

TOW LINE

JUNE 1962

ON THE COVER—



OW LINE readers will recognize our Jeff Blinn's pernickety eye and hand in this latest depiction of a lighthouse—the third to come to the fore on Tow Line covers: Europa Point Light.

Almost invariably these vital sentinels are situated in esthetically pleasing settings. This one, on the Jurassic limestone of Gibraltar, with a placid Mediterranean sea beyond, is no exception.

The 61-foot tower's light is 162 feet above the high water level. Its 170,000 candle power white beacon is visible 19 miles at sea and a red light of 34,000 candle power alternates with the white producing a characteristic signal. Its position is given as 36° 06' 30" North and 5° 21' West.

This light, standing upon one foot of the Pillars of Hercules, is no stranger to far-ranging tugs of the Moran deep-sea fleet.

The most recent to call at Gibraltar's port for fuel was our famous tug *Edmond J. Moran*. Not many weeks prior to the snapping of this photograph she called twice—once on the way to Abadan, Iran (an 18,309-mile voyage from Jacksonville, Florida,) and again on the return trip to New York.

Note for that knowledgeable reader(s): Can you identify this down-to-the-marks ship serenely approaching Gibraltar's harbor?

As a clue, we offer October 19, 1961 at about 1000 hours.



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Frank O. Bragard, Editor Jeff Blinn, Associate Editor

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New Tugs Culmination of Century of Service

Each new tug we build is an illustration of our company's century old tradition of service to shipping. Service is our product.

It is our aim to provide the best in service, both from the standpoint of tugs and of personnel. With this in mind we have produced a series of new classes of tugs in the years since the war. Each christening has marked another step forward, in line with the remarkable advancements being made in naval architecture and vessel power. Today's new dry cargo liners, for example, are double the size of pre war ships. The investment they represent has increased many fold. It is more than ever vital that their time spent in port be reduced to the minimum.

Efficient handling in port is essential to insure the proper return on the great investment represented by modern ships.

New oil tankers are many times the size of those in service only a decade ago. Their safe maneuvering is a matter that must be given top priority.

This is of increasing concern in light of the fact that our channel depths and other harbor facilities have not kept pace with the great increase in size of modern oil carriers. All these facts point out clearly that old concepts of tug power must be reevaluated.

Each new Moran tug is the culmination of over a century of experience by our company in the intricacies of the towing business and of constant anticipation of the needs of our clients. We have not lagged behind in the past and are determined to remain ahead of the demands being made upon our tugs. With this determination in mind, we are pleased to introduce another substantial stride forward—another new, more powerful and more maneuverable harbor tug, the first of a pair.

The *Patricia Moran*, launched at Jakobson's Shipyard in Oyster Bay, Long Island, May 17, is an extraordinary tug. For one thing, her power is unprecedented in harbor tugs.

Two, 16-cylinder General Motors diesel engines provide 3,514 BHP to

her electrically-driven, twin 9-ft., 3-in. nickel-manganese-bronze propellers. This is double the power of our other modern tugs in the harbor. (Although our new *M. Moran* is of equal rating, she is designed for deep-sea towing.)

Exceptional maneuverability, a vital factor in aiding the giants aloft today, is made possible by finger-tip pilothouse control of the engine (a feature on all our modern tugs) and a Sperry Electro-Hydraulic steering gear controlling twin rudders.

Since her keel was laid last September 27th, a day before the christening of the *M. Moran* in Port Arthur, Texas, experts in the office of Howard C. Moore, Moran vice president of construction and repair and from GM's Cleveland Diesel Engine Division worked closely during construction of the 108-foot vessel. The new *Patricia* will have a beam of 28 feet, 4 inches and a depth of 17 feet.

She has been provided with all the modern electronic aids to safety and

(Continued on page 6)





The *Savannah's* nuclear reactor brought to criticality. Shown (l to r) are William Brynda, States Marine Lines reactor operator; Dr. Marvin M. Mann and G. W. Hofert, manager and superintendent of New York Shipbuilding Corp.'s *Savannah* project; Jay Green, reactor control operator and Robert Kennedy, control room supervisor both of States Marine Lines.

The N. S. *Savannah*— Ship of the Future

From red waterline, to white hull to blue line around her bows, the sleek nuclear-liner *Savannah* is an achievement that America may well value with pride, a ship the world is watching.

Due to enter New York harbor not long after the ink on these pages is dry, she will cruise the oceans of the world to show the people of every land our desire to use nuclear power for peace. A ship with a high purpose, she is a "laudable and meritorious experiment," to use the words of the Articles of Incorporation drawn up by the promoters of the original S. S. *Savannah*,

of 1819, first vessel with a steam engine to cross any ocean.

From her earliest inception, the *Savannah* has been a ship of destiny. First announced to the world by President Eisenhower in a speech before the United Nations in 1955, the \$46,900,000 vessel's keel was laid on Maritime Day, May 22, 1958, with Mrs. Richard M. Nixon officiating. Mrs. Dwight D. Eisenhower christened the 13,599 gross ton vessel at Camden, N. J.

Her 66 by 62-inch active core containing 7,050 kilograms of uranium oxide and producing a power of 74 mega-watts can drive the *Savannah* for 52,000 megawatt days or an estimated 3½ years.

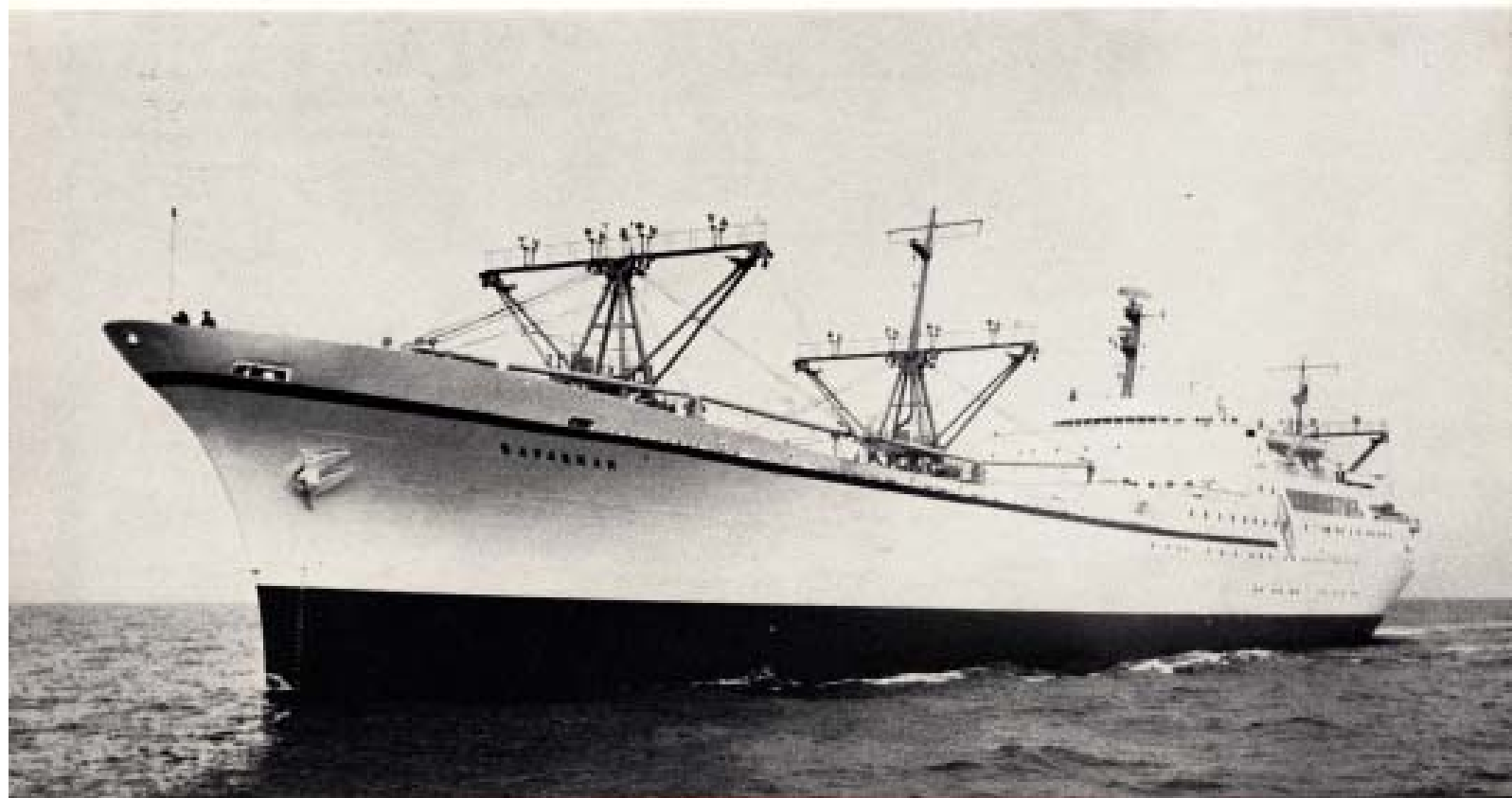
The *Savannah* is operated by one of America's major shipping organizations — States Marine Lines — as general agent for the Maritime Administration of the Department of Commerce.

She will carry 60 passengers, and many hundreds have applied for the maiden voyage, and can also transport 9,400 tons of cargo. Her substantial cargo capacity has led many to call her a freighter, far from a fair description in light of her magnificent passenger facilities.

Thirty large staterooms, each with private bath; a dining saloon capable of seating 75 and boasting an accurate, gold leaf model of the S. S. *Savannah*; a main lounge forward, and a veranda

(Continued on page 17)

N. S. *Savannah*, world's first nuclear powered passenger-cargo ship, operated for the government by States Marine Lines. A ship whose distinctive flare and ultra modern lines mark her as something apart from all other ships.



S. S. Michael Moran Serves To The Last

Four years ago on June 21 somewhere in the North Atlantic a long-idle Liberty ship sank slowly below the North Atlantic, her grave unmarked and since forgotten.

No news stories mentioned her loss; no survivors struggled in the waters, and no public record of her sinking was made. She was a Navy target ship, her destruction a routine Navy matter—probably part of an experiment; possibly she was a victim of some new missile. Her name—*Michael Moran*.

Launched in August 1944 at South Portland, Maine, and rushed to completion for war service, this 7,212 gross ton war baby was one of over 2,700 Liberty ships distinctive primarily because of her name, that of the founder of the Moran Towing & Transportation Company, born 112 years earlier in Killara, County Westmeath, Ireland.

Fifteen fire and boat drills were held on her first wartime voyage to England with 6,813 tons of Army cargo out of Boston. She averaged eight knots. Operated throughout her brief career by Moore-McCormack Lines, the *Michael Moran's* first master was Captain George Blanthorn. Her Log Books, made available by the Maritime Administration, are a tribute to the merchant marine's war efficiency. Fortunately, the voyage was dull, except when a hospital ship passed close astern on October 31.

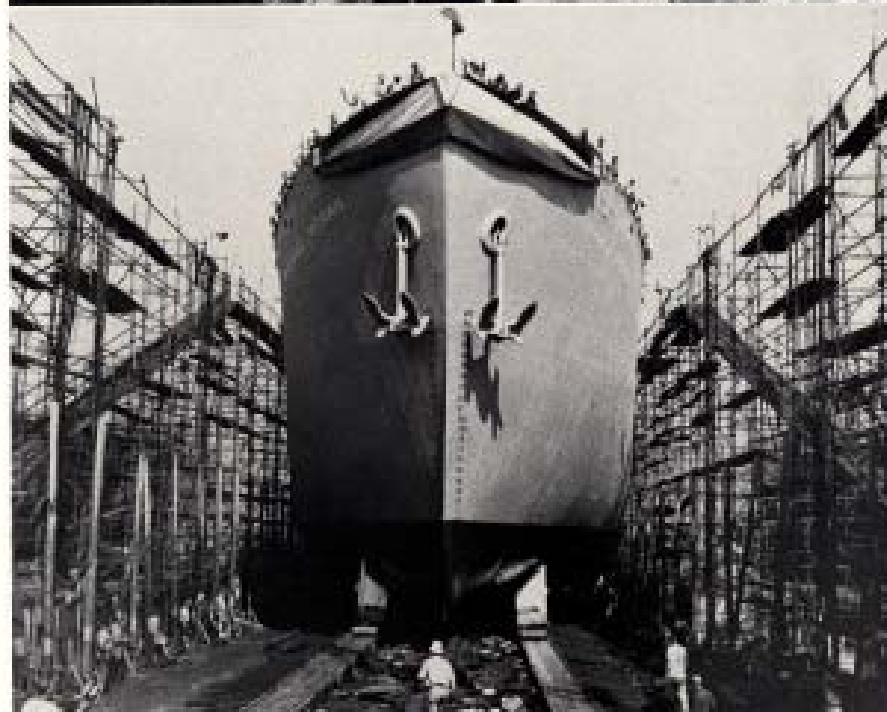
"Slight maneuvering was necessary to remain well clear," wrote William F. Carroll, the Third Mate.

While unloading at Cherbourg, about 200 cases of food were broken open and part of their contents eaten, the Log reports. No wonder, the long-shoremen were prisoners of war.

After several tough weeks of loading "wet and sticky" clay for home,

(Continued on page 12)

SHE MOVES, SHE GLIDES, she's waterborne—the *Michael Moran*, Liberty, is launched from the Marine yards of New England Shipbuilding Corp. The ship's sponsor (top) was Miss Nancy Moran, great grand-daughter of Michael Moran and daughter of Admiral Edmond J. Moran. Mrs. Harry Lee Warren was Matron of Honor.





An estimated 12,000,000 people were exposed to the mammoth Kodak "calorama" of the France's maiden arrival. The story of how this 18 x 60 foot color print was created and put on display last February in Grand Central Station, New York, is worth recording.

The job was of colossal proportions. Such a production normally requires up to a year's time. This was done in 94 hours. Involved was a composite of 41 strips of film, almost 1,200 square feet or equal to 37,000 snapshots. The original negative measured 5½ x 18 inches. Forty-four shots were taken from a helicopter as the new French Line flagship made her triumphant entry at noon, Thurs-

day, February 8. Flown to Rochester, four were printed and the final selection made Friday morning. From noon that day until Sunday morning, Kodak technicians labored enlarging, printing and splicing the giant transparency. It was rolled on to a 20-foot spool and shipped to New York.

By 8:30 Monday morning it had been hung and was brightly illuminated from behind by over a mile of cold-cathode tubes, 5,328 feet to be exact, delivering 61,000 watts. Kodak Ektacolor Film, the professional version of Kodacolor, was used. It was on display for three weeks.

U. S. To Build Twin Ocean Study Ships

The United States will soon have two up-to-the-minute oceanographic survey ships.

To be 303 feet in overall length, the new twin-screw diesel electric vessels will have extensive specialized electronic and mechanical equipment aboard for performing oceanographic, meteorological and geophysical observations.

Each will have accommodations for 116 crewmen and scientists. With a beam of 52 feet and a draft of 18, their hulls will be strengthened for navigation in ice. They will be of 2,500 displacement tons.

Dear Frank:

Your magazine looks fine. . . .

PAUL MANDEL, ASSOCIATE EDITOR
Life

FLAG-BEDECKED GALA ARRIVAL—The Queen of Bermuda, boasting her new, giant single smokestack, returns to New York harbor April 2—a glorious, sunny day. Escorted from the Narrows by Moran tugs, and welcomed by City fireboats and helicopters, the rebuilt liner is shown being assisted into her berth at Pier 95, Hudson River, by the tugs Marie S., Carol and Nancy Moran. The docking was done under the direction of Docking Pilot—Captain Barney Scherer. The popular Furness liner resumed her New York to Bermuda service April 7.

The beautiful *Christoforo Colombo*, sleek, 700 foot Italian Line luxury liner, is featured in an impressive opening scene in the new motion picture "Rome Adventure." The lovely lady liner is shown majestically leaving Pier 84, Hudson River, to open the film's story. A Moran tug is shown in full technicolor pushing the great liner into the stream, we were reminded by Tony Despagni of the *New York Times*. Thanks Tony.

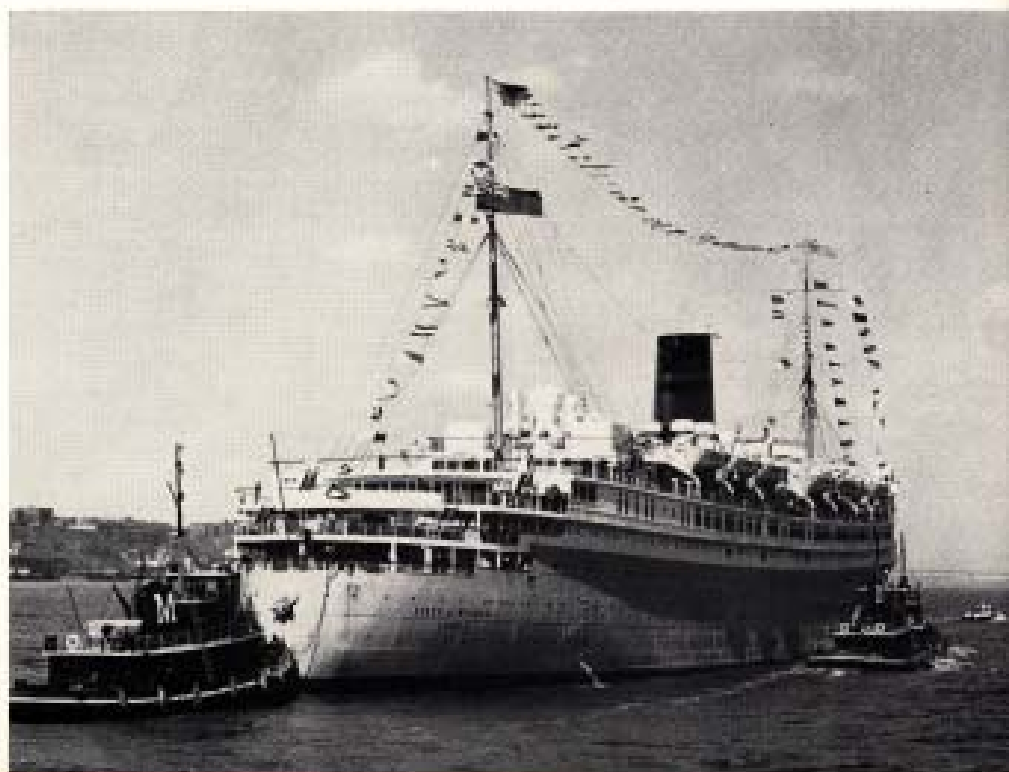
The view from your editor's office is one of the finest in the world.

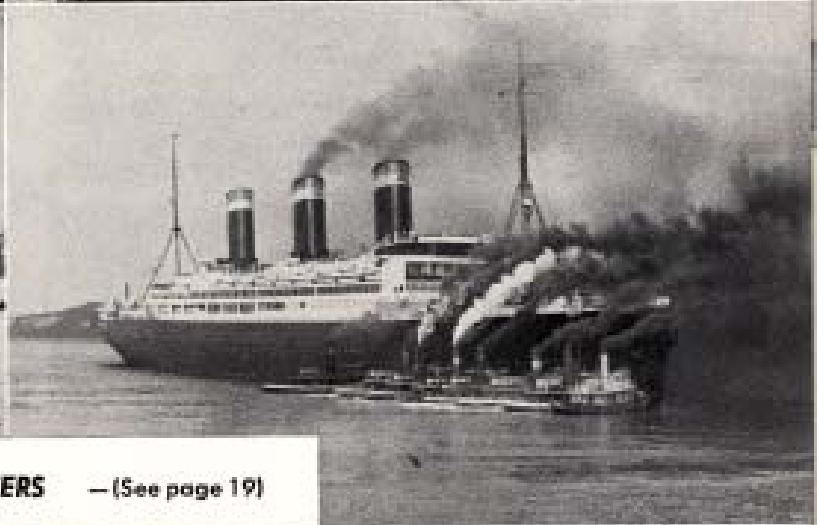
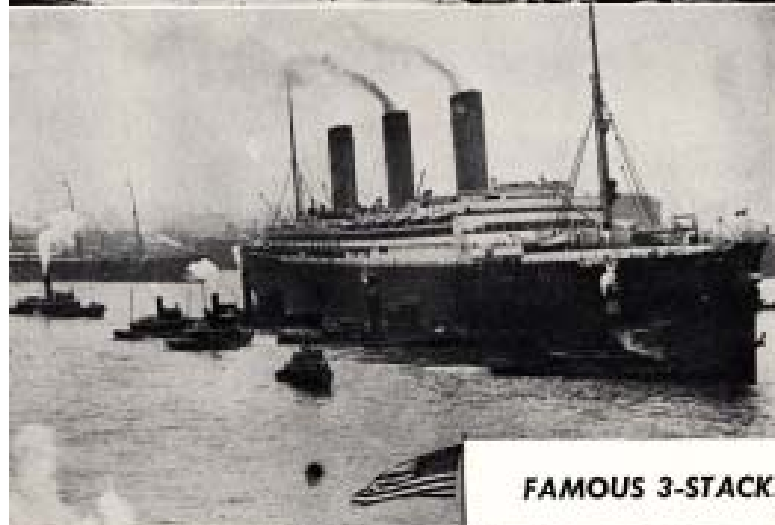
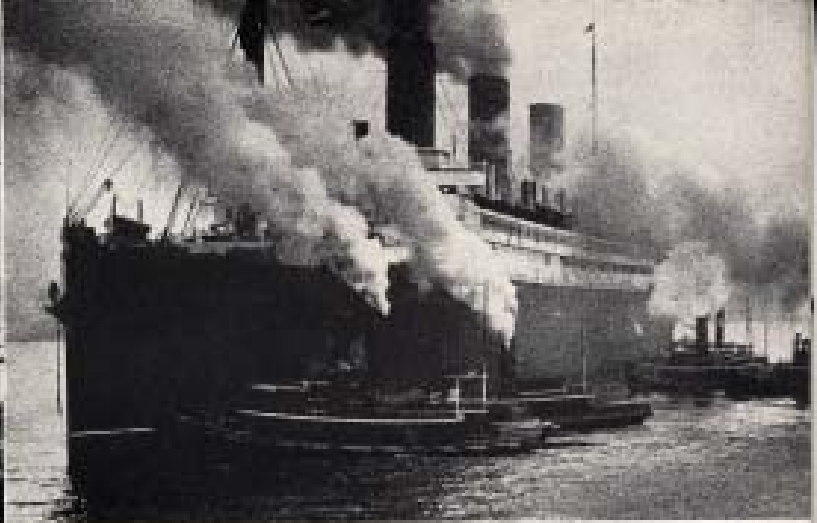
NEW TUGS

(Continued from page 3)

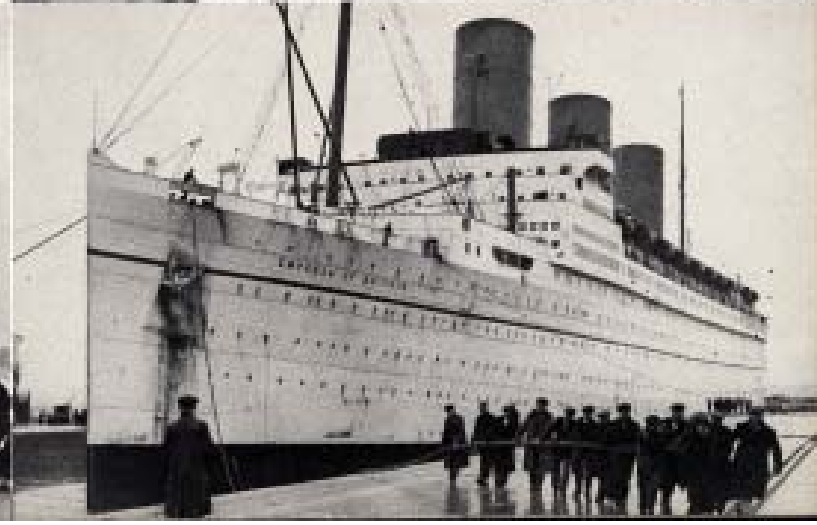
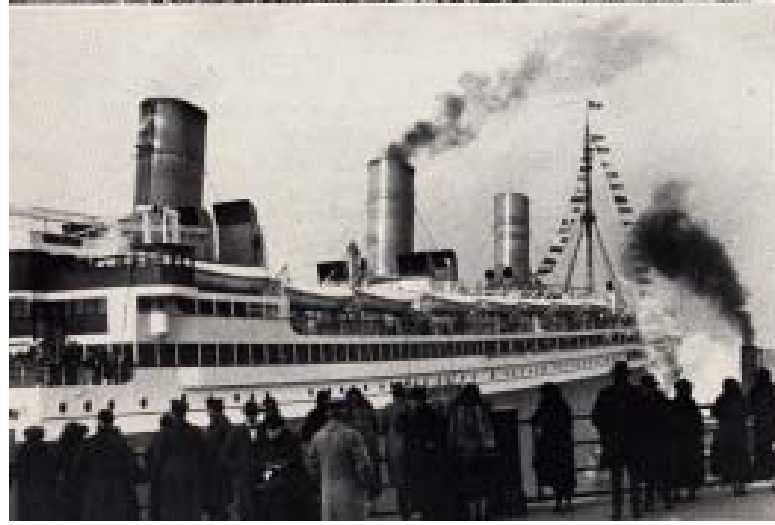
navigation including an RCA-103 radar set, a 75-watt radio telephone, a v.h.f. (very high frequency) ship-to-shore telephone and a Sperry Gyro-Compass.

She was christened by Mrs. John S. Bull and is due to enter New York harbor for the first time some time late this month or early July. Our second new *Patricia* class tug will be ready in August. Still known only as Jakobson's Hull Number 409, her keel was laid December 1, 1961.





FAMOUS 3-STACKERS — (See page 19)





↑ FOUR CADETS AT TWIN WHEELS aboard the 1,860-ton German training ship *Gorch Fock*, evidence of how the basics of seamanship are learned by every naval cadet who hopes to be a regular officer in the German Federal Navy. Since 1959 1,400 have gone through this training under sail.

"I was paying my scot when Mr. Wood came out of the Mansion House with his beaver cocked over one ear. He said, 'Ho, you cheap canawler!' but, being a peaceful man, I let it pass. Then he said something that I'd take from no railroader. He said he could spit a better canawl than ever old Clinton built with all the poxy Adamses from Adams Basin to Lock Seventeen helping him. Then," Grandfather said, "I punched his eye." Who said it? (See Box, P. 19, Item 6).

New Sterner Print

You will see on page 10-11 that Harold Sterner has produced another lovely print of one of the great liners served by Moran—the superb *Leonardo da Vinci*, flagship of the Italian line. Write for your 30 by 15-inch color print.

Sail Training Ship Welcomed at N. Y.

New York was host to the three-masted bark *Gorch Fock* last May 7 to 14.

From her gilt and modernistic German eagle figurehead to her graceful counter stern, she was a sight! Captain Wolfgang Ehrhardt, her commanding officer, kept her under full sail until she passed Moran headquarters at 17 Battery Place.

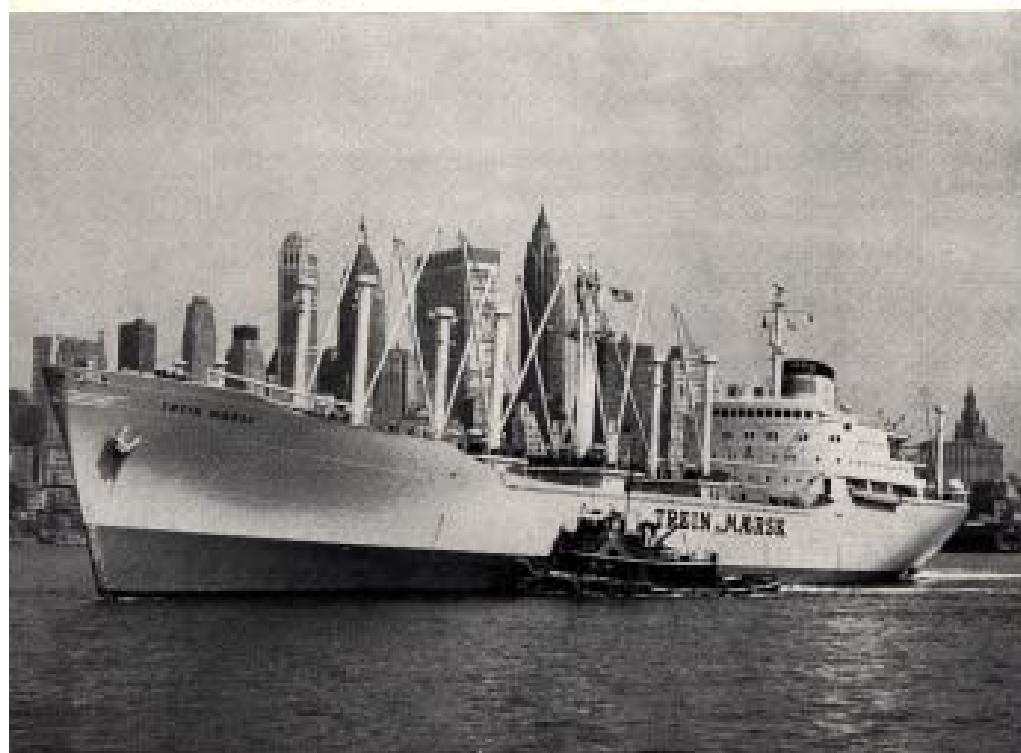
She arrived on a gray, somewhat overcast day. By the time she reached the United States Lines' Pier 86, Hudson River, her full set of sails were loosely furled. They too were grey, in sharp contrast to the yellow-gold of her upper deck and the clean white of her hull, not to mention the colorful string of signal flags from her main mast.

Three Moran tugs escorted her to her pier, along with Coast Guard and Navy craft. A large crowd of friends and relatives of the 180 German Navy cadets aboard were on hand to greet her. Moments after she tied up at the north side of the pier, normally the berth of the S.S. *United States*, several of her cadets were ordered over the side to touch up rust spots below the starboard anchor. Others at the tip of the bowsprit waved smilingly to the crowds on the bulkhead.

"'How many boilers leaking steam?' Souchon asked his aide. 'Two during the last four hours.' 'Damn!' said the Admiral, raging at the fate which crippled his splendid ship at such an hour." Who said it? (See Box, P. 19, Item 2).

WHILE THE EASTER PARADE was underway on New York's Fifth Avenue, the motorship *Trein Maersk* was displaying her soft-blue finery off lower Manhattan. It was April 22. Under the command of Captain K. K. Schulz, Commodore of the Fleet, the newest of Maersk Line's forty-odd blue cargo liners joined the line's weekly Far East service. The 560-foot-long vessel presents a new profile with her deckhouse and engines placed far aft. She is fully air-conditioned with special accommodations for silk, reefer cargo and deep-tanks for a variety of liquid cargoes. Moran Pilot-Captain Charles Romano of the tug *Marie S.*

Moran docked the vessel at the Maersk Line Terminal Pier 11, Atlantic Basin, Brooklyn.





LAUNCHING THE 'BOUNTY'—Perhaps the last full-sized square rigged ship ever to be built—the *Bounty* replica slides down the greased ways at Smith and Rhuland's famed Nova Scotia shipyard.



only 20 days. It had taken Captain William Bligh, of the original ship, almost eleven months.

Although the *Bounty* used her sails on the trans-Pacific voyage, she was equipped with auxiliary diesel engines for harbor maneuvering. A 40-foot exhaust pipe was concealed in the mizzen mast. There is little likelihood that any of the old *Bounty's* 62-man crew would have felt at home on board, for, hidden

(Continued on page 18)

Bounty Replica Now San Pedro Museum

There are some fifteen sailing ships of consequence in one state of preservation or another that have become museum ships throughout the world. Newest of these is the replica of the famous *Bounty*, now part of a museum-restaurant at San Pedro, California.

The *Bounty*, a fully rigged ship of 118 feet in length, was built in accordance with plans discovered by Metro-Goldwyn-Mayer researchers in the British Admiralty library in London. The vessel was made 30 feet longer than her famous namesake of 1787, setting for history's most famous mutiny. MGM built the replica for the filming at Tahiti of a new version of Nordhoff and Hall's noted book *Mutiny on the Bounty*.

The replica was built in 1960 at Smith & Rhuland's shipyard in Lunenburg, Nova Scotia, the same yard which 40 years before had constructed the *Bluenose*, speedy fishing schooner noted for having defeated Gloucester's champion—the *Gerrude L. Thebaud*.

Launched August 27, the fine looking craft made a good passage of 13 days to Panama. She had a crew of 26, including Luis Marden, noted author and photographer of the National Geographic Society (see the Society's Mag-

azine for last April for an account of his experiences). Passing through the Canal, the *Bounty* reached Tahiti in

TEN MILES OF ROPE—That's how much it took to complete the rigging for the three-masted *Bounty*. Her main mast is 65 feet long and 26 inches in diameter. Charlie Hebb, 70-year-old Nova Scotian sailmaker, used 10,000 square yards of canvas to make the *Bounty's* suit of 18 sails. My biggest and probably last job, he said.





S.S. Leonardo

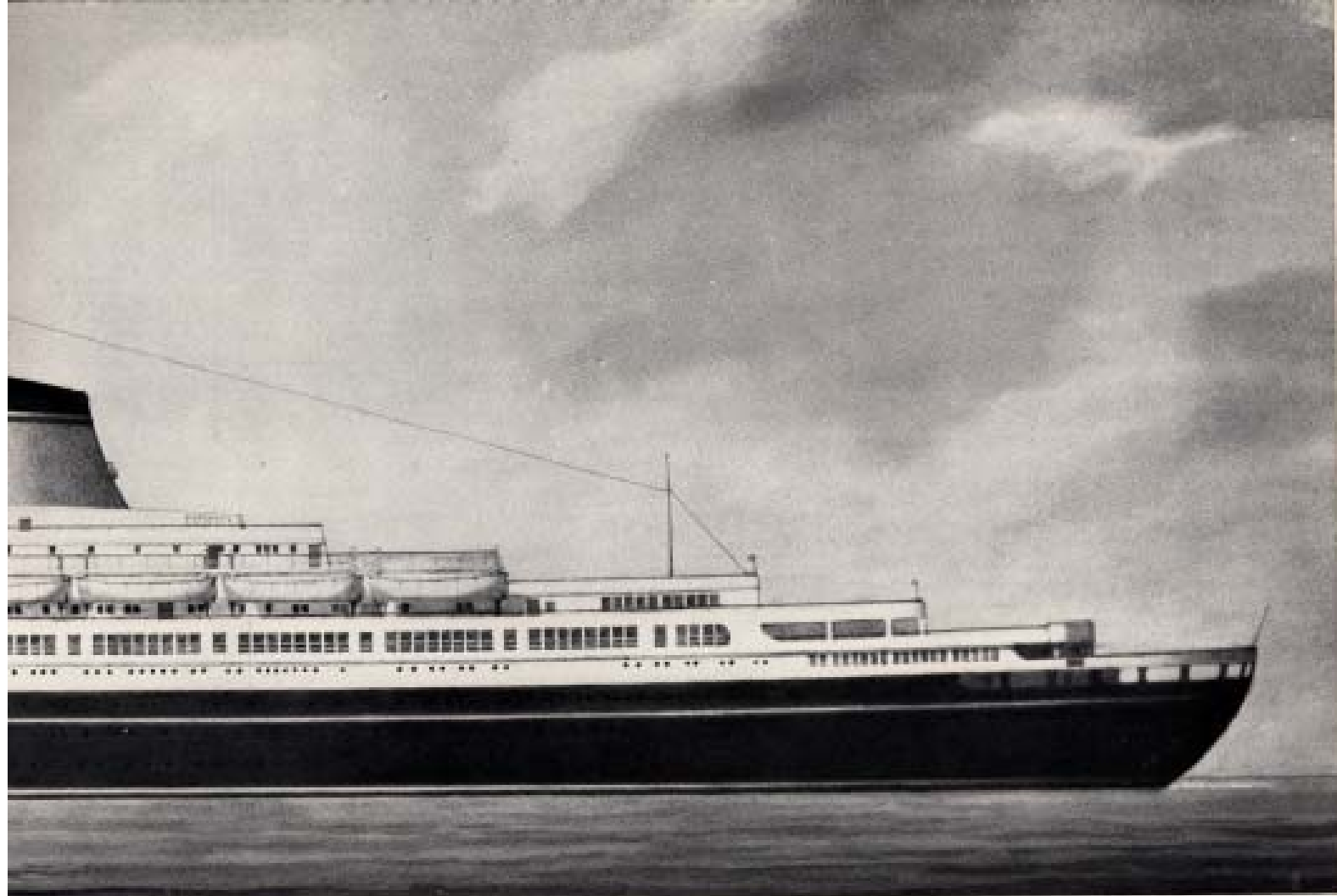
Owners: Italian Line

Launched: December 7, 1958

Maiden Voyage: July 9, 1960

Home Port: Genoa

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



Leonardo da Vinci

Length:761 ft.
Beam:92 ft.
Gross Registered Tonnage:33,500
Horsepower:50,000

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

YEARS 50 AGO

APRIL 3, 1912—Norfolk, March 26, Tug *Edgar F. Luckenbach* arrived today towing barge *City of Washington*, and reports her other two barges, the *Gastow* and *S. D. Carleton*, went ashore on the beach at Cobbs Island.

APRIL 10, 1912—*Ontario* (ss), from Baltimore for Boston, when off Shinnecock at 1:45 A.M. April 8, fire was discovered in No. 1 hold. Efforts to extinguish the fire were without avail. The heat was so great that the pilot house had to be vacated, the wheel was lashed and the vessel was allowed to go full speed ahead on to the beach, striking off Dead Man's Bend, near Montauk Point at about 3 A.M. The life savers and one of the ship's boats transferred the passengers to Scott's tug *Tasco* which landed them at New London. April 10, *Ontario* still afire from stem to stern, mast and deck houses gone.

APRIL 17—*Titanic* (Br. SS) from Southampton for New York, collided with an iceberg at 10 P.M. April 14, and foundered at 2:20 A.M. April 15 in about lat. 41 16 N long 50 14 W. The ship's boats with passengers, mostly women and children, and the boats crews, in all numbering 868 persons have been accounted for.

MAY 8, 1912—*Mohawk*, excursion steamer, while moored at Caddell Bros. shipyard, Staten Island, caught fire at 5:30 A.M. May 5. The fire spread to excursion steamer *Iroquois*, lying nearby, and thence to tug *Robert Robinson*. The three burning craft broke away from their moorings and were carried against the pier of the Tidewater Oil Co. on Shooters Island, and the fire quickly spread to the pier and a two story frame office building, and then to a large warehouse.

MAY 23, 1912—The steel drydock owned by James Shewan, that left Pensacola on May 5, in tow of tugs *Mary F. Scully* and *M. E. Luckenbach* arrived at New York on May 19 and was taken to 26th Street, Brooklyn.

MAY 29, 1912—*Ambrose Snow* (pilot boat) sank in Ambrose Channel, night of May 23 after being in collision with steamer *Delaware*, of Clyde Line. The *Snow* sank immediately after the collision. The crew took to the yawl boat and were picked up by the *Delaware*, a few minutes after their vessel sank. None of the crew was injured. The *Snow* was raised by Merritt & Chapman on the 24th. *President* (tug) was badly damaged by fire at Pier 38, NR on May 26, and tug *White Ash* was also badly damaged by fire at Jersey City on the night of May 24.

JUNE 5, 1912—Boston May 24—Six masted schooner *William L. Douglass* has been sold to the Sun Oil Co., and will engage in the oil carrying trade between Port Arthur and New York.

Harbor Scene

The tug is a tender who worries the bull
And the beast with a throaty bleat
complains
But moves to his stall with a push and
a pull
Till his nose is caught in the links of
chain.

A. M. SULLIVAN

"In these days of intensified competition between sea and air travel, there are many who assert that the day of the passenger liner is nearly over. While no one can deny the vast strides which have been made by air transport, there are nevertheless great numbers of persons with a love of shipboard life to whom the time-factor is not all-important." Who said it? (See Box, P. 19, Item 12).

S. S. MICHAEL MORAN

(Continued from page 5)

the crew were given a brief shore leave. Each was paid "one pound advance." The voyage home was a cloudy, overcast one, with the vessel yawing badly.

"Very rough to rough cross seas and swell.

"Vessel rolling very heavily and pitching moderately, shipping heavy seas over bow at times, Master on bridge. Strict look out, clocks and compasses checked. Vents trimmed, routine inspection, all secure," so the Log read.

All was normal a few days later, comfortably tied up at Philadelphia with "F.B.I. agent aboard to investigate Army overcoats in possession of members of crew."

Voyage #2 was important because it brought the *Michael Moran* to New York. At 1403 on 5 March the Log notes that the tugs *Joseph H. Moran* and *E. Moran* were alongside and "Pilot [Frederick W.] Synder on bridge." Some 44 minutes later it added: "Pilot Snyder and tow boats away, all fast on dock."

Other Moran tugs were jostling for position to help when the *Michael Moran* was shifted to Pier 32, North River, a few days later. They were the *Richard J. Moran*, the *Alice M. Moran*, the *Sheila Moran*, and the *Marie S. Moran*.

On 12 March, because the "tug did not pull astern quick enough to stop

'We Are Glad With You'

Feb. 20, 1962

Dear Sir:

At first my congratulations with the success of the American population by means of John Glenn. We are glad with you.

In the second place will you change my address so that I can continue to receive your publication *Tow Line*. . .

J. Sas

(Westmaas, Holland)

A double-page spread entitled "John Bull-Chief of World's Biggest Tug Firm" was carried in a recent issue of the *Norwegian-American Commerce*, news magazine of the Norwegian Chamber of Commerce. Five photographs of Moran tugs handling various Norwegian freightvessels are featured in the article.

headway," the big cargo ship's stem "penetrated dock approximately 1 ft. no damage to ship except very slight dent in uppermost bowplate." The tug, which shall be nameless, was not a *Moran*. Later the same day a fire scare developed when two after smoke floats on the starboard side were accidentally set afire. They were dumped overboard, but not until the fire department had been called and a fireboat had hurried into sight.

Voyage #3 was a complete circle of the world, via both the Suez and Panama Canals, with stops at Australia, New Guinea, the Philippines and Okinawa. Right through the seal of the Japanese war area and back, apparently without a scratch.

With the war's conclusion the *Michael Moran's Log* was now able to specify which ports she was going to, something never mentioned in wartime Logs. Her fifth and last voyage ended June 5, 1946 at New Orleans. Captain J. W. Garner, her master at this time, wrote "finis" at the bottom right of her Log.

Two years later the ship was moved to Beaumont, Texas, being towed by the *Gay Moran*, an ATA, and the *Robert W. Wilmat*.

Question? Did the silver name plate plaque presented at the time of her launch go down with the *Michael Moran*, or could it have been saved?



Jose Villar, still under full steam, has retired after more than a half-century stint catering to marine engines. The former alter on tug *Susan A. Moran* recapped some of his experiences with Irving Miller, assistant personnel manager, early in April. Born in Provincia Coruna, Spain in 1894 Jose still has a jaunty manner and a sharp eye which belie his sixty-eight years. From coal passer in 1910 to a berth on the old *Thomas Moran* in 1941 and the *Susan* three years ago, Jose Villar has earned the respect of his shipmates and employer alike. We wish him a happy retirement with his family at 684 St. Mary's St., The Bronx.

Nine Minutes of Air Save Officer's Life

Nine minutes of air from another man's lungs recently saved the life of an electrician aboard a Lykes Bros. Steamship Company cargo liner.

For his prompt mouth to mouth resuscitation the ship's Chief Engineer, Frank Newton, has been awarded the President's Medal of the National Safety Council. The ship was the *Zoella Lykes*. The victim was her Chief Electrician, F. H. Wilson, who fell against a bus bar while cleaning the back of his emergency switchboard. The incident took place while the ship was between Korea and Formosa last October.

'Invariably Attract'

Dear Sir:

My collection of marine prints includes the reproductions of work by many leading marine artists. When I show them, my growing collection of C. G. Evers' reproductions, most of which I have from the Moran T&T Co., invariably attract the most attention.

PHILLIPS MELVILLE
(Washington, D. C.)

'Time Out To Read'

Gentlemen:

I am taking this opportunity to thank you for those splendid prints I received. I enjoy getting *Tow Line*; it is one of the few that I really take time out to read. The March issue was of particular interest. Those prints of the old "Four Stickers" brought me back in time. . . .

T. F. CREAMER, SUPT.
SO. PORTLAND TERMINAL
RICHFIELD OIL CORP.
(Portland, Me.)

"There was an Old Man in a boat, /
Who said, 'I'm afloat, I'm afloat!' /
when they said, 'No, you ain't!' /
He was ready to faint, / That unhappy Old
Man in a boat." Who said it? (See Box,
P. 19, Item 11).

BOUNTY

(Continued from page 9)

behind the sturdy wooden planking were a maze of modern devices and accommodations.

For the film's directors and the ship's officers there were nine private staterooms on a par with those on a modern liner. Piped berths with mattresses were for the crew. All quarters were lit by electric lights and air conditioned. Six 25-cubic-foot deep freezers for food, an electric stove and electric washer-drier facilities insured the comfort of her modern-day voyagers.

High on her bow is a figurehead of an English lady wearing a green and yellow riding habit, in accordance with the records of Captain Bligh.

"I directed it to be painted in colours," the Captain recorded, adding that it was of great interest to the Tahitians who saw the *Bounty*. It was after spending six months at this South Sea Island that the original ship's crew mutinied and sailed their vessel to Pitcairn Island. They put Captain Bligh and eighteen of his men into a small boat and set them adrift. The doughty mariner performed one of history's most remarkable feats by making land 3,618 miles away in only 41 days.

"What shall we tell you? Tales, marvellous tales / Of ships and stars and isles where good men rest." Who said it? (See Box, P. 19, Item 9).

RECOMMENDED READING

THE QUEEN MARY, By Neil Potter & Jack Frost, The John Day Company, New York, 1961, Library of Congress card number 61-10315, Price \$4.95.

SINCE THAT DAY she was known as Hull Number 534, the great *Queen Mary*, Cunard Line, has been of world-wide interest. That a major book should be written about her is no surprise. The book is out and it is a good one.

No ship in all history has had a more thrilling, eventful and significant life than the R.M.S. *Queen Mary*, and it should be clearly stated that her career is far from ended. Her story begins in 1926 at a top-secret, top-level meeting of Cunard planners, but we don't want to deprive you of the pleasure of reading this fascinating saga by going into too many details as to its contents.

The new book is illustrated with eight pages of photographs and has a good index. It is written by two men on the staff of the *London Daily Telegraph*: Neil Potter and Jack Frost.

The little known details of the *Queen Mary's* planning and construction, the yarns about her many distinguished passengers, the heroic war experiences, the minutia of her day-by-day operation—all these combine to produce a highly readable book.

In gathering material for the work, Neil Potter met the *Queen Mary* each time she docked at Southampton for a full year. The many interviews he conducted have produced a wealth of *Queen Mary* lore which he and Jack Frost have lovingly put down for posterity.

Potter got more than a published work to his credit out of the experience. To get a real taste of the ship's atmosphere he made a round trip aboard the *Queen Mary* during which he met the ship's physiotherapist, a young lady whom he later married!

Jack Frost, known and highly respected in maritime circles throughout the western world as a ship news reporter, has contributed many personal memories and experiences to the story.

The book speaks of the *Queen Mary* as the "inevitable ship," as she was dubbed by those who planned and built her. It would seem that the Potter-Frost work might similarly be called the inevitable book.

'Two Lovely Prints'

Sir:

Writing to thank you for the two lovely prints received this morning. I think the tug off *Diamond Head* is a very good one having been there myself. I am going to frame them right away.

J. GNEAVES
(Hull, England)

Celebrated Shipmasters

"SHE'S THE NICEST SHIP I've been on," and he has been on plenty. Commodore Thomas N. Simmons, of Moore-McCormack Lines, master of the *Argentina*, was speaking of his own ship, of course. A grandfather 13 times, he has sailed since the age of 16.

For 19 years he served the famous old Munson Line, now defunct except for a hotel they own in Connecticut. For the past 24 years he has been with Mooremack, having become their fleet Commodore in August of 1959, the first Moore-McCormack Lines' Captain to have that title.

His first ships were three and four-masted coastwise schooners. He was a deck boy and served out of New York



Commodore T. N. Simmons

and Boston to the Gulf and the West Indies. He rose to be a second mate under sail, and then went into steam as a quartermaster with American-Hawaiian.

In 1917 he became Third Officer aboard Munson's freighter *Munro*, and ever since has been in the trade to South America's east coast. While a Munson master he commanded all

"His sword was in the sheath, / His fingers held the pen, / When Kempenfelt went down / With twice four hundred men." Who said it? (See Box, P. 19, Item 3).

four of their famous 535s—the *Pan America*, *Western World*, *Southern Cross* and *American Legion*, noted single-stackers with their famous goal post masts.

In 1938, Commodore Simmons joined Mooremack, taking command of the old *Argentina* on her first voyage under the Good Neighbor Fleet house-flag. Built as the *Pennsylvania* for Panama Pacific Line, this fine turbo-electric liner is preserved in the government's James River, Va., laid up fleet. All through World War II she was under the command of Commodore Simmons. Although she transported more than 175,000 GIs, she is best known as being the first "bride ship," bringing war brides of American troops home from Europe. She was laid up in 1958, and Commodore Simmons was given command of the new luxury liner *Brasil*, later taking over the new *Argentina* when she was completed.

Complimented for the shining brass, a mark of his ship's spick and span

Shipmates Reunited

The item in our Christmas TOW LINE about Captain James Kleinschmidt, now of Mystic Seaport, which mentioned his service aboard the *Pauline Moran* with Captain Nelson L. Proctor brought these two former shipmates together via U.S. Mail. From Captain Proctor's letter to Captain Jim we learn that the former is amusing himself in retirement by writing newspaper articles about "old sea-captains and ships and other sea stories." Perhaps we could see some of your clippings—Captain Proctor?

appearance, he smilingly replied: "It had better be."

"My son will be the same way," Everett Merrill said in commenting recently about his own love of ships.

"He can name every boat Moran has," our newest Dispatcher continued with fatherly pride. The son in question is Everett Joseph Merrill, and perhaps he should have been the subject of this article. He is only three.

"He loves pictures of ships," the father continued, "and even studies the Moran tide book."

Dispatcher Merrill is quite something in his own right, we might add. Perhaps best known in maritime circles for his rescue of five people in the Raritan River a year ago, Dispatcher Merrill has also been fascinated with ships since early youth, and quite naturally.

Captain Ralph P. Merrill, Sr.,



Everett Merrill

Everett's father, is a veteran Great Lakes tug skipper and only recently retired from service aboard the Quarantine boats in New York harbor. The dispatcher's brother—Ralph, Jr., is a captain on the New York City Sanitation boat.

Everett Merrill became a dispatcher a year ago this coming June 19. He first joined Moran in 1947, is married to the former Julie Avena and lives in Staten Island.

"Of two things more there can be no doubt. The *Queen Mary* will be remembered and respected as a great name in maritime history — And it is equally certain that her unnamed successor will have to earn the affection which she has won from thousands and thousands of grateful passengers to whom she is just 'the Mary'." Who said it? (Box, P. 19, Item 10).

Oceanic It Will Be

Home Lines' ultra-modern \$35,000,000 new passenger liner will be named *Oceanic*. The company now operates the *Homerick*. Also in the fleet of the Home Lines' group is the *Hanslatic*, operated by the Hamburg-Atlantic Line. The traditional "ic" ending was made famous by White Star Line, whose 17,250 ton liner *Oceanic*, built in 1899, was the last steamship to bear this noted name. The new *Oceanic* is being built at Monfalcone, Italy, and will have a gross tonnage of 34,000 tons.

Dear Frank:

Was very pleased to find the March issue of *Tow Line* in this morning's mail. Your coverage of the *France* is terrific.

RICHARD J. GALLAGHER, LT.
C. O. Riverfront Squad

"Thus we come to this new age of steamships; each ship will surely be a Pillar of Fire by night, a Pillar of Smoke by day, to guide the future wanderer safely across the broad ocean." Who said it? (See Box, P. 19, Item 1).

Rough weather prevents Sandy Hook pilots from leaving ships they have guided out of New York harbor about twice every year, according to Captain William Sherwood, president of the Sandy Hook Pilots Association, as quoted by Walter Hamshar, marine editor of the *New York Herald Tribune*. The matter became news last March 6 when Captain Harold Kaiser was forced to remain aboard the superliner *United States* because seas were too high to transfer him to the pilot boat off Ambrose Lightship.

'Interesting Problem'

Dear Sir:

We have a very interesting problem for you. One of the boys in the class brought a telescope to school, dated 1854. On it was: "To Captain Lewis P. Taylor, Schooner *John H. Rumney*, from his friend, Albert L. Martin. . ."

Can you help us find out who these men were, and something about the ship?

Yours truly,
BRENDA HARRIS
Wm. Penn School
Elizabeth, N. J.



Robert M. Loftus, a sales-minded graduate (1953) of the New York State Maritime College, is a promising addition to the Moran sales staff. Under Robert F. Reiser, manager of harbor sales, Bob's duties as sales representative will be to service steamship accounts in New York harbor and to acquire new business. Since graduation, Bob has served seven years as a naval officer and a stint as junior third officer of a merchant vessel. He resigned from the Navy in 1961 for a sales position with the Federal Paint Company but boats are still his liking. Married to the former Margery Ann White of Glen Rock, New Jersey the Loftus' are proud parents to two girls and a boy. Home is 25 Park Avenue, Wychoff, New Jersey.

'Letter From Home'

Dear Sir:

Many thanks for your incomparable magazine *TOW LINE*. I can truthfully say it is literally a letter from home. It has been quite a few years since I've worked on tugs in New York Harbor, but my interest in the activities has not waned. I particularly enjoy it when I find a picture of a man I recognize — Captain Basset. I worked with him on the *Pentucket*. I am impressed by the picture of the *M. Moran*, and would appreciate a picture of this beautiful tug.

Sincerely,
KENNETH E. LANGFELDT
Chicago, Ill.

Continuous Flow of New Maritime Books

A steady stream of new maritime books continues to come from the presses of the world. Among the more interesting might be listed the following:

TWO HUNDRED & FIFTY YEARS OF SHIPBUILDING—BY THE SCOTTS AT GREENOCK—a magnificent company history. The strictly limited edition published by Tillotsons, of Glasgow, in 1961, is a handsomely illustrated, over-sized volume.

ANGLO-AMERICAN STEAMSHIP RIVALRY IN CHINA—1862-1874—by Kwang-Ching Liu. Harvard University Press, Cambridge, 1962. Price \$5.95. This new scholarly work is a remarkably complete study of a little-known area of maritime history.

"Let others sail a ship that can be wrecked / By sudden squalls, and never trust a fool." Who said it? (See Box, P. 19, Item 4).

SMART-LOOKING with her clipper-curved bow and cruiser-raked stem the new *Mormac-trade* steamed into New York for the first time last April 17. Eighth cargo-passenger vessel (deluxe air-conditioned accommodations including a swimming pool), she was delivered by the Sun Shipbuilding and Drydock Corp., at Chester, Pa., on April 12, completing the second phase of Moore-McCormack Lines' multi-million dollar ship replacement program. The 12,450-ton, ten million dollar vessel was guided to her berth and docked by Moran Pilot-Captain Thomas L. Bell, directing tugs *Marie S. Moran* and *Carol Moran*. Captain William O. Cramer, master of the 19-knot *Mormac-trade*, and others had high praise for the smooth inner-berth docking at 23rd Street, Brooklyn.





Adm. Ross Named To Head 3rd District

Rear Admiral Richard M. Ross, USCG, assumed command of the Third Coast Guard District and Eastern Coast Guard Area last April 1. He succeeded Vice Admiral Edwin J. Roland, who on February 1 had become Assistant Commandant of the Coast Guard.

A commissioned officer in the Coast Guard for more than thirty years, Admiral Ross graduated in 1929 from the Coast Guard Academy, New London. During the war he served in both the Atlantic and the Pacific. Among the vessels on which he has seen duty are: the destroyer *Tucker*, the cutters *Mojave*, *Cayuga*, *Hamilton*, and *Moxoma*.

Prior to his new assignment, with headquarters in New York (in sight of Moran HQ), Admiral Ross was Commander of the Fourteenth Coast Guard District in Honolulu.

'Got Homesick'

Dear Sir:

Received the March copy of *Tow Line*. . . . The only thing about this copy was I got homesick when I read about John Metzner, Howard C. Moore and J. Frank Belford Jr. I used to call on Mr. Belford's father when he did the purchasing of tug supplies—I was with O. C. & K. R. Wilson, Inc., 78 Dey St. Once again—many thanks.

GEORGE R. DEUCKEN
(St. Petersburg, Fla.)

New USCG Radar-TV Port Device Tested

The United States Coast Guard unveiled in New York recently an experimental system of short range harbor navigation for merchant ships and pleasure craft.

Using both radar and television, the system has been dubbed RATAN (Radar And Television Aid to Navigation). The installation which was demonstrated is at the Coast Guard's Sandy Hook station. It utilizes a radar image provided by a high-definition shore based radar transmitted by ultra high frequency television to vessels in the area.

The picture received on ship board by a television set with ultra high frequency channels is expected to enable the mariner to locate his position.

SCUTTLE-BUTT

Norman H. Cox has been named General Passenger Agent Trans-Atlantic Sales by Holland-America Line.

Robert J. Jurgan, president, Calmar Steamship Company, presented the builder's name plate from the Liberty ship *Morris Sigman* to the International Ladies' Garment Workers' Union at a recent New York ceremony. The ship, named after a president of the ILGWU, is owned by Calmar.

CADET GLEE CLUB—The United States Merchant Marine Academy, Kings Point, L. I., N. Y., has recorded a new album of "Songs of the Sea." Just released by the Riverside LP High Fidelity recording company, the record features 15 authentic old sea ballads. It may be had at \$3.98 mono and \$4.98 stereo by writing to the Kings Point academy, and is well worth having in any record collection.

"For my money, Moran operates the cleanest and best tugs that pass through the Oswego Division of the New York State Barge Canal, and their crews are sump'n, too." Who said it? (See Box, P. 19, Item 7).



Adm. Roland Chosen USCG Commandant

Vice Admiral Edwin J. Roland, former Commander of the Third Coast Guard District and Eastern Coast Guard Area, has been named by President Kennedy to be Commandant of the Coast Guard. He succeeds Admiral Alfred C. Richmond, who is retiring June 1.

With a long and distinguished career behind him, Admiral Roland has, in addition to the Navy Commendation Ribbon, the following medals: American Defense Service, American Area, European-African-Middle Eastern Area, World War II Victory, Expert Rifle and Expert Pistol.

He graduated in 1929 from the Coast Guard Academy, New London, Conn., and his two sons, William and Edwin Jr., are also both alumni of this noted service institution. Both are now in the Coast Guard as commissioned officers.

Liberty Library

Dear Sir:

I have made a card index of every Liberty afloat in commercial use, which is completely up to date, and I am now working on the Liberties which are laid up, or in the reserve fleet. . . . I would be obliged if any one on your staff or your readers could help me with any information or photographs. . . .

R. W. BURGE
(Gravesend, Kent, England)

SIDE BITTS

A century ago an ambitious, Irish lad with foresight purchased a half-interest in a tow-boat. We might call it Michael Moran's 'half-acorn,' for it grew into the largest and most modern tug fleet New York harbor has ever known.

"My, there must be a lot of Morans!" is a frequent comment. More than likely this is followed by a query—Who, exactly, is represented by the names borne in the 'Best in the Business' fleet?

So, prefaced by an explanation that our tugs' names are selected with a mind to their syllabic clarity and their dissimilarity to names already chosen, we shall attempt to dispel some of the fog. To wit:

The founder of the company preferred to be known simply as M. Moran. Since the first *M. Moran* in 1887, there have been six tugs bearing that name. (Capt. Earl Palmer tells us there are four still in service!) The present *M* is our newest, a 3,500-h.p., deep-sea tug.

Mary Moran was Michael's mother, who died en route to America.

Anne Moran and *Harriet Moran* were his sisters.

Our founder's children are represented by these tugs: *Eugene F. Moran*, and *Julia C. Moran*, his wife; *Richard J. Moran*; *William J. Moran*; *Agnes A. Moran* (Mrs. J. Frank Belford); *Thomas Moran* by his children, *Edmond J. Moran* and *Margaret Moran* (Mrs. M. Baird-Stanley); and *Joseph Moran* by *Susan A. Moran* and *Elizabeth Moran*, his first and second wives.

From Eugene F. Moran's family we have these names: *Helen B. Moran* (Mrs. H. Lee Warren); *E. F. Moran Jr.* and *Marie S. Moran*, his wife; *Claire Moran* (Mrs. Harold B. Epp); *Eugenie Moran* (Mrs. Thomas S. Dwyer); and *Marion Moran* (Mrs. Wm. B. Mattimore). *Joseph H. Moran II* is represented by his daughters, *Cynthia Moran* and *Diana L. Moran*.

Grace Moran and *Melva Moran* are namesakes of the wives of Agnes Moran's two sons: *J. Frank Belford, Jr.* and *John L. Belford*.

Alice M. Moran is the wife of Admiral Edmond J. Moran, whose sons and daughters provide more names: *Margot Moran* (Mrs. Richard Danis); *Sheila Moran*; *Nancy Moran* (Mrs. George R. Vidmer); *Martha Moran* (Mrs. Kevin Moran); *Thomas E. Moran* and his son, *James T. Moran* and daughter, *Cathleen E. Moran*.

Claire A. Moran's two daughters lent their names to *Barbara Moran* (Barbara F. Epp) and *Carol Moran* (Mrs. Gregory Gibson).

Doris Moran bears the name of Eugenia M. Moran's only daughter, *Doris Dwyer*.

This, then, is the fleet—that part of it which bears the surname, Moran.

As this column goes to press . . . we add yet another name: *Patricia Moran*. She represents his great-granddaughter, *Patricia Mattimore*.

JEFF BLINN

'Stella Maris'

Marjorie Bierweiler, niece of Mrs. Margaret Craig, of our accounting department, won second prize in a recent Girl Scout exhibition with a display featuring the cover of our Christmas, 1958, *Tow LINE*, a Charles Evers painting of the *Marion Moran* bringing in a disabled freighter.

Based on the concept of a rescue at sea the display featured on its front a picture of *Stella Maris* and on the back a three-paragraph tribute written by the ten-year old Girl Scout. It is as follows:

Stella Maris means *Mary Star of the Sea*. Our Blessed Mother has many titles, but I think this one is the most beautiful. Under this name Our Lady takes care of all waters, and all living things in the water. She helps boats far at sea, and boats docking in the harbor. At night she asks her Son to turn on the stars so a captain may steer his course by them, and the moon to light the sailor's way through the dark and choppy water, and as everyone knows he will never refuse His Mother. We also know there must be someone watching up above when we see the tiny tugs guide the big ships into a little dock space. Isn't it odd that the queen of the ocean liners is called the *Queen Mary* and Our Blessed Mother is called 'Mary Queen of the sea.'

Marjorie's mother, Mrs. Mary Bierweiler, is a Moran alumna, having been in the accounting department. They live in Brooklyn. She is from a regular Moran family as her aunt, is none other than Mrs. Nora Lascari, also of accounting.

"It is all incredible. But most incredible is the climactic episode in which Shackleton and five men, leaving the rest of the party on an island, set sail on April 24, 1916, in a twenty-two-foot open boat, bound for South Georgia, 870 miles away, a pin-point in a savage wilderness. They crossed the Drake Passage, the most dreaded waters in the world. Thousands of times a day they overcame the threat of fifty-foot-high rollers." Who said it? (See Box, P. 19, Item 5).

'Kiver to Kiver'

Dear Mr. Blinn:

One of the fellows out in the city room was kind enough to pass along to me a copy of the *Tow LINE*, since I, like so many hill-bound land-lubbers, have an insatiable curiosity about the sea and ships, I read it from "kiver to kiver." . . . Not only is it wonderfully informative for one who knows as little about such things as I, but there is a kind of joyous note through it. . . .

JACQUELINE SWANN
Woman's Editor—
The Herald Dispatch
(Huntington, West Virginia)



Commodore Gaston R. DeGroot, master of the *Savannah*, looking over a copy of *The Story of Ships* given to him by the author, your editor, on the bridge wing of the nuclear liner.

SAVANNAH

(Continued from page 4)

and cocktail bar opening onto an outdoor tile swimming pool offer the utmost in passenger accommodation.

The 595½-foot vessel made 23 knots on her April trials out of Yorktown, Va., well above her contract speed. Designed by George Sharp, Inc., she was built by the New York Shipbuilding Corp.

Safety has been a prime factor in the Atomic Energy Commission and Maritime Administration design for the *Savannah*. Aside from a variety of safeguards against any accidents from within the nuclear reactor, the structure of the *Savannah* has been so designed to resist external pressures or collision. The most intensive training program ever undertaken for a merchant ship was carried out to instruct the States Marine deck and engine officers in the safe operation of the pioneering liner.

Following an appearance at the Seattle World's Fair, the *Savannah* will return to New York to embark on the first of a wide variety of foreign voyages.

Long may she sail in peace.

"The world of waters wide." Who said it? (See Box, P. 19, Item B).



Without doubt one of Moran's most popular dispatchers was Joseph J. Dowd, who retired recently. Born in 1894, his career included eight years as a United Fruit banana inspector, Navy service in World War I, a spell with the famous old Ward Line, a few years with the Bush Terminal and then into towing. Twice his ship went down beneath him, in 1917 when he was a seaman aboard the minesweeper *Seneca* and again in a storm off Fire Island in the winter of 1940 when he was captain of the tug *Edwin Duke*. The *Seneca* blew up at sea and Captain Dowd was rescued by a torpedo boat. The *Duke* was swamped and sank in a 60-mile gale, Captain Dowd and his entire crew being saved by the Coast Guard.

In 1941 Captain Dowd went with the Carroll Towing Company, handling navy contracts for them from their

17 Battery Place headquarters until 1944. He then served with the Olsen Towing Company until its merger in 1950 with Moran.

Perhaps Joe is best known for his close association with the Dodgers baseball team, a contact which began when six Dodgers came to visit Ann Marie, his polio-stricken daughter. Their visit added greatly to her recovery. The association developed and Joe spent nine vacations at Vero Beach, Fla., watching the Dodgers during their spring training. He couldn't do enough for them. Ann Marie, and his three other daughters, Patricia, Dorothy and Margaret are all married. Gilbert, his son, just became Chief Petty Officer in the U. S. Navy. Capt. Dowd, and his wife, the former Theresa Zoll, of Brooklyn, have 12 grandchildren. Always cheerful, out-going and cooperative, Joe will not soon be

forgotten in the Moran headquarters especially for the way he played Santa Claus, for his songs and how he would lead in "a bit of an Irish jig."

John A. Masi, of 328 East 9th St., Brooklyn, has a fine vacation planned. Cheerful "man of all jobs" at our headquarters, he is flying out West, to Woodland, California, this coming August to visit a friend. They have on their schedule visits to Disneyland and other tourist attractions in the Los Angeles area. John came to Moran ten years ago last January 16. He likes boating and fishing. A smile is his trademark. Have a good trip, and don't fall for any "screen test" offers.

Frances Werfelman, who retired from billing last January 1, "is having a grand time," we learned from Frances Smith, that always jolly inter-office sparkplug. What's she doing, we asked. "Nothing, and she just loves it," Frances Smith replied.

Catherine M. Esturo, of Seaboard Shipping, has become engaged to James D. Gallagher of Brooklyn. The wedding date is now set at May 25, 1963.

MORAN FAMILIES

(Editor's Note) The 18th Century Irish dramatist Richard Brinsley Sheridan wrote in *The Rivals*: "It runs in the blood of our family."

It certainly does if you're talking about tug-boating and our "family" of men afloat. Many of the men have fathers, sons, brothers and in-laws on other boats. Some are from family groups which have served for generations in the century-old Moran fleet.)

Captain Joseph Todesky, recently retired mate of the tug *Alice M. Moran*, is one "kingpin" in a tug-minded family. He has no sons of his own (a daughter by his first marriage), but when he wed the former Frances Begley he inherited a family of tugboatmen and potential tugboatmen.

Captain Joe started on the boats in 1911 and, after working under such

(Continued on page 19)



Capt. Joseph Todesky



Capt. James Monahan



Capt. Philip Gaughran



Capt. Robert Begley

FAMILIES

(Continued from page 18)

well-known names as Cornell, Tracy and Barrett, came to Moran in 1948. His career included blowing the docking whistle on the "big ones" (Cunard's *Mauretania* and the *Queens*; Holland-America Line's *Nieuw Amsterdam*, to name some) and doing practically every job in the book before a cantankerous back forced him to the relative inactivity of tending his home at 91 Memorial Parkway, Atlantic Highlands, N. J.

Captain Bob Begley, his step-son, is mate on the *Elizabeth Moran*, having come up the ladder since the days of the Begley Towing Company. He started with Moran in 1955 and worked the New York State barge canal before transferring to harbor work. Bob, his two boys and wife, Barbara, live at 10 MacKenn Place, Ft. Monmouth, N. J.

Captain James Monahan, married to the former Elinor Begley, is captain on the *Barbara Moran* and a pilot. Jimmy came to Moran from the Meseck Towing Company where he held his first job as mate. The Monahans have two boys and two girls to keep things lively at 77 South Avenue, Atlantic Highlands, N. J.

Captain Philip Gaughran married another Begley, Mary, and is captain on the *Nancy Moran*. Phil's Moran time dates back to January 1946. It's three boys for the Gaughrans, who live close-by Captain Joe, viz. 10 Brevort Avenue, Leonardo, N. J.

Parslow Collection

The maritime collection of the late Captain Charles M. Parslow, long of the tug *Sheila Moran*, has been presented to the Steamship Historical Society of America by his heirs. Including many prints, photographs and other memorabilia of the Hudson River, the collection will soon go on display at the Society's library at 4 Broad Street, Stapleton, Staten Island. Captain Parslow, a member of the Society, died in 1957. A plaque in his honor hangs aboard the *Sheila Moran*.

Three-Stackers

The three-stackers shown on page 7 are, from left to right, going from top to bottom, the American Line *Paris*, shown aground on the Manacles, and the Cunarder *Berengaria*; the *Imperator*, of Hamburg American Line, later *Berengaria*, and the *Leviathan*, of U.S. Lines; the Red Star Line's *Belgenland*, and White Star's famous *Majestic*; the *Reliance*, shown with United American Line's colors and Canadian Pacific's famous pre-war *Empress of Britain*.



Dina Weidman

Spring has come to these sunny precincts (Moran HQ) again favoring us with new faces (not a thing wrong with the old, mind you). Add these to our accounting office's corps of diligent figure-fanciers.

First of the trio is Dina (Mrs. Mark) Weidman an efficient bookkeeping machine operator — Payroll Dep't. Dina was born in Poland, educated in Europe and came to New York in 1951. She lives with hubby and two sons, six and two, at 790 Riverside Drive, Manhattan.

"Moran people are wonderful to work with," she allows. With that, Welcome aboard, Dina!

It's ladies first so here you have Estelle Chicolo—and what can we add to this engaging smile? She is single, lives with her parents at 2716 Faragut Road, Brooklyn, likes to dance and graduated from Midwood High School of that boro in January. She's a typist in the Billing Dep't, fellows.

"*Tugboat* is a fascinating story," she avers, referring to E. F. Moran, Sr.'s book (Chas. Scribner's Sons, 1956). Indoctrination? No, she assures us her selection is prompted by avid interest.

Lastly, but not least, is smiling John Pengis. He is a serious young man despite the photo to the contrary—an aspiring accountant. Word is he attends City College by night, working



Estelle Chicolo

toward his B.A. Another two-and-a-half years to go he figures.

What is preached there by night he practices by day—and well, too, say his colleagues—in said department. John is single and lives at 1965 Vyse Avenue, The Bronx. That's not far from Brooklyn, is it?



John Pengis

Dominick J. Lantonio, of accounting, is marrying Miss Elaine Lubrano June 16. The wedding bells will ring at the St. Thomas Aquinas Church, Brooklyn. Miss Lubrano is a claims representative in the government's Social Security Office in Manhattan.

A forty-foot portion of the port, stern quarter of an old wooden ship was uncovered on Fire Island opposite Patchogue, L. I., as our last issue went to press. Fourteen-inch treenails (or "trunnels," as seamen would have it) held the planking, frames and ceiling together. Parts of seven old wrecks could be seen in the seven miles or so from Smith Point Bridge to Fire Island Pines.

Dear Frank:

I enjoyed reading *Tow Line*...

BILL SAPIRE

American-Israeli Shipping Co.

Who Said It?

(1) Longfellow, as quoted in Warren Armstrong's new book *Atlantic Highway* (a toast to the opening of the Cunard Line made in 1840 in Boston). (2) B. W. Tuchman, in *The Guns of August*. (3) William Cowper, *Loss of the Royal George*. (4) R. M. Munroe, formerly editor of *Tow Line*, in *One Man's Meat* (Pelican Press, Coral Gables, Fla., 1933). (5) Clifton Fadiman, reviewing *Endurance*, by Alfred Lansing (a Sea Cliff, L. I., neighbor of your present editor). (6) Samuel H. Adams, *Grandfather Stories*. (7) A retired sea captain, reminiscing over a mug of hot buttered rum in Phoenix, N. Y., February 1961. (8) James Thompson, *Britannia*. (9) James E. Flecker, *The Journey to Samarkland*. (10) Neil Potter and Jack Frost, *The Queen Mary* (reviewed elsewhere in this issue of *Tow Line*). (11) Edward Lear, *The Book of Nonsense*. (12) Laurence Dunn, *Passenger Liners*.

