blinn:

Under separate cover I am returning the photographs we borrowed for consideration for the U.S. Information Agency's exhibit, "Transportation—USA." A number of them were included in the shipping section. . . . The exhibition will open in Moscow's Gorky Park on September 23rd for a three-week showing, and will subsequently travel to two other cities in Russia.

The exhibit has been prepared in accordance with the U.S.-U.S.S.R. agreement to exchange exhibits in the scientific, technical, educational and cultural fields in the hope that they will contribute to the betterment of relations between the two countries.

We greatly appreciate your help and cooperation in contributing material for this project.

ARIANE ARUEGO
(George Nelson & Co., Inc., N. Y.)

Forward Look—A vigorous effort is being made to bring to New York in 1964 a large number of sail-type training ships. One indefatigable maritime buff, temporarily nameless here, signals us that these no longer common vessels "certainly would make a beautiful picture, anchored in line in the Hudson River below the George Washington Bridge."

Farrell Lines Shipmaster

Gentlemen:

If your supplies of the attractive ship prints are not already exhausted, kindly send me a copy each of *Brasil*, *Santa Paula*, *Independence*, *President Polk* and *Rotterdam*.

I want to congratulate you for the continued high degree of all-around excellence of your publication. It is a superlative magazine—in a class by itself.

CAPT. A. W. SCHODLE
(*S/S African Sun, Monrovia, Liberia*)

HANSA LINE ADDITION—Welcomed to the Port of New York in traditional style on October 29 was *M/V Truenfels*, newest of the 80-year-old Hansa Line fleet, Bremen, Germany. Our Pilot-Capt. Lars Thorsen, directing the *Carol Moran* and *Barbara Moran*, got this unusual ship safely berthed at Pier 3, East River.

According to F. W. Hartmann & Co., 120 Wall Street, New York, agents, she joins more than 40 heavy-lift Hansa vessels in the Eastern Mediterranean, Red Sea, and Persian Gulf service—one of the first lines engaged in this service from Gulf and Atlantic ports of the United States.

Built in Hamburg in 1959, the *Truenfels* is a 476-footer, with a 63-foot beam and nearly 30 feet of draft. Her deadweight tonnage is 12,750. Her heavy-lift gear has a safe capacity of 260 tons, and her booms are so arranged that 130-ton lifts can be made into three hatches. Capt. Martin Wilken is master.

While Moran tugs were assisting *S.S. America* to sail from her North River berth recently, one of our eagle-eyed operatives spotted graphic evidence of how Capt. Jim (Jones F.) Devlin's safety consciousness has penetrated the ships of his line.

Inside one of the America's sideports these twin three-word slogans were placarded in red and blue on a white background:

U se U nited
S afety & S tates
L ive L ines

Needless to add, this is not mere Madison Avenue slickness; it is a vital message to all hands who need reminding that the human corpus is not indestructible.

To Captain Devlin or Warren Lindsay or whoever: congratulations!

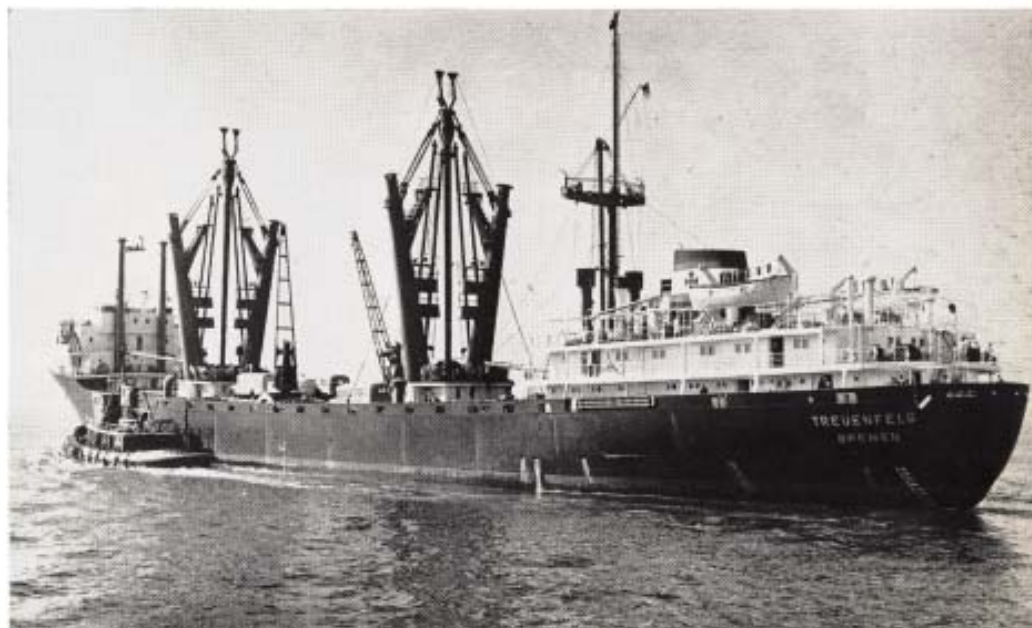
"We are engaged in a business which is useful and necessary in time of peace and vital in time of war." Who said it? (Box, P. 19, Item 5)

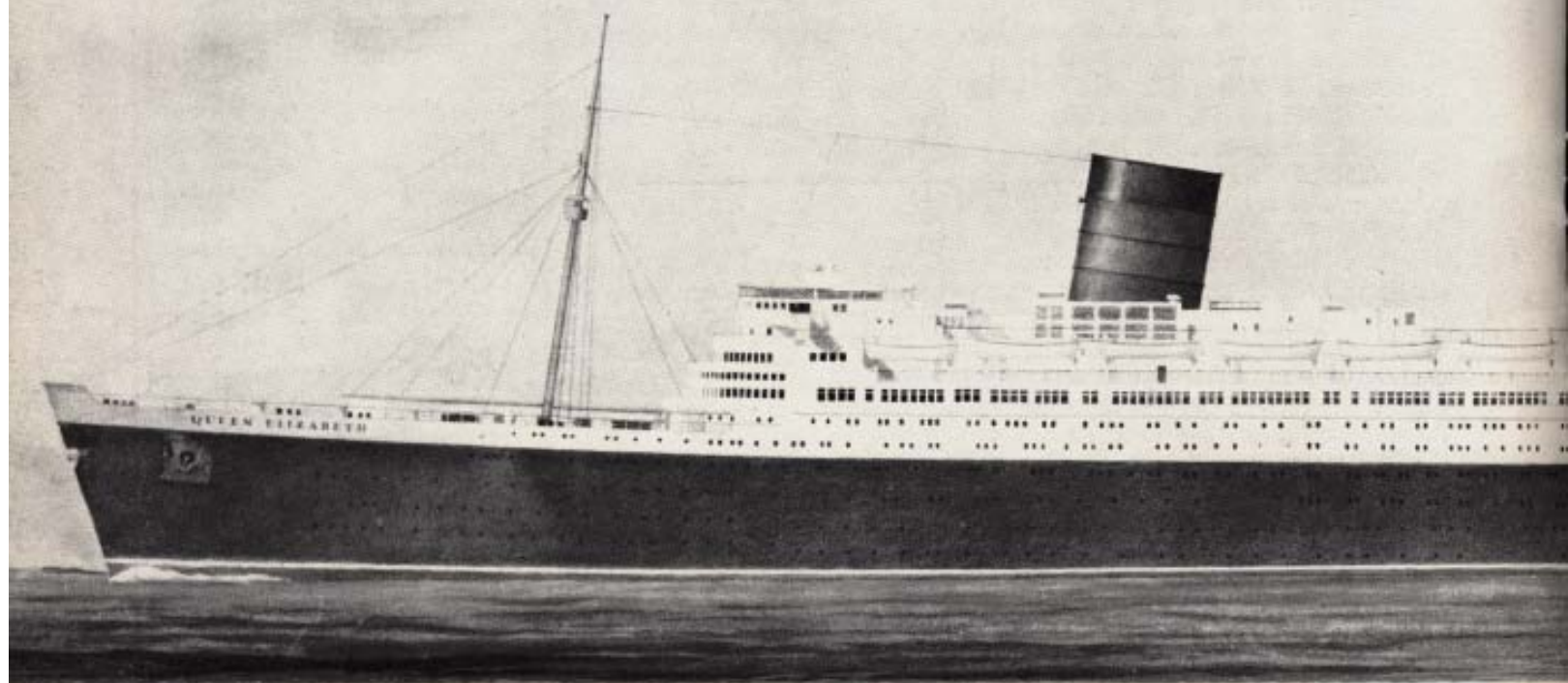
Incapacitated Diver

Dear Sirs:

You have been most wonderful and very kind in mailing me your magazine. Sitting in my wheel chair, it has given me many hours of enjoyment. Most of my life has been spent at sea and on inland waters as a deep sea diver. So many changes have been going on, and TOW LINE has given me the chance to see it all; so now will you be so kind as to mail it to my new address? I'd be lost without it.

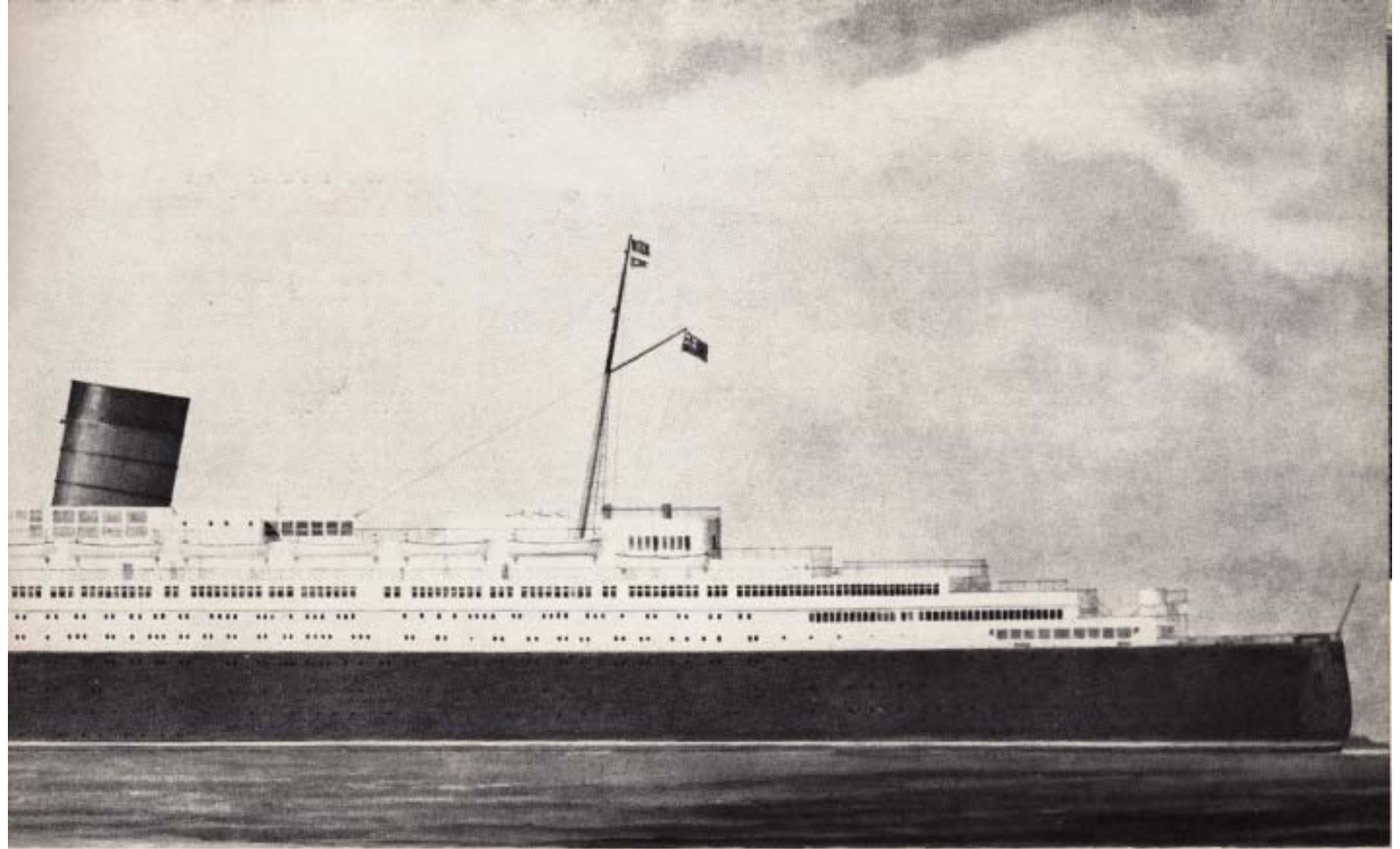
CHARLES J. TILLEY
(Deer Park, Long Island, N. Y.)





P.M.S. Queen

(A white-bordered print of this picture, approximately 30" x 15", in full color suitable for display.)



Elizabeth

...ing, will be mailed upon request—first come, first served. See Page 8 for details.)

Moran's Good Samaritans (Lake Ontario Division)

Dear Sirs:

I am writing this letter to thank you and the men that sail the *Helen B. Moran*.

Your tug answered my S.O.S. at 5:30 a.m., morning of October 8, 1961. I had run out of gasoline at 10:30 p.m. October 7 and drifted for seven hours, from Thirty-mile Light to 12½ miles N. 12° E of Point Breeze on Lake Ontario.

Your tug was on her way to Cape Vincent, N. Y. They gave me coffee and a sandwich and enough gasoline to make it those 12½ miles to Point Breeze.

If your tug had not seen me, I could have been out there yet, and I want you and the men on the tug to know just how very grateful I am.

I hope I have explained the location of the *Helen B.* properly so that you will know which crew to thank and give credit to for being so alert and helpful. Yours very truly,

JOHN D. MCPHERSON
(17 Jane Street, Caledonia, N. Y.)

Editor's note: According to Capt. Percy Walling, our personnel manager, the *Helen B. Moran* in this instance was bound from Detroit, Mich., to Massena, N. Y., with Seaboard Shipping Corp's barge *Spindletop*.

The crew aboard at the time: Capt. Torbjorn S. Sorensen, master, Brooklyn; Morgan Moen, mate, Brooklyn; Carl R. Dahl, chief engineer, Great River, N. Y.; Einar H. Stange, assistant engineer, Brooklyn; Anton Smith, wiper, Brooklyn; Arne Claesson and Richard Meier, deckhands, Brooklyn and Beechurst, N. Y., respectively; and Thorleif Wennerod, cook, Brooklyn.

Compliments and congratulations from the management, also from the staff of TOW LINE, to these eight vigilant and fast-acting tugboatmen for a vital service well done!

"The winds and waves are always on the side of the ablest navigators." Who said it? (Box, P. 19, Item 6)

"Never a ship sails out of the bay / But carries my heart as a stowaway." Who said it? (Box, P. 19, Item 7)

OUT OF THE PAST (WITH RADIO CONTROL!)—Here, a model of the first Cunarder, *Britannia*, in the swimming pool of Cunard Line's flagship, *Queen Elizabeth*, the world's largest. This accurate and beautiful miniature was assembled in leisure time over a period of four years, according to the builder, V. R. Vincent, ass't westbound freight mgr. for Cunard in New York, who says he used only hand tools, with his kitchen table as a work bench. A marvel as to detail, Mr. Vincent's model was built to a scale of one-quarter inch to the foot, and has an overall length of six feet from tip of jib boom to tip of mizzen spanker. To rig her he used several hundred yards of cord of nine different sizes—reeved through 136 dead-eyes and 222 single, double, and triple blocks! The ratlines include 1,372 clove hitches; we dare anyone to try to count them. The original *Britannia* made her maiden voyage in July 1840. Of 1,154 gross tons, she made 40 round trips for Cunard in her time.



YEARS AGO

(Source: New York Maritime Register)

OCTOBER 4, 1911—Str. *Penobscot*, first of four steamers built on Great Lakes for Harper Trans. Co. of Boston, to ply in coastal trade between here and New England ports arrived Norfolk September 26, towing two barges. Her capacity is 3,300 tons. . . (St. John, N.B.) Tugs *Alice R.* and *George L. Daniel*, towing dredge *New Brunswick*, from Digby, were forced to abandon her in Bay of Fundy today. Dredge sank; crew saved.

NOVEMBER 15, 1911—Str. *Momus*, at New York from New Orleans, reports November 3 in storm off Fowey Rocks, Fla., Second Officer Beech, Bos'n Jos. P. Seery, and Seaman Nordberg were washed overboard and drowned. . . *Searsport* (barge), from Norfolk for Providence, in tow of tug *Underwriter*, broke away November 12 one mile E x S from Fire Island L/V. She was sighted by str. *Howard* same evening, but latter was unable to render assistance owing to bad weather. Revenue cutter was notified by wireless of barge's plight and started in search same evening. Tug took her remaining barge, *Boston*, to anchorage in New York and proceeded in search. Barge had not been found up to late hour on 13th.

NOVEMBER 22, 1911—*H. B. Moore, Jr.* (tug) of White Star Towing Co., was struck by propeller of str. *Iroquois* (Br.) from London, about November 15, and sank off bell buoy at Tompkinsville. Merritt, Chapman's derrick *Century* will attempt to raise her. . . (Block Island, November 19) Barge *Helen A. Wyman* was wrecked about 12 miles SW of this island early today. Barge *Vermont* also foundered. . . (New York, November 21) Crew of *Helen A. Wyman* were taken off by *Mary A. Scully* and landed safely in port. Captain of wrecked barge *Vermont* and wife were rescued; one sailor and 17-months-old baby drowned.

DECEMBER 6, 1911—*Maryland* (barge), from Philadelphia for New York in tow of tug *Asa W. Hughes*, sank in four fathoms December 4 three miles ENE of Ludlams Beach. Crew taken off and brought to New York. (Editor's note: *Maryland* was former *General Slocum*.)

DECEMBER 27, 1911—*Ned* (dredge), of International Dredging Co., in tow of tug *International*, from Philadelphia for Galveston, sank off Cape Hatteras during gale December 23. Crew arrived at Danfuskie Island in small boats. . . *Robert Palmer* (tug), while lying at her berth in Wallabout December 23, was fouled by N. Y. C. car float and had rails stove in. Impact caused galley stove to upset, setting fire to deck and pilothouse, both of which were damaged considerably.

EARL C. PALMER



WORLD WAR II VETERAN GOES HOME—Two seagoing Moran tugs, *Diana L. Moran* (Capt. Axel Jorgensen) and *Margaret Moran* (Capt. Alfred C. Rowholt), shoved off from the Bayonne Naval Annex, New York harbor, at midday September 28, towing the decommissioned 35,000-ton battleship *U.S.S. North Carolina*. It would be a 562-mile coastwise haul that couldn't have been and was not regarded as routine.

The destination of the 21-year-old mothballed veteran of major campaigns in the Pacific during World War II was Wilmington, N. C., where a permanent slip had been dredged for the battlewagon in the Cape Fear River. There she would become a state war memorial administered by a North Carolina commission organized for that purpose—a red-letter project for the Tar Heels citizenry.

New York harbor tugs of the "M" fleet assisted the ocean tugs in getting the tow under way. In fact, that is one of them, our *Susan A. Moran*, you see made up to the *North Carolina's* starboard quarter in the above Flying Camera, Inc., aerial view as the unwieldy tow was being "steered" through the Narrows en route to sea.

Pages and pages of type and pictures were lavished on this project by such enthusiastic regional newspapers as the *Star-News* of

Wilmington, "the port city of progress and pleasure," according to its masthead slogan, and the wire services developed and sustained an unusual interest that required substantial cooperation.

"It was an uneventful trip from Bayonne to the entrance of the Cape Fear River," Capt. David D. Higbee of Haddonfield, N. J., a well known coastal and deep-sea pilot who was aboard the *Diana L.*, told your editor. "On Monday morning, October 2, we started up the river with the veteran of the Pacific, by far the largest vessel ever to navigate it. The conning of the battleship was directed by Captain Burriss of the Cape Fear Pilots, and he did a wonderful job. En route the banks of the river were lined with spectators obviously proud of their fine ship. On the custom house wharf opposite the dredged slip was the inevitable brass band that is on hand for such gala occasions.

"It was an interesting voyage, and it is refreshing to be able to record the patriotism of the people of North Carolina in saving this fighting ship from the ignominy of the scrap yard."

Thus another outstanding Morantow. . . . We wish the state and the guardian commission the best of luck with this fitting memorial. No one is likely to forget the *North Carolina's* war record.

Acknowledgment—A fellow learns something every day, and a lot oftener if he neglects to keep his defenses up. We are indebted to Mr. U. Shanker Rao, 25A Palit Street, Ballygunge, Calcutta 19, India, an appreciative TOW LINE subscriber and a tireless worker in the field of water transport, for a "sea mail/book post" package of promotional literature on the subject. Most of this pertains to the development and improvement of that area of his nation's economy, and nearly all the items received bear Mr. Rao's by-line. A favorite here—the author may have had in mind a daily newspaper column produced by your editor in one of his previous incarnations—probably will be "From Trawler to Table: Certain Aspects of Deep Sea Fishing in India". . . Seafood, anyone?

Plant Development On Waterside Sites

Industrial waterside plant site development in the third quarter of 1961 proceeded at a rate more than three times that of the corresponding period last year, according to the latest survey conducted by American Waterways Operators, Inc.

Production industry constructed or announced plans to construct 188 new plant facilities along navigable inland waterways of the United States during those three months, in comparison with a total of 59 recorded in the third quarter of 1960. This brought the 1961 total to 437 waterside plant facilities—174 more than for all of last year.

The new tabulation revealed that 58 of the new projects were terminals,

docks, etc., designed to handle low-cost barge traffic. Forty-three were chemical or petroleum plants. In addition there were 24 oil and gas plants, 22 general manufacturing units, 24 metal and steam-electric generating plants, eight paper plants, six grain installations, and three cement plants.

The shallow-draft water carriers' association began keeping plant construction records in 1952, and since then 3,898 waterside plant sites have been developed. A complete list of these in booklet form is available at A.W.O. headquarters, Suite 502, 1025 Connecticut Ave., Washington 6, D.C.

"But though the blast is frantic / And though the tempest raves / The deep immense Atlantic / Is still beneath the waves." Who said it? (Box, P. 19, Item 8).

RECOMMENDED READING

MORGAN'S RAID. By Allan Keller. The Bobbs-Merrill Company, Inc., Indianapolis and New York, 1961. Library of Congress card number 61-15137. Price, \$5.00.

AS OUR TOWBOATS *Betty Moran* and *David E. Moran* wend their way up and down the Ohio River with as many as eight petroleum barges per tow, they pass many outstanding historical sites, but probably none more filled with Civil War lore than a spot near Garnettsville, Ky. Here Gen. John H. Morgan, C.S.A.—“the Marion of the War Between the States”—and his ultimately decimated and tattered force of 2,000 Rebels crossed the river into federal Indiana.

Allan Keller, well known to readers of *TOW LINE* and the *New York World-Telegram & Sun*, has told the Morgan story superbly in this 272-page book, which is timely now that the centennial of the Civil War is being observed North and South. Keller does this sort of thing very well.

For 25 breathless days in July 1863, a dashing Confederate cavalry officer led his never-say-die raiders through Kentucky, Indiana, and Ohio, terrorizing the inhabitants and making the deepest penetration of the North by any Confederate force during the war. The invaders really had 'em panicky, you might say.

It required 110,000 Northern militiamen, nearly all the Union cavalry in the midwest, the strategy of a passel of experienced Union generals, and—let's get a little naval action in here—vital interventions by a flotilla of makeshift gunboats to hunt down and capture the raiders at long last. This is said to be the longest organized cavalry ride in history—also perhaps chivalry's last appearance on war's gruesome stage.

A little slow in working up a sustained interest in “Morgan's Raid,” not being a dyed-in-the-wool Civil War buff, your reporter finally became so absorbed in these Rebs' remarkable exploit he experienced trouble in laying the book aside in order to get to bed at a decent hour.

Our veteran contributor, one of the real pros, has done a good job here.

Notable Assist—Two late 1961 issues of *Sealift Magazine*, published monthly by the United States Navy's Military Sea Transportation Service, featured profusely illustrated articles on that Mayport, Fla., to Holy Loch, Scotland, tow of drydock sections and barges, out of which *TOW LINE* fashioned its one-subject September number. Our compliments to Lamar Holt, *Sealift's* energetic and competent editor.



CHANGING THE GUARD—Skippers of Moran tugs accustomed to seeing a traditional U. S. Coast Guard lightship on station in Buzzards Bay, Mass., marking the entrance to the busy Cape Cod Canal, will be looking for something entirely different in the future. Capt. Meredith E. Connor of the *Harriet Moran* with the *Time, Inc.*, paper barge *C. L. Stillman*, en route from Bucksport, Maine, to Chicago (or vice versa), for instance—a routine tow in season.

In this Coast Guard photo the familiar *L/S Relief* is shown leaving her post after commissioning ceremonies early in November of the first tower-type offshore light structure, one of 22 to be built in the next 10 years to replace lightships. The light station accommodates a regular crew of seven Coast Guardsmen, and has a helicopter landing platform. Altogether, 22 of the 24 lightship sites off the coasts of the United States, with sentinels in operation since 1820, will be eliminated eventually.

The recently completed Buzzards Bay station, which cost \$950,000, is located five miles south of Gooseberry Neck, Mass., in 61 feet of water. Its four main steel legs have been driven and seated to bed rock 268 feet below mean tide level, with horizontal and diagonal steel pipe cross bracing for added strength. It has been estimated that structures of this type will last 75 years in comparison with the average 50 year life span of lightships.

Normally, the flashing white light will be of 910,000 candlepower, but during periods of low visibility a high-intensity optic will produce 9,000,000 candlepower. A fog horn and a radio beacon in the tower complete the navigational equipment.

“It does a vessel no good to have lake and channel depths of twenty-seven feet if there is but twenty-three feet of water alongside the dock.” Who said it? (Box 19, Item 9)

Big Ship

(*New York Times* editorial, Oct. 26, 1961)

New Yorkers who quicken to the sight of the great liners when they sail downriver or come in from sea will be saddened by the news that Cunard is not going to proceed with the construction of *Q-3*, the proposed \$84,000,000 replacement for the aging superliner *Queen Mary*.

She would not have been quite so large as the *Queen Mary*. But to the ship man and the traveler awaiting her coming, all the recent discussion about her design and financing with government assistance meant a promise and a warranty that the age of the great surface ship was not about to end.

Many are thrilled by the still-incredible experience of the hawk's way. It is swift and true and efficient. But the ship man will remain unconvinced, the man who knows the stir of the long deck underfoot, the sigh of the sea passing, the compelling lure of endless horizon. The end of the great ship? We refuse to believe it.

Purloined Print Problem

Dear Sirs:

Very grateful for your always so nice pictures of big and famous ships, I am sad to tell you about something wrong with your last sending. I had asked for both *President Polk* and *Rotterdam*, but when the package was delivered it contained only the latter. On the address paper one of your people had written “Polk & Rotterdam,” so I cannot imagine it was you who made the mistake. Maybe it “disappeared” somewhere; and that's why I ask you politely to send me the missing print.

C. Mous
(Rotterdam, Holland)

Seaward the Voyager

The moment comes when the great liner
rides
Prow to the ocean, from her escort free,
Poised with propellers idling ere she
glides
Beyond our vision to the open sea.
This is that moment when we stand
bereft,
Azure of far horizons in our eyes,
Tasting the salt of words unspoken, left
Unsaid at parting, sad as seagulls' cries.
Bound to the city and the shore's
concern,
We watch the distant ship; the tugs
that brought her
In and out go separate ways and churn
The mighty Hudson's deep, swift flowing
water,
Like the small craft, we go our lonesome
way;
Seaward the voyager sails, beyond the
bay.

EDNA L. S. BARKER

(Editor's note: "My daughter sailed for Yugoslavia with her husband, who is in the diplomatic service," Mrs. Barker writes from her home in Crown Point, N. Y., "and these lines express something of what I felt at the time for the tugs, so much a part of the picture and so necessary—the last link with the ship." For our part, we appreciate the poem and her thoughtfulness in sending it.)

"The most advanced nations are those who navigate the most." Who said it? (Box, P. 19, Item 10)

We Get Around

Dear Sir:

A few weeks ago I saw one of your ships in the harbour of Montevideo (Uruguay), and as a collector of pictures of ships all around the world, I would be very pleased if it would be possible to receive some pictures of your fine ships, for which I thank you very much by anticipation. I am also serving in the merchant navy, as of now aboard *M. V. Zaanland*.

HUIB KOSTER
(Ymuiden, Holland)

"At the Cross Roads of the World"
—James H. Hagan, associate editor of *Crossroads*, a monthly magazine published at Cristobal, Canal Zone, in his department, *The Cristobal Waterfront is My Beat*:

(A recent) issue of *TOW LINE*, house organ of the Moran Towing & Transportation Co., has an interesting illustrated article on towing the auxiliary repair Navy drydock *ARD-17*, which carried the dipper dredge *Paraiso* and a 700-ton dump scow, from Boston to Montreal to Cristobal. The *Paraiso* was unloaded at Coco Solo on arrival . . . then towed to Gamboa, where she is being reconditioned for service in the Canal. The Navy drydock was turned over to Ecuador in ceremonies held at the Rodman Naval Base.

Sotto voce, to Capt. Robert B. Fisk, Sebring Hills, Route 1, Sebring, Fla., who submitted a sentimental poem, "The West Side of the Rack," for possible publication herein: You were right, captain—"only a Moranman would understand what it's all about." Regrettably, the piece is not quite suitable for *TOW LINE*.

NEW 6,415-TONNER—This Israeli-flag vessel, *M/V Har Ramon*, arrived in New York October 31 with a full cargo of bananas from Ecuador. Owned by Cargo Ships "El-Yam," Ltd., Haifa, the 19-knot refrigerated motor vessel has a bale capacity of 250,000 cubic feet. She was built in Germany by Deutsche Werft, Hamburg, and is managed and operated by Maritime Overseas Corporation, 61 Broadway, New York. Capt. Hugo Adler is master of the *Har Ramon*; H. Ferber is her chief engineer. She is 405 feet long, with a breadth of 56 feet and a draft of 25 feet, five inches. Our tugs *Nancy Moran* and *Barbara Moran* directed by Pilot-Capt. Bernard E. Scherer, assisted the ship to dock at Pier 13, East River, here. 

NAUTICAL LANGUAGE

Abaft the Beam—Behind a horizontal line drawn through the middle of a ship at right angles to the keel.

Backing Wind—A wind that works around counter-clockwise or against the sun.

Camel—(1) A heavy fender float used for keeping a vessel off a wharf, usually four square logs bolted together. (2) A buoyant device consisting of a hollow steel cylinder or a pontoon of shipshape form used in salvage work.

Deck Scow—A bargelike craft for harbor use, on which the cargo is carried above deck.

Equation of Time—The difference between apparent time, determined by the meridian passage of the real sun, and mean time, determined by the meridian passage of the mean sun.

Following Sea—A sea running in the direction of the ship's course.

Gangway—(1) A narrow, portable platform used as a passage by persons entering or leaving a vessel moored alongside a pier. It has a minimum width of 22 inches and is fenced on each side to a height of about three feet by means of a railing or taut ropes or chains. (2) A command requiring all hearers to make way, or stand aside, to permit the passage of a senior or of a working party.

High Seas—In municipal and international law this denotes all that continuous body of salt water in the world that is navigable and lies outside territorial waters of the various countries.

Isobar—A line on a chart connecting places on the earth at which the barometric pressure is the same at a given time or on the average for a given period.

Jump Ship—To leave ship without proper authority; to desert.

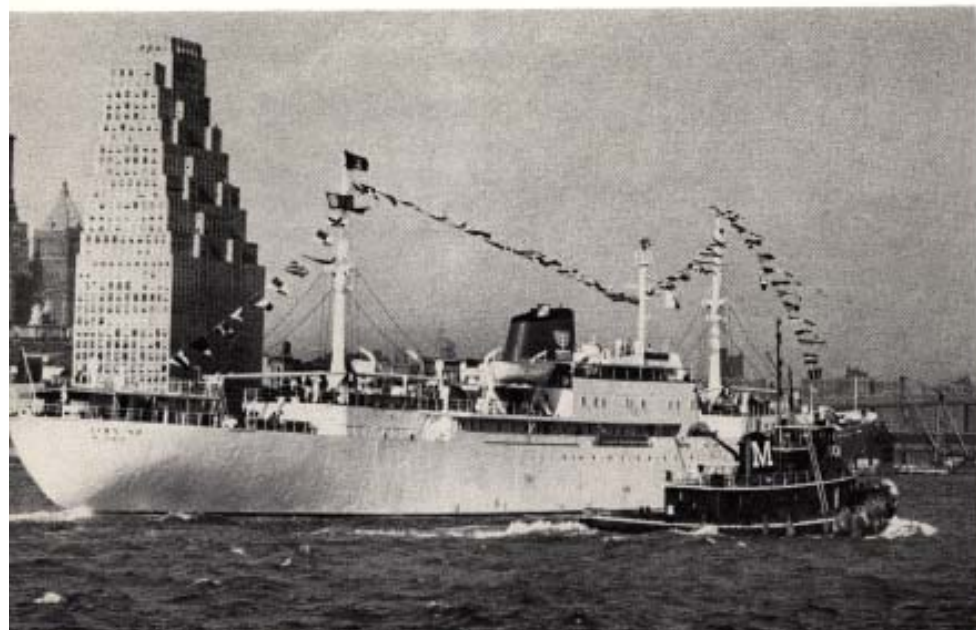
King Post—(1) A short heavy mast which serves to support a boom. (2) The center-line pillars in a ship's hold.

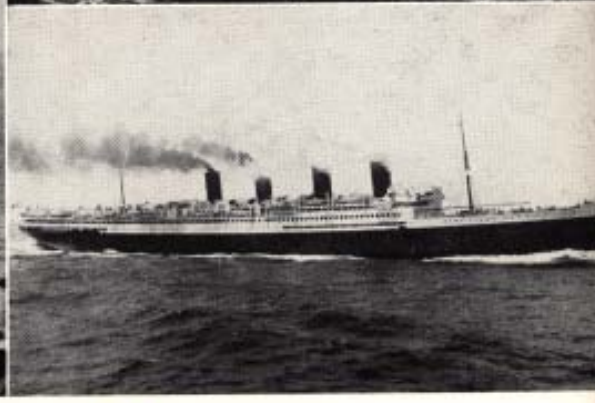
Lighterage—(1) A charge for conveyance of goods by lighters or barges in a harbor or between ship and shore; usually includes loading and discharging of lighters. (2) In general, transportation of goods between ship and shore by means of harbor lighters.

Moderate Gale—A continuous wind moving with a velocity of between 28 and 33 nautical miles per hour; Beaufort's scale No. 7.

North Equatorial Current—The westerly moving surface current north of the equator, chiefly met in the Atlantic. It flows into the Caribbean Sea and feeds the Gulf Stream.

Outboard Profile—Plan showing a longitudinal exterior view of a vessel, including deck structures, funnels, masts, rigging details, etc.





S.S. France, French Line's New Flagship, Is Scheduled to Arrive Here February 8

ON FEBRUARY 8 the Port of New York will roll out its plush red carpet and tie down all whistle cords to welcome a new sea queen, French Line's S.S. France—the world's longest passenger ship, 1,035 feet, no less.

This new flagship, embodiment of \$80,000,000 worth of beauty and luxury—the fourth major transatlantic liner to bear the distinguished name—will carry passengers in only two classes, 600 in first, 1,444 in tourist. Tonnage, 66,000 (gross).

Moran tugs will handle her here, as they have her elegant and otherwise noteworthy predecessors in the French Line service, docking her at Pier 88, North River, presumably.

She sails from Le Havre February 3, following a short shake down cruise to the Canary Islands.

Higher than a 19-story building, the France's 10 decks are served by 22 elevators. Among her many special features is a closed-circuit, two-channel TV system with 427 outlets; and the ship's theater, serving both classes, accommodates 664 persons, making it the largest afloat. Add: two swimming pools, eight bars, two cabarets, a youth center—with juke boxes, pinball games, dance floor, and a soda-water bar.

The new ship is stabilized by two sets of Denny Brown fins, designed to reduce her roll to two degrees. Air conditioning throughout for both passengers and crew is provided by 30 miles of ducts.

Designed for two classes instead of the customary three, the France boasts

a horizontal (rather than the traditional vertical) division of class space. An unusual feature permitted by this design is a full-length promenade deck for both classes; and tourist class public rooms are located in much the same area as those used by first class passengers, only a deck below. Another innovation is the large number of single and double cabins.

The first France, a paddle-wheeler of 3,200 gross tons, had a respectable speed of 13.35 knots. She was on the St. Nazaire-Vera Cruz run for eight years before being shifted to the New York route in 1872. She lasted until 1910.

(Another France, a 3,600-tonner owned by National Line, made her Atlantic debut, Liverpool-New York, in 1867. A single-screw steamer, she was in business until 1896.)

The best known ship of this illustrious name was a four-stacker of 25 knots—second only to the record breakers *Lusitania* and *Mauretania*.

President de Gaulle said at the launching of the present France: "The United States are dear to France, and I do believe France is dear to the United States." The ship will be dear to this country, too. . . . Long may she sail in safety!

FRENCH TRIO—Left: Spanking new S.S. France as she left the building port of Saint-Nazaire late in November to start her sea trials. Top right: France No. 1, built in 1864, a 354-footer with twin stacks and sails (l); and, below, the 24,000-ton France of 1912—a speed queen.

Salute!

(N. Y. Herald Tribune, Nov. 16, 1961)

The Navy's Military Sea Transportation Service relies entirely on commercial tugboats for its vast towboat and docking needs, and "they do not disappoint us," Lane C. Kendall, commercial shipping adviser to the Navy's ocean merchant service, said last night at the Foreign Commerce Club's annual dinner at the Commodore honoring the towboat industry.

When MSTS was organized in 1949, its big fleet included many ocean-going tugs, Mr. Kendall said, "but today MSTS does not operate any." Docking and undocking is handled by contractors; deep sea towing "is turned over to the sturdy little craft of the commercial fleet."

"I think it is a well-deserved tribute to the capability and competence of the towing industry that MSTS does not have in its fleet today a single tug." Mr. Kendall added. "It has been found more efficient and economical to contract for tug service than to maintain our own craft. I know of no finer tribute we could pay to America's tug and towing industry."

Pictures Cannot Be Inspected by Phone

From time to time, anyway a good deal oftener than may be supposed, Moran Hq. is asked for photographs of tugs, tows, ships in the Port of New York, our world-famous skyline, fireboats in action, transatlantic liner dockings, the Statue of Liberty and other landmarks. You name it; we've had requests for it.

These come from advertising agencies, public relations people, photographic illustrators, insurance companies, artists, collectors—to say nothing of municipal, state and federal authorities. The trouble is that a big majority of those who require photos and other pictures for their purposes (not always sensible from our standpoint) assume a simple telephone call will do it.

We do our best to accommodate as many as possible, provided the requests are reasonable and are unlikely to get Moran T. & T. involved in publicity that would be contrary to company policy; and do not imagine many individuals are in doubt about where to look for such pictures.

The point to be made here is, it is virtually impossible, or at the very least impracticable, to undertake the selection of one picture, let alone a group—"on approval," as the familiar phrase goes—from a vague description by a secretary or some party-of-the-second-part who has been instructed to make what is assumed to be a routine phone call. Often the caller does not have a clear idea as to what the illustration is to be used for.

To all hands then: *please* do not call us in this connection if you possibly can avoid it. Come in person and make your own selection. Moran's extensive files are available.

Historical Note—At long last the *Extavia*, a Hog Islander built in 1919, has been identified as the ship pictured on a postage stamp issued in 1939 by Algeria to commemorate the New York World's Fair of that year. For years it was thought the American Export Lines freighter shown was the *Examiner*, a sister ship. Our British contemporary, *Sea Breezes*, is responsible for this historical correction.

A la Francaise

The distinguished French liner *Liberte* reached the end of the rainbow both figuratively and literally on November 10 when she sailed from New York on her last eastbound voyage, proudly escorted down the North River by a flotilla of Moran tugs and other harbor craft.

Two city fireboats threw shimmering cascades of water into the air, and one created a giant rainbow which lasted in full beauty until the bow of the *Liberte* cut through it as she passed the Statue of Liberty and headed for sea.

Liked One-subject Issue

Dear Mr. Munroe:

A few lines to tell you how much I appreciated the article in the latest issue of your fine publication devoted to a single deep-sea tow across the Atlantic. Your writer did a fine job of explaining the operation and of photographing this feat. . . . I also would like to express my pleasure at being on your mailing list. I enjoy very much receiving your informative publication and look forward to each issue. Although you do not operate here on the West Coast, I have my eye open for your distinctive "M" whenever I am in the Los Angeles harbor area or in San Francisco in hopes of seeing one of your vessels, perhaps making a tow from the East to one of our California ports.

JAMES T. SCOFIELD
(1214 Clover Dr., Visalia, Calif.)

"The strength of the ship is the Service / And the strength of the Service, the ship." Who said it? (Box, P. 19, Item 11)

Sorry; It's Out of Print

Gentlemen:

. . . Recently I saw a print of a painting by C. G. Evers in the research institute for shipping (Institut fur Schiffahrtsforschung) at Bremen. It represents your tug boat *Edmond J. Moran* at sea, in opposite light. I was most enchanted by this picture, so that I would ask you to let me have a print or similar pictures if possible. . . . Since I am practicing marine painting myself as a hobby, I am most interested in this wonderful picture. For your kind efforts I wish to enclose a print of one of my pictures. It shows one of the first iron ships in Germany sailing under the flag of Hamburg-America Line.

SIGNATURE MISSING
(Hamburg, Germany)

Boyle Speaking



Another "mug" we have been away too long getting into print in these swarming pages is that of Johnny (John J.) Boyle, chief storekeeper at Moran's maintenance and repair base, Port Richmond, Staten Island. You want something in his line from the yard? Tell it to Johnny, who has been with the company since 1949. He was born December 13, 1921—a mere stripling still, as your reporter sees it; resides at 79 Courtland Street, S. I., where he and Mrs. Boyle look after a quartet of children aged 13, 11, eight and five—all girls. Hobbies: fishing and bowling; but whether or not in that order of importance deponent saith not. Johnny enlisted in the Navy Air Service in 1942, and was discharged in 1946 with a rating of aviation radioman, second class. . . . "Second class," are they kidding?

Big-gun Salute—An attractive eight-page issue of Diesel Times, published by the Cleveland Diesel Engine Division of General Motors Corp., dated October 1961; was devoted wholly to "3,500-hp Diesel-Electric Tug *M. Moran* . . . Newest in the Big 'M' Fleet," as the two-color main headline on Page 2 proclaimed. The Times' wrap-around cover in sepia consisted of a fine aerial photograph of our new ocean tug under way in the Gulf of Mexico with her maiden tow, the floating power plant *Resistance*. (As of this writing, 11/8, *M. Moran* is at sea in the Pacific, making plenty of knots with that tow, estimating 11/15 as her time of arrival in Honolulu, a refueling stop on the long haul to Pusan, Korea.) The issue carried seven other good pictures of the tug, including three interior views and an outboard-profile-type drawing in black and white. . . . You've heard a lot about *M. Moran*, but you'll hear much more.



A STEP UP from the boats—50 flights of steps in fact, to the 25th floor of this Whitehall Building—was what John Bernard Herley, Jr. took a year ago to become an understudy in our sometimes feverish dispatching department, where a young fellow has to be on the *qui vive* continuously.

In the bailiwick of Nick Bodlovic, our manager of harbor traffic has been doing very well, the word is; anyway, in speaking of him his associates make liberal use of such adjectives as serious, hard working, honest, good natured.

Now working the 1600-2400 watch, he finds the routine to his liking, and he is still impressed by the quick but calm decisions of senior dispatchers transmitted by radiotelephone and land lines.

In July 1945, a year before his graduation from St. Michael's in Jersey City, young Herley started his career with Moran as a deckhand on the tug *Agnes A. Moran*—as usual in season, plying the New York State Barge Canal. For the next five years he sailed on the canal, the Great Lakes, and coastwise in "M" tugs, gaining valuable experience in the only way such experience can be gained—afloat and working.

In 1953, during a four-year hitch in the U. S. Navy, he married his high school sweetheart, Patricia Morgan. Two sons, Morgan, five, and John, three, keep the Herley residence at



Dispatcher Herley

410 Fairmount Avenue, Jersey City, on the lively side, one would be safe in assuming.

Back on the boats in 1954, Deckhand Herley applied his added experience, plus long hours of book work, and came up with a first class pilot's license for New York Harbor in 1957.

His father, John B., Sr., was a Moran dispatcher back in the '40s, so apparently our boy thought it was a good idea to follow in his pappy's footsteps. The next move was to take an aptitude test at New York University, which resulted in his present assignment.

Doing all right, isn't he?

The Pillars of Hercules . . . the Lady of Elche . . . Castles in Spain? Whatever beckoned Jeff Blinn to an extended vacation in arid Spain seems to have left him with a thirst for more. The cameraman's holiday, shared by Mrs. B. (Eunice), included some 3,500 miles of motoring in a rented Dauphine through the heart of Spain, Gibraltar, and Tangier, Africa. "Spain is a country of contrasts, courtesy, and children," he proclaimed upon his return to this editorial precinct, "and—the rain falls mainly in the mountains," despite those musical advices to the contrary.

One of our respected contemporaries, Stanley Mantrop, marine editor of the New York Journal of Commerce, has only the highest respect for the culinary skill of Louis A. Malaquias, 53 Tonnele Avenue, Jersey City, cook aboard our *Alice M. Moran*. "Better than the Waldorf!" Stan said as he came ashore after a little trip to observe ship/tug operations in the harbor.

Bubbling With Energy



Relatively new here, but an industrious girl and no laggard about picking up the essentials of her job, is Miss Diana J. Miceli, secretary to Capt. Leonard Goodwin, manager of offshore operations. But this is not to say she doesn't perform yeoman duties for several other guys in that vicinity. She thinks the complexities of the tugboating business are "confusing, but exciting," and for that matter so do we; but Diana doesn't give anyone the impression of being confused in the least. This is her first job since graduating from St. Edmund's High School, Brooklyn. Lives with her parents at 1793 East 14th Street over there. Likes bowling. With a view to perfecting herself in her work, she would like to continue with commercial courses in some after-hours college classes. (You can't fault a girl for turning on the steam.)

John S. Bull, vice president, sales, and your reluctant editor had their probably not too dulcet voices taped recently for a couple of five-minute radio programs entitled "Horses of the Harbor." Sponsored by the Bankers Trust Company of New York, the shows are designed to emphasize how dependent the Port of New York, especially Manhattan, is on around-the-clock tug service.

From the tug *Alice M. Moran* (2,000 IHP, one of the few steamers in the "M" fleet) word comes ashore that among the crew there is a skilled model maker. He is Ture L. Eklund, R.F.D. 3, Mahopac, N. Y., a deckhand and a native of Finland. His current project is *Bluenose*, a noted Gloucester fisherman. Some day we hope to put on view here a picture of his *Sovereign of the Seas*.

He Knows Diesels



This is our Mr. George E. Brown, who wouldn't leave off servicing an engine cylinder head long enough for Tow Line's staff photographer to shoot a flashbulb. He is a first class diesel mechanic under Elmer Walling at the Moran base on Staten Island. Statistics: born July 23, 1910; home address, 6818 Vista Place, Brooklyn; wife, Stella P.; children, daughter aged 6½ and son aged 8½. George was a Meseck employee until 1950. His principal hobby is hunting; but we'll give it to you straight, just as it reached us over the grapevine telegraph—"has all the fancy gear, but never comes home with any game." He enlisted in the U. S. Coast Guard in 1942 (ah, there, brother Coastiel) and had a rating of machinist mate, first class, when he was discharged in 1945.

It is a pleasure for your reporter to be able to record an event of considerable importance to Mr. and Mrs. Karl Weiss, 222 Clarke Avenue, Staten Island. On October 13—Friday the 13th, too; but who cares about that?—their first child, Karl Robert, arrived in apple-pie order at Staten Island Hospital. The youngster's mother, Mildred, was a highly regarded secretary in the Moran operations department—competent, energetic, conscientious almost to a fault, pleasant to work with and to look at . . . May the tribe increase.

George Fagerstrom, deckhand on the *Barbara Moran*, is said to have a lively interest in ESP—extra sensory perception; you know, mental telepathy and that sort of thing. If he develops some operational skill in this field, it ought to come in handy in case the *Barbara's* radiotelephone gets out of kilter sometime.

Signal to all hands: At the not-so-recent Propeller Club of the United States convention in Jacksonville, Fla., George Horne, transportation editor of the New York Times, bumped into—guess who—Capt. Anton (Tony) Huseby, who sent his kindest regards to all Moranmen and gals, "especially the Admiral." Captain Huseby, long a mainstay of company operations here, ultimately as senior pilot, retired at the end of December 1958. (He joined Moran as a deckhand in 1907!) Lives now at 4325 Eleventh Avenue, South, St. Petersburg, Fla.; and how is the sport fishing thereabouts, cap'n, suh?

Another late autumn arrival: Christine Marie Metzner, daughter of Mr. and Mrs. John J. Metzner, Jr., 259 Raymond Street, Rockville Centre, L. I., October 14 in Mercy Hospital out there. She is the third young'n in the junior Metzner family, Elizabeth, 12, and Gregory, 11, having preceded her. Pappy Jack is a figure shark in our accounting department, son of the retiring vice president, operations.

Who Said It?

(1) The King James Bible, Old Testament, 1 Kings X, 22. (2) Marine News, Vol. XLVIII, No. 4, October 1961, in a section devoted to our *M. Moran*, most powerful American tug. (3) Hugh MacLennan: By Canoe to Empire; American Heritage Magazine, Vol. XII, No. 6, October 1961. (4) From a feature story in Via Port of New York magazine, Vol. XIII, No. 10, October 1961, about Collect Pond, Manhattan's largest lake, situated east of Broadway and a little south of Canal Street, which vanished in 1810. (5) Admiral Edmond J. Moran, president, Moran Towing & Transportation Co., in the first issue of Tow LINE, dated December 1947. (6) Edward Gibbon: Decline and Fall of the Roman Empire; Modern Library Giant, Vol. II, Chap. 68. (7) Roselle Mercier Montgomery: The Stowaway. (8) Frederic William Henry Myers: Wind, Moon, and Tides. (9) Joseph M. McCann, deputy administrator, St. Lawrence Seaway Corp., as quoted October 20 in a UPI dispatch from Chicago published in the New York Herald Tribune. (10) Ralph Waldo Emerson: Society and Solitude (Civilization). (11) Ronald Arthur Hopwood: The Laws of the Navy. (12) Sir Davis William Bone: Merchantmen-at-Arms. (13) Henry David Thoreau: Excerpt from a journal entry dated February 28, 1841.

Working and Studying



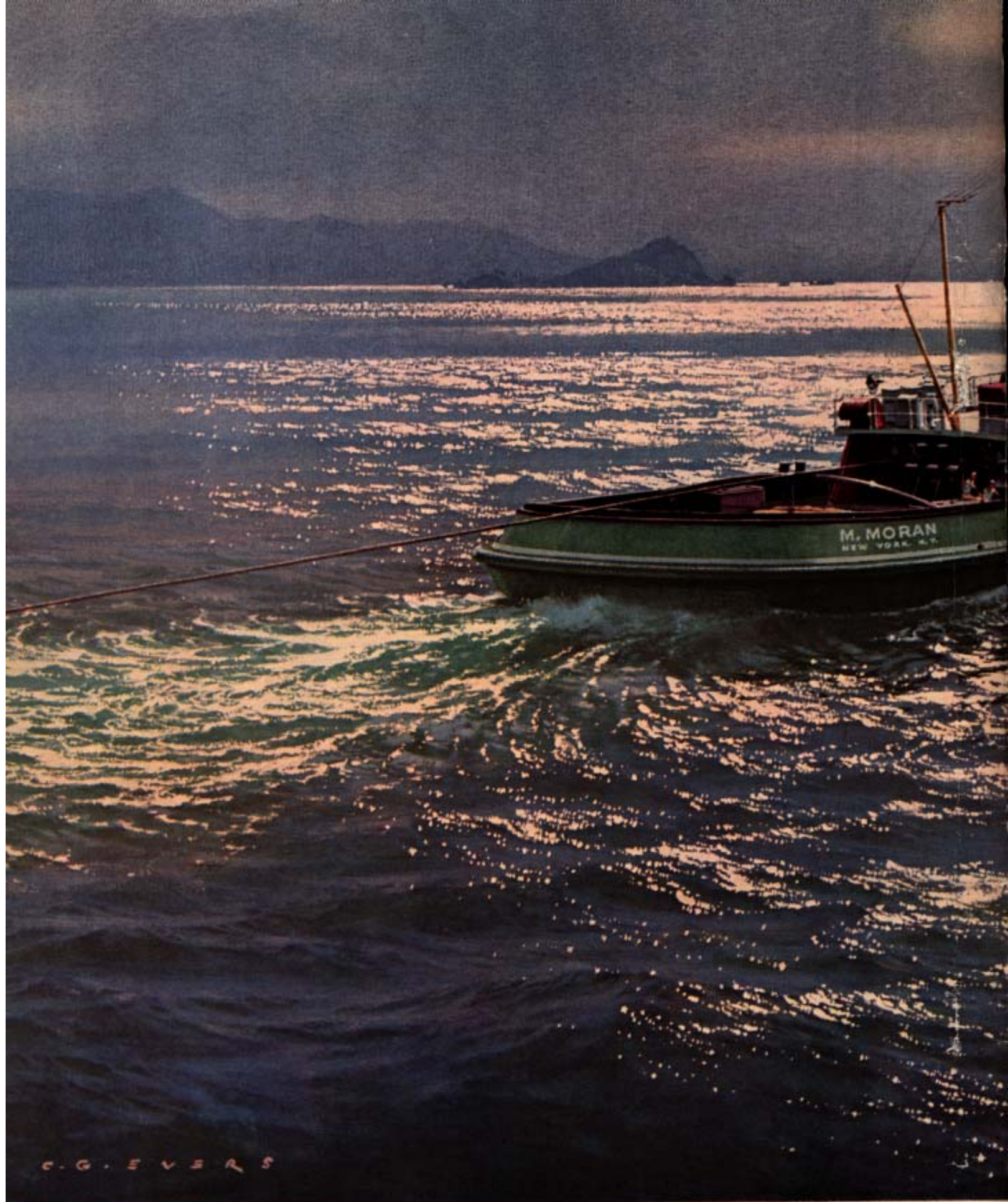
Another ambitious Moran employee: Anthony C. Lantonio, one of our office boys and a cheerful learner of routine accounting department procedures. From 1300 to 1600 hours daily Tony pursues things of a mathematical nature at Brooklyn College, not far from his home at 2801 Farragut Road in the Borough of Churches. Young (17) Mr. Lantonio is a June 1961 graduate of Midwood High School. Seems to think he will become an effectual bowler in due course—possibly a member in good standing of the Moran team in the Steamship Bowling League. You have to agree: the fellow has an infectious smile, which can be an asset in any league, sporting or otherwise.

"He reads every word in Tow LINE." This is exactly what Chief Eng. Clarence R. Beale of the tug *Nancy Moran* said, referring to his son Jim, a third-generation Moran enthusiast. The chief's father, Capt. A. W. Beale, with the company during World War II, now operates a three-boat fishing fleet out of St. Petersburg, Fla.

And Alexander J. Pires, 1038 Anna Street, Elizabeth, N. J., cook aboard the *Nancy*, hauls off and allows he remembers when oil tankers used sails. With Moran for many years, Alex broke into shipping with the Gulf Oil Corporation.

"We sailors are jealous of our vessels. Abuse us if you will, but have a care for what you may say of our ships." Who said it? (Box, this page, Item 12)

"Nothing goes by luck in composition; it allows of no trick. The best you can write will be the best you are." Who said it? (Box, this page, Item 13)



C.G. EVANS