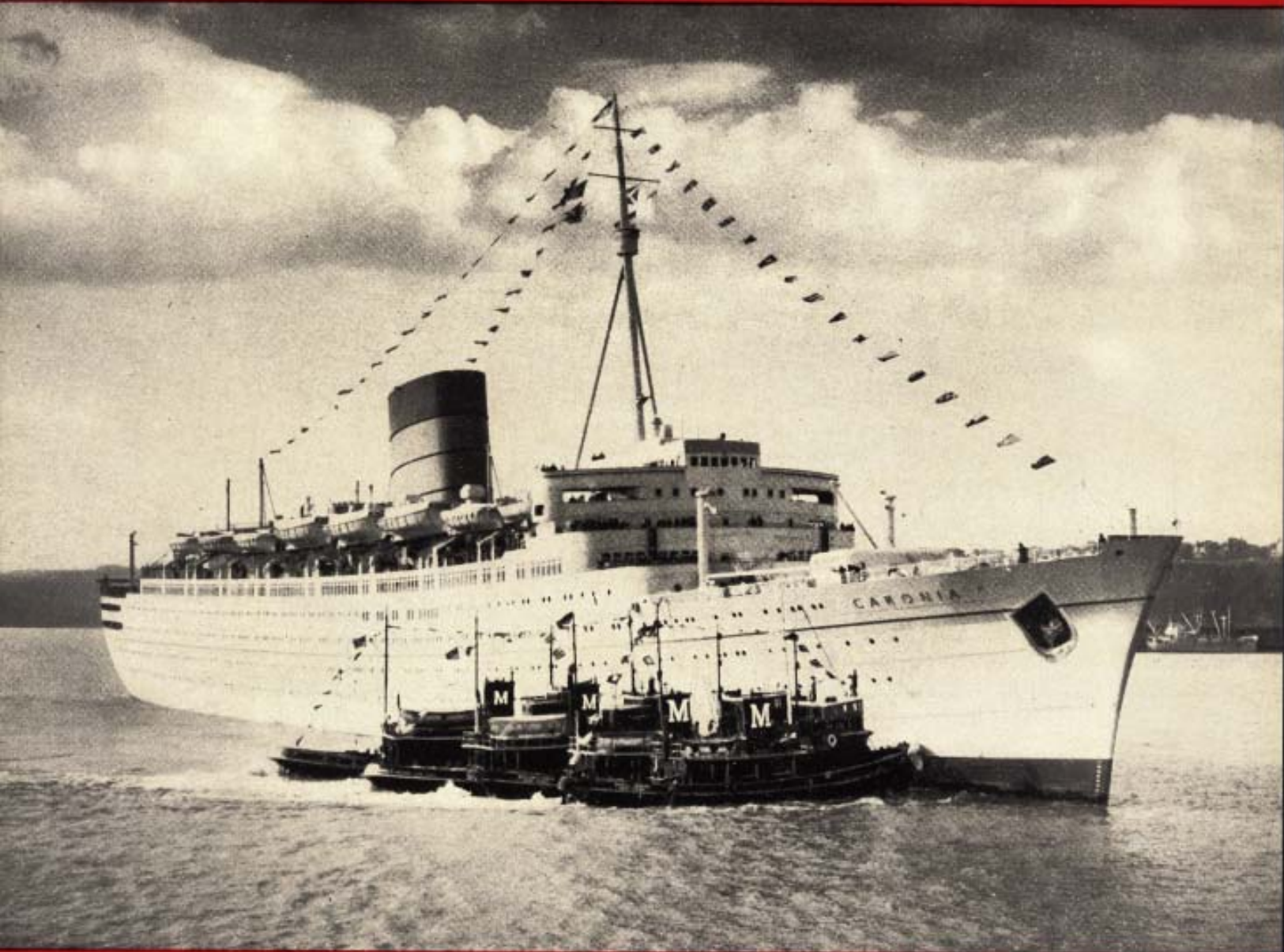


# TOW LINE



PUBLISHED BY MORAN TOWING & TRANSPORTATION CO., INC.

FEBRUARY, 1949



## ON THE COVER

An almost perfect eye-level view of four out of six Moran tugs assigned to docking the new Cunard-White Star luxury liner RMS. Caronia when she made port Tuesday, January 11th, 1949, on her maiden voyage from Southampton, England, and was accorded the traditional New York harbor welcome—plus.

Their bow fenders specially encased in white canvas to protect the delicate shade of green paint on the ship's hull, the quartet of 1,200 and 950 horsepower Diesel-electric tugs may be said to be in precise technical (and photographic!) formation, steadying the vessel's starboard bow as sister work-horses on stern hawsers haul away upstream.

The line-up of classical "M's" (left to right): Christine Moran, Nancy Moran, William J. Moran, and Sheila Moran, all familiar and unquestionably worthy units of the New York harbor fleet. The scene is off Pier 90, North River, at the foot of 50th St., Manhattan.

This "posse" of the Moran fleet, which regularly docks and sails the Cunarders, eased the 715-foot, 34,183-ton Caronia into her berth without, as the saying goes, breaking so much as an egg. Moran pilots and crews know New York harbor as all skilled craftsmen know their tools—every channel, current and berth; and the men afloat are backed by an equally skilled shore staff.



## IN OUR NEXT ISSUE—

All about the Grace Moran, first of five specially designed additions to the "M" harbor fleet, and her sister ships, scheduled for delivery at intervals beginning about the middle of April. The Grace (Hull No. 441), pictured here on the ways of the Livingston Shipbuilding Corp., Orange, Texas, was launched January 25th. The largest vessel built on the Gulf coast since the war, she is 105 feet long, 27 feet wide, 14.6 feet deep, and is powered by a 1,500-horsepower General Motors diesel-electric plant, geared to a 10-foot bronze propeller.



# TOW LINE

Published by  
MORAN TOWING & TRANSPORTATION CO., INC.  
17 Battery Place, New York City

R. M. MUNROE, Editor  
Vol. II

LUCILLE CHRISTIAN, Associate

No. 1

## We Take Pardonable Pride...

Whoever heard of a customer objecting to someone saving money for him by utilizing less equipment to do a given piece of work in a given time?

Moran Towing & Transportation Co. feels—and practices what it preaches—that routine work in New York harbor and elsewhere, that is docking, undocking, shifting, etc., should be done with such equipment and in such a manner that a minimum burden falls on the vessels and operators involved. This we consider to be elementary common sense; it is the only fair and honorable thing to do.

This company has not the slightest intention of abandoning the foregoing principle of conduct—not now, although it is no secret that business by and large is exceptionally bad, or at any time in the foreseeable future.

However, we think it should be noted that although we might, on direct or cross examination, have to admit that fewer "M" tugs often are employed to do a certain job than might be used if the company were concerned with making a show, the tug horsepower is never less, but frequently more than the requirements indicate.

There are a good many professional tricks in this business which have to do with wide experience, competent crews and equally skilled shore staffs, but all of them are predicated on adequate horsepower—that is, sufficient drive in the right place at the right time.

That is the answer; that is all. We take pardonable pride in the performance of both men and equipment

under the familiar "M" house flag... So they can do the work cheaper and better? What a coincidence! E. J. M.



*The French freighter Magellan, carrying in her hold the 49-car Gratitude Train sent to the United States by the people of France, moves up New York harbor escorted by six tugs of the Moran fleet (below), two of which docked her at Pier H, Erie Railroad, Weehawken, N. J. (above), with the firm's compliments.*





# Progress of Marine Meteorology



by BENJAMIN PARRY, Meteorologist (U. S. Weather Bureau, Retired)

The history of marine meteorology is of necessity linked with the development of shipping; but it is interesting that while shipping made phenomenal progress, advantages to be gained from systematized collection and compilation of weather observations were not realized until the middle of the 19th century. This was, possibly, due to the "sea sense" of the mariner—that quality of finding an assisting wind or doing the right thing in a storm.

In the early period of man's attempt to master the seas, weather was a more important factor than in modern times. The Phoenicians and Greeks were obliged to limit their voyages to two seasons, one in spring and the other between midsummer and autumn, beaching their ships between seasons. However, as time rolled on, improvement in the construction of ships made it possible for the ancient mariner to venture farther from home and to extend the season of navigation.

## Mariners Look Aloft

During this period the mariner began to look aloft with greater interest in the "why" of weather phenomena. From his observations he built up a fund of weather lore, a knowledge of which became a part of the young sailor's education. However, these weather signs were not infallible, and many a staunch ship and brave crew were destroyed by tempests when the signs were interpreted to mean fair weather ahead.

For a period, navigation remained more or less traditional and instinctive. Not until after the voyages of Columbus did it begin to develop into a science. The invention of the barometer by Torricelli, in 1643, was destined to be a great aid to navigation, but it was some years later the discovery was made that this instrument gave indications of weather changes. Its adoption as an aid to navigation was slow; it was not considered of much value until many years later.

In the middle seventies Benjamin Franklin made an important discovery that was destined to become fundamental meteorological knowledge. This interesting discovery was that northeast storms progressed from the southwest, that the storm had a rotary motion, and that the wind blew toward the storm center. (\*)

The discovery was quite accidental. Franklin had arranged with a co-worker at Boston to take observations of a lunar eclipse at the same time he himself was taking readings of it at Philadelphia. Early on the evening of the eclipse an unusually severe northeast wind and rain storm set in at Philadelphia, so that Franklin was unable to secure any observations. He reasoned that, as the wind blew fiercely from the northeast, the storm was of course coming from that direction, and that Boston must have experienced its ravages before Philadelphia. Reports indicated the storm was widespread. What was the surprise of Franklin when, after the slow passage of the mail by coach, he heard from his friend in Boston that the night of the eclipse had been clear and favorable for observations, but that a terrific northeast wind and rain storm

began early the following morning! He then sent out inquiries to surrounding stage stations and found that at all places southwest of Philadelphia the storm had begun earlier. The greater the distance, the earlier the beginning, as compared with its advent in Philadelphia, Northeast of Philadelphia the beginning of the storm had been later than at that city; the storm had not reached Boston until 12 hours after its commencement at Philadelphia.

In considering these facts a line of inductive reasoning brought Franklin to the conclusion that the wind always blows toward the center of the storm; that the northeast hurricane which Boston and Philadelphia had experienced was caused by the suction exercised by an advancing storm-eddy from the southwest which drew the air rapidly from Boston toward Philadelphia, while the center of the storm was many miles to the southwest of the latter place; that the velocity of the wind increased as the center of the storm advanced nearer and nearer from the southwest.

## First Attempt to Standardize

The first attempt to standardize observations was made about 1805 by Admiral Sir Francis Beaufort, by whom a scale for observing the force of wind was published. Marine meteorology from that period made rapid strides. The problem of origin and



movement of West Indian hurricanes was studied, the law of storms was formulated, and in 1848 Piddington published his famous "Sailor's Horn Book." In 1841 Lieut. Maury, U.S.N., published a series of articles on diverse meteorological subjects and commenced extracting wind and current data from old Navy logs stored in the Hydrographic Office. Within a few years sufficient data had been classified and plotted to publish the first wind and current chart, the development of which gave to the mariner the present day Pilot Chart.

At first these charts were slightly appreciated, but gradually, as their value became demonstrated by use, they were in demand by shipmasters of all nations. The publication of the first Pilot Chart marked the first earnest and systemized effort to collect and compile weather observations at sea.

With the passing years refinement of the Pilot Chart continued. Marine meteorologists increased in numbers, and proficiency in interpreting the laws of weather phenomena developed. However, the weather map, the greatest contribution of the meteorologist to navigation, was yet impractical. Weather maps

had been compiled by several American meteorologists who laboriously gathered by mail the data of storms after their passage.

In 1855 Prof. Joseph Henry, Secretary of the Smithsonian Institute, constructed a daily weather map from observations collected by telegraph, thus demonstrating the feasibility of organizing a government weather service. It was not until Feb. 9, 1870, that Congress authorized the Secretary of War to organize a meteorological service based on reports from military posts throughout the country. The service was developed under the Signal Corps and was so conducted until October, 1890, when it was transferred to the Department of Agriculture. The Weather Bureau remained as a Bureau of the Dept. of Agriculture until June 30, 1940, when its importance to aviation and commerce made it apparent that it could be more efficiently operated as a bureau in the Department of Commerce.

## Communications and Services

The advent of wireless telegraphy early in the present century opened an important epoch in the history of weather forecasting. It was no longer necessary that seas remain blank spaces on the weather map. Early radio equipment was capable of only short range transmission, so that reports were received only from nearby coastal regions. However, as radio developed better equipment, and operators cooperated in relaying messages from more distant points, the forecaster's field of observation gradually expanded. This resulted in more reliable marine weather forecasts and improved facilities to get storm warnings to the shipmaster at sea.

For many years it was recognized that an adequate coverage of marine reports was possible only through international cooperation. Accordingly, in 1928-29, representatives of the meteorological services of the principle maritime nations met in London, Paris and Copenhagen to formulate a cooperative program for the collection of weather reports by radio. Under the agreement formulated, each country selected a certain number of ships of its own registry on which observations were to be taken daily at fixed hours and transmitted by radio. The reports were transmitted in International code to collecting stations, depending upon the position of the observing vessel. During World War II this cooperative program was suspended, but discussion of the program was renewed at meetings held in Toronto and Washington during the summer of 1947. At this writing considerable progress has been made in placing a much improved program in operation. The present day marine weather maps indicate splendid cooperation by various nations committed to the marine program, and the distribution of marine weather reports charted twice daily show good coverage from the principle ship lanes of the Atlantic and Pacific oceans.

Some areas in the Atlantic and Pacific are considered strategic in relation to storm movement. Regular reports from these places are necessary. To provide these important data

(Continued on page 10)



**A** DD Moran operations in the Gulf of Mexico: towing four sections of a six-section wooden drydock from Tampa, Florida, to Beaumont, Texas—a little matter of approximately 5,425 miles.

Veteran "M" skippers involved in this little piece of business were Capt. Hugo A. C. Kroll, Jamaica, L. I., Nelson L. Proctor, New York, and Leonard Goodwin, Jr., Norfolk, Va., with the sea-going tugs Eugene F. Moran, Gay Moran, and Kevin Moran, respectively.

The drydock—550 feet overall and rated at 15,000 tons, large enough to accommodate any tanker trading in the oil areas of the Gulf—has been acquired by Bethlehem Steel's shipbuilding division for its Beaumont yard, which, incidentally, is where several of Moran's fleet of tugs were built between 1936 and 1941 when the plant was known as the Pennsylvania Ship Yard.

The individual sections, each towed 678 miles in approximately seven actual towing days, measure 117 feet by 30 feet, with a draft of six feet.

Sabine Towing Co. tugs assisted the Moran sea-going vessels from the entrance to Sabine Pass to Beaumont via the Neches River and Port Arthur Ship Canal, through three narrow bridges—one highway and two railroad bridges, including the span of the mainline Southern Pacific between New Orleans and San Francisco.

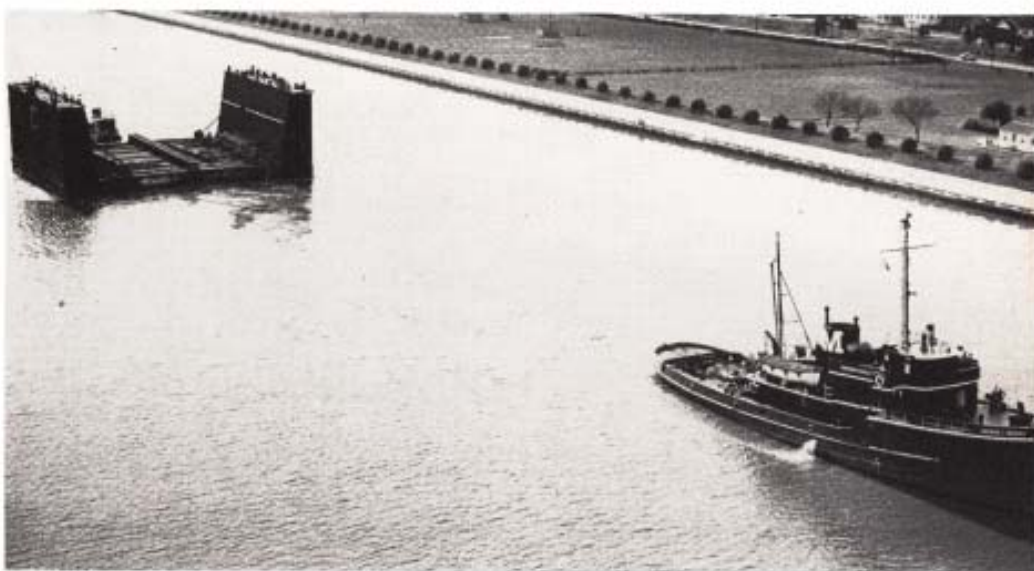
The Gay Moran, stationed in New Orleans at the time, got into the picture the first week in February when she was sent over to Tampa to relieve the Kevin of one of the sections after the latter was dispatched, chop-chop, to rescue a British cargo carrier aground off the southeastern coast of Great Inagua, B.W.I., 70-odd miles northeast of Cape Maysi on the eastern tip of Cuba.

"Just routine," was the sum and substance of comments by two of the masters regarding their drydock voyages; but if your editor, by some miracle, happened to be cruising in that balmy latitude at this season he would consider it anything but routine!

(A fifth section of the drydock has since been towed by the Marion Moran from Tampa to the Todd-Johnson Drydocks, Inc., plant of the Todd Shipyard Corp., at Algiers, La., arriving there February 24.)



## Tampa-to-Beaumont Shuttle



*Top of page: At the Tampa Shipyard, Tampa, Florida, the tug Kevin Moran is shown engaged in securing her towing gear on a drydock section to be transported across the Gulf of Mexico. Immediately above: The tug Eugene F. Moran with a second drydock section, in the Port Arthur Ship Canal, nearing her destination. Below: Another of the drydock tows, an end section, in Sabine Pass, Texas, with a local tug secured to the outrigger, assisting.*







## TOW LINE - 1949 Global Delivery Service

The Argentine Ministry of Public Works started something...

As part of a five-year economic and physical improvement program designed to modernize and expand the nation's marine transportation facilities—in this instance on the Parana, Uruguay and Paraguay Rivers—Argentina has been having built in the United States for delivery at Buenos Aires coastwise motorships (small freighters) and pusher-type river tugs, as well as barges designed for work on inland waterways.

The Ingalls Shipbuilding Corp., Pascagoula, Miss., constructed the freighters, four in number and identical in every respect, which carry the letters M.O.P. as their Ministry of Public Works designation, and the numbers 941, 942, 943 and 944, respectively. They are of all-welded design. Each is 232 feet, six inches in length overall, with a moulded width of 42 feet, six inches, and a loaded draft of slightly more than nine feet. Registered at 1,123 gross tons, the M.O.P.'s have raked stems, sharp sterns, and the most modern propulsion units, consisting of two Diesel engines rated at 610 brake horsepower—enough to maintain a service speed of approximately 7.5 knots, fully loaded.

The river tugs were built by the Dravo Corp., Pittsburgh, Pa., and are an adaptation of the traditional Dravo design in use by the hundreds on the Mississippi, Missouri and Ohio Rivers. The two we are concerned with in this account bear the designation A.T.F. and the numbers 305-R and 306-R, respectively. Each is 140 feet long, with a propulsion unit rated at 1,000 horsepower.

So the Argentine government contracted with Moran Towing & Transportation Co., Inc., to deliver these units of its new coastwise-river fleet from Pascagoula and Pittsburgh, via New Orleans, to Buenos Aires—certainly no routine operation!

The M.O.P.'s, loaded with knocked-down river barges, were manned by Moran crews headed by Capt. Daniel Halpin, William Smith, Ralph Thompson and James De Puey, each a seasoned veteran of many, many long-distance tows. In this case, however, the skippers and their equally experienced crews simply operated the freighters under their own power. Via Mississippi River, Gulf of Mexico, Caribbean Sea, and North and South Atlantic Oceans, the route represented 6,300 nautical miles—or a total of just about 25,200 miles—so you might say



*The tug Gay Moran departing New Orleans with ATF-305R in tow, moving downstream in the Mississippi River.*



*Quartering view of Moran-crewed M.O.P. 941 under way, southbound in the Gulf of Mexico. Included in her cargo was a deckload of knocked-down river barges.*



*Above: The tug Marion Moran with ATF-306R on her steel hawser, making good time down Old Man River towards the open sea. Below: Aerial close-up of one of the ATF's, showing method of enclosing windows, doors and other openings in bridge and main and boat decks.*

these "M"-directed voyages were slightly more ambitious than that many rubber-neck boat trips around Manhattan.

Even longer were the A.T.F. tows, since two 1,950-mile voyages from Pittsburgh to New Orleans via the Ohio and Mississippi Rivers must be added, bringing the total to more than 29,100 miles. Fleet ocean-going tugs involved in this little piece of business were the Gay Moran (Capt. Ira George) and the Marion Moran (Capt. William Wilbur), 143-foot, 1,900-horsepower units—the former towing ATF-305R, the latter ATF-306R. A working idea of their towing speeds may be had from some jottings your editor made in the margin of a Downtown Athletic Club menu in the course of a lunch-hour conversation with Capt. E. C. Palmer, our marine superintendent colleague. The scribbling reads, "Marion, with ATF: Port of Spain, Trinidad, to B.A.—24 days, 23 hours, 12 minutes; 4,392 miles at 7.33 knots." No loafing in evidence there!

Elsewhere on these two pages will be found aerial photographs of the M.O.P.'s headed southward in the Gulf of Mexico; also the A.T.F.'s on steel hawsers of Moran tugs, outbound in the Mississippi below New Orleans.





# Organize New Marine Transportation Firm

Announced late in December in New Orleans, and immediately confirmed in Houston and New York, organization of the Offshore Oil Transport Co. to move crude oil from marine locations, principally in the Gulf of Mexico, to terminals ashore, is a major marine development in the Gulf coast area.

The new firm, composed of New York, Louisiana, and Texas interests which pooled floating equipment and other resources to meet the requirements of a highly specialized operation, already has both ocean-going tugs and barges available.

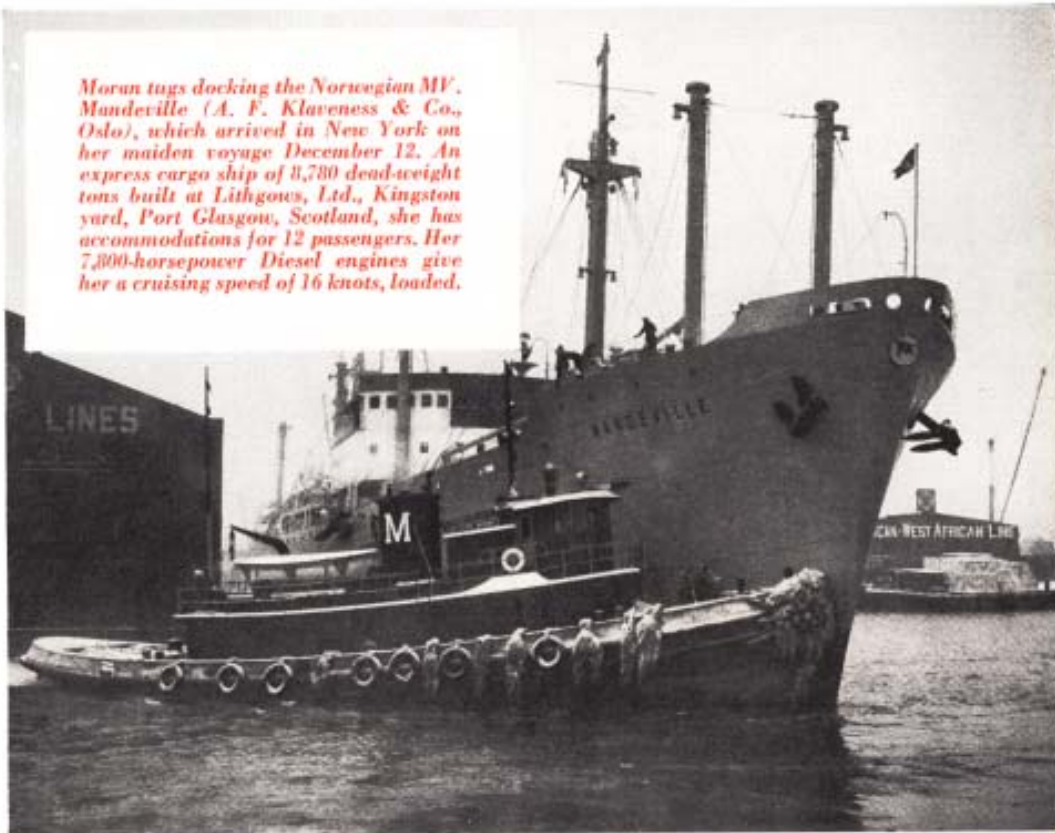
Rear Admiral Edmond J. Moran, chairman of the board of the concern, said Moran Towing & Transportation Co., Inc., and Seaboard Shipping Corp., both with headquarters in New York, will make heavy contributions in equipment and marine transportation experience to Offshore Oil's projected operations.

The firm's main office is in Houston, with a branch in New Orleans. According to the original announcement, contracts were being discussed then and barging equipment was in New Orleans and other Gulf ports ready to move.

Other officers of the new company:

Benjamin M. Bloomfield, Houston, president; Maurice Bayon and Robert Suggs, New Orleans, vice-presidents; Alvin H. Howard, New Orleans, secre-

tary; Norman Adams, Houston, treasurer; and George Peterkin, Houston, and Neville Levy, New Orleans, directors, in addition to all of the foregoing.



*Moran tugs docking the Norwegian MV. Mandeville (A. F. Klaveness & Co., Oslo), which arrived in New York on her maiden voyage December 12. An express cargo ship of 3,730 dead-weight tons built at Lithgows, Ltd., Kingston yard, Port Glasgow, Scotland, she has accommodations for 12 passengers. Her 7,800-horsepower Diesel engines give her a cruising speed of 16 knots, loaded.*

## Damage Claims

It is evident that the company's campaign to improve the damage claim record of the fleet in New York Harbor and elsewhere is coming along satisfactorily. The Traffic Department is pleased to announce the following captains and mates had no claims charged against their tugs during the month of January:

*Agnes A.*, T. Nielsen, J. Gully; *Alice M.*, G. Larsson; *Anne*, J. McConnell, F. Perry; *Catherine*, J. Costello; *Chesapeake*, J. Jaques; *Christine*, D. Conrad, H. Anderson, T. Kivlan; *Edmond J.*, F. Schweigel, J. Fagerstrom; *E. F., Jr.*, C. Evans, L. Tucker; *Eugene F.*, H. Kroll, G. Magnussen, G. McCormack; *Eugenia M.*, H. Hannum, J. Morales; *Gay*, I. George, G. Ashberry, F. Schindler; *Harriet*, G. Bragg, J. Gorham, M. Connor; *H. C. Moore*, M. DeAngeles; *Joseph H., II*, J. Biddle, G. Aekerman, H. Acton, Jr.; *Julia C.*, H. Becker; *Kevin*, L. Goodwin, A.

Paulsen, J. Barrow; *M.*, R. Jones, W. Whitlow; *Margot*, E. Allen, V. Chapman; *Marie S.*, F. Duffy, A. Tucker; *Marion*, W. Wilber, E. Dexter, O. Tonner; *Mary*, M. Rodden; *Michael*, H. Gabriel; *Nancy*, J. Stenson, R. Poissant; *Ned*, E. Koski; *Pauline L.*, T. Trent, M. Sullivan, R. Fargo; *Peter*, C. Morch, H. Dickman, D. Bodino; *Richard J.*, S. Snyder, J. Finneran; *Sheila*, C. Parslow, P. Johnson; *Susan A.*, C. Sheridan, J. Swanson, J. Guinan; *Thomas E.*, R. Hayes, J. Sahlberg, B. Sherer; *William C. Moore*, B. Baker, C. Baker; *William J.*, G. Hayes, M. Grimes; and (*relief crew*), K. Buck, H. Hague.

NOTE: If there are any suggestions as to specific steps which might be taken to reduce damage claims, the Moran "Suggestion Box" is just the place for them. A good one would be profitable to the originator as well.

### CHANTEY

Oh, sing us out of Eastport harbor,  
sing us out of York,  
whose fathers sang them down The Minch,  
and sang them out of Cork.  
Chant us out of Portsmouth, out  
of Gloucester and Nantucket,  
whose fathers roared past Carnarvon,  
salt water in the bucket.  
Oh, sing us out of Newport News,  
and sing us past Pateogue,  
whose fathers rolled deep through The Wash  
and the North Sea drank the log.  
Chant us out of any port,  
stout-hulled in sun or rain,  
Oh, sing us back, a crew together,  
shoot us home again!

FRANCES FROST,  
in the *New York Herald Tribune*.

### Welcome, Argentines!

Add arrivals, New York: Heavy cruiser Almirante Brown of the Argentine Navy, docked at Pier 26, North River, by Moran tugs on Wednesday, February 23... MV. Rio Primero of the Argentine State Line, on her maiden voyage from Buenos Aires, docked at Pier 25, North River, by Moran tugs on Saturday, January 8.



# Storm-Lashed Sea Fails to Get Cook in a Stew

With galley awash he even dishes up lemon meringue pie

(ED WALLACE, in the New York World-Telegram, Feb. 17, 1949)

Nautical history is filled with mystery ships and sea monsters and strange colored lights upon the main, but none so strange as the tale brought back this week by captain and crew of the tugboat Elizabeth W. Moran.

The good Liz chugged bravely down the harbor on the night of Jan. 13 and 23 days, 22 hours, and 39 minutes later she nosed politely into the Suez Canal. Behind her were 5527 miles of troubled and cantankerous seas.

On the first two days out a storm ripped off the turtleback hood which had been built over the deck to fend off the seas. A few days later a storm doused the lighting system, then snuffed out the heating lines. The waves searched their way through the portholes, and at one time the engineer ran a pump from power generated through an electric drill.

## Waves, No Sky

For 11 days Capt. Daniel J. Halpin couldn't take an observation because there was none to take.

"No horizon," he explained tacitly today. "All I could see was waves." On top of everything else, the cook was feeling bad.

For a week, in fact, the cook didn't speak to anybody.

"He just held on with one hand, and cooked with the other," Captain Halpin said.

In heavy seas that made the Elizabeth swivel and sunfish, the cook's galley rolled and lurched like no kitchen ever should. Every time a big wave rolled over the Liz it made the smoke from the cook stove backfire into the galley, covering the cook and all his pots and pans with thick black soot. It was out of this wet, dark misery that came a new mystery of the sea.

## Bound for Egypt

The tugboat, a 94-foot craft built in 1937 for the Moran Towing and Transportation Co., 17 Battery Pl., sailed out of New York under an Egyptian flag for delivery to the Compagnie Universelle du Canal. On the first day

out most of the crew got seasick and those who were not sick were dizzy from the lurching and pitching. But it was the cook who felt worst of all.

"I had resolved myself to make the trip on canned tomatoes," Captain Halpin said. "It seemed impossible to prepare anything more complicated than a cheese sandwich."

Here, proudly, enters the name of Ted Crouse, cook on the Lizzie Moran.

Ted Crouse, formerly of the U. S. Navy, has taken his rightful place with the immortals: Nelson, Farragut, Jones, Dewey—and Crouse.

## Beyond Call of Duty

History will record that there were no sandwiches on the Elizabeth W. Moran. And there were no tomatoes fresh from the can. With the galley awash with cold sea water, the stove backfiring oily soot, the young cook put up meals above and beyond the call of any human duty, Captain Halpin reported.

Every day of the voyage there were stews and roasts, steaks and bacon, and the fresh meat lasted until they reached Port Said. The last of it came to the table that day. At the peak of one storm the cook became unusually remote, would speak to nobody, but the good food kept coming through some miraculous thing taking place in that soggy galley.

During this particular squall one of the crew members asked Captain Halpin why the cook was so sullen and wordless.

"Look," said Captain Halpin, "don't worry about whether he talks or not. Tonight he's got lemon pie—and meringue on it!"



Even after they got ashore and undertook to take in the usual sights around Cairo, Egypt, the Elizabeth W. Moran's crewmen encountered some rough going—on these camels. The fezzed five, left to right: Donald Mackinon, chief mate, Brooklyn; Clyde Walters, second mate, Winsboro, S. C.; L. R. Lopez, second engineer, Jacksonville, Fla.; Captain Halpin, New York; and Bronk Hannay, chief engineer, Port Richmond, S. I.



## Meteorology

(Continued from Page 4)

the Weather Bureau and Coast Guard maintain a number of ships on fixed locations, which transmit surface and upper air weather data four times daily to Weather Bureau forecast centers.

Providing weather information to the Weather Bureau is not a one-sided project, for in return the shipmaster by listening to radio broadcasts may receive ship reports, forecasts and weather summaries. The summaries indicate storm and fair weather centers, predictions of the movement of these centers, and all storm warnings. From these data he may extract information to construct his own weather maps aboard ship and draw more detailed conclusions relating to his immediate needs.

### Robot Stations in Use

The Weather Bureau is constantly on the alert to improve its services to the mariner. Some of its recent activities to secure information relative to the formation and movement of West Indian hurricanes include the



use of robot weather stations which operate from remote places in the West Indies and Caribbean areas. Planes are flown through the very center of a hurricane to determine its severity and to check its progress. Upper air observations are secured from pilot balloons and radiosondes. Information is distributed by radio telegraph and radiophone, and pioneer work has been accomplished in transmitting complete marine weather maps by radio facsimile.

Administration of the marine program is centered at the Weather Bureau in Washington, with sub-centers at New York, New Orleans, and San Francisco. A program of ship visitation is maintained from the secondary centers, which provide ship officers' instruc-



tion in the preparation and interpretation of weather maps. Barometers and thermometers are checked with standard instruments, and current meteorological literature of interest to the mariner is provided.

The present status of marine meteorology and services to marine interests has been made possible because of the unselfish co-operation of the mariner and the meteorologist. The future bids fair to duplicate the past, the progress of science reacting to the benefit of all.

(\*) From Marine Observer, March, 1925.

## Ashore and Afloat



### Young Mr. Corcoran's Plunges

About one o'clock in the morning of September 27, 1948, according to one of *The Tow Line's* secret agents, there was something of a commotion on the deck of the tug Nancy Moran, which was standing by for orders at the bulkhead, Pier One, North River.

The deckhand on watch, Richard Corcoran, noticed two young men and a girl standing nearby, apparently just watching the boats, as lots of people like to do. Suddenly, without warning, the girl jumped—splash! off the deep end, as they say. Motive—who knows? At any rate, Dick, not thinking of himself, instantly went overboard after her, hauled her alongside the Nancy, where other crewmen helped them aboard. According to the Harbor Police, who presently arrived on the scene and took over, the girl was one Helen Stein of Philadelphia. (Further, deponent saith not.)

On February 6, Dick took another plunge—into the well known and justly famous Sea of Matrimony, with that lucky girl, the former Miss Hilda Lenz. The editorial crew of *The Tow Line* and everybody aboard the Nancy wish the Corcorans the very best of luck!

### Take a Bow, Pilots!

(Excerpt from a letter to Joseph H. Moran, II, from W. R. Millington, master of the American-Hawaiian Steamship Co.'s SS, *Colabee*, dated December 29, 1948, at Baie Comeau, P. Q., Canada.)

"... This vessel is by no means large, yet docking and undocking in Atlantic Basin is usually very difficult because of the crowded conditions. In spite of those conditions, docking and undocking any hour of the day, any state of tide, any condition of wind, this vessel has received no damages in forty-seven dockings and undockings in Atlantic Basin in these three seasons. I think that is the best recommendation for the docking masters your company has supplied this vessel. I have found no

docking masters to surpass those we have had from Moran, nor seen better teamwork than that between Moran tugs and docking masters. I want to mention particularly the men who have been aboard so many times: Captains Buck, Cashion, Costigan, Evans, Hayes, Huseby, Jorgensen, Mason, Sahlberg, Snyder, and Wheeler.

"A Happy New Year to you and your company."

### Watch For This

Dear Mr. Munroe:

Thanks very much for sending these photos (of "M" tugs docking one of the Cunard-White Star liners) over for our look-see. The "Queen Elizabeth" article will appear in the April issue of Pageant magazine.

L. HOLDER

(Ass't to Mr. Chessler)

Capt. Earl Allen, skipper aboard the Margot Moran, has purchased a home in Lafayette, R. I. As this issue of *The Tow Line* gets off to press, it is assumed the family—Mrs. A. and four chillun—already has been transported from Cranston, R. I., and is comfortably settled in the new abode.

### From "Tugboat Annie's" Pappy Gentlemen:

My grateful acknowledgments for your 1949 calendar... It is by far the most arresting I have seen; and of course its subject matter, to one who has presumed to write about towboating—a field wherein so few angels tread—is particularly appealing. Already I am impatient for the end of the year, when I can have the four watercolors framed in a single panel, to hang in my office and impress the landlubbers, including myself.

Again with thanks, I am,

Yours sincerely,

NORMAN REILLY RAINE

(P.S.—Me too, gents, and knobs on it! TUGBOAT ANNIE.)



*Sotto voce:* (To Associated Press, N. Y. Times, N. Y. Herald Tribune, N. Y. Journal-American, and Newark Evening News representatives who wrote or telephoned to thank Moran for transportation to Gravesend Bay for first interviews with skipper and crew of the ill-starred Coast Guard cutter Eastwind and on-the-spot reports of extensive damage resulting from her collision with the tanker Gulfstream 60 miles southeast of Barnegat.) You're welcome, gents. Always happy to be of service to the working press.

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Bill Soucie, the Margot Moran's comparatively new chief steward, is reported to be a widely traveled gentleman—besides being an excellent chef. In his vocation he has had lots of experience, from hotels to ocean liners; and should any crewman disturb the orderliness of his galley he is said to be fully capable of upbraiding him in either English or French, since he speaks the latter fluently . . . *Cela va sans dire, eh, m'sieu?*



Above: Fleet tugs Sheila Moran and Agnes Moran under the bow of the Canard-White Star liner Queen Mary during a recent docking operation. This slightly "arty" but excellent snapshot, made through a pilot house window of the tug Thomas E. Moran, is the work of young Mr. Eddie Batcheller, 132 Mercer Street, Jersey City, one of the ambitious deckhands aboard, a valuable agent in The Tow Line's intricate and far-flung ear-to-the-ground network.

*Morantow:* LST (landing ship, tanks), New Orleans, La., to Wilmington, N. C.—1,279 miles.

Then there is the story (reported by L.O.C.) about a stranger in New York joining one of the tugs late at night. A thin fog had settled over Manhattan, so that the only light visible from the boat was a bright one shining from a window on the North River side of Moran's dispatching office, 25th floor of the dockside Whitehall building. "What's that?" asked the new crewman, pointing. "Oh, that," answered a veteran, "—that's the Lord."

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Arrived January 24 at 5:32 a.m.—a tough hour, the harrassed father opines, but look who's talkin'—at Margaret Hague Maternity Hospital, Jersey City, Mary Florence O'Connor, seven pounds, three ounces, first daughter and second child of Terry O'Connor (Accounting) and Mrs. O'C., who reside at 30 West 45th Street, Bayonne.

*Morantow:* Cargo ship "Norse King," 670 miles east of Bermuda to New York—1,240 miles.

Engaged, as of Christmas Eve (and what better time?): Miss Patricia Szakas (Billing) and Patrolman William Neuendorf of New York's Finest. The wedding is scheduled for early in September, 1949.

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John Drudy, crewman (oiler) on the Sheila Moran, and Miss Regina Smith were married November 7, 1948, in St. Xavier's Church, Brooklyn. John's brother, Tom, acted as best man. Miss Claire Daughton, the bride's niece, was maid of honor. The couple are making their home at 410 Seventh Street, Brooklyn.

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On January 5, Edward J. Reilly, popular deckhand aboard the tug Edmond J. Moran, and Miss Theresa Keville were married in Elkton, Md. Both are from Tottenville, Staten Island. With best wishes, the crew of the tug presented the bride and groom with an appropriate wedding gift.

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Latest additions (replacements) to Moran's staff of switchboard operators: Miss Mary Flood, 163 Randolph Avenue, Dumont, N. J.—December 1st. Mrs. Betty Crowe, 4623 Park Avenue, The Bronx, N. Y.—January 7th. Welcome aboard the "M" carousel!

## Short Splices

Moran T. & T. Co.'s local harbor operations on television again: New York Daily News station, WPIX, Channel Two, "Your New York," 7:40 p.m. January 8th, featuring the Thomas E. and Richard J. Moran. . . . Congratulations: To Charles J. Hogan on his appointment as publicity manager for the French Line; to John F. Shea on becoming vice president and director of T. J. Stevenson & Co. . . . Juvenile visitors aboard the Catherine Moran: Group VI, City and County School, 165 West 12th Street. Another delegation: From Collegiate School, 241 West 77th Street, aboard the Peter Moran. . . . Aside to Ed Wallace, New York World-Telegram feature writer: A neat job on that Elizabeth W. Moran story, mister! . . . Third District has been given a quota of \$75,000 in connection with the national campaign to raise funds for a memorial chapel at the Coast Guard Academy, New London, Conn. Joseph H. Moran, II, represents local towing interests on the New York marine industries committee. The chapel, authorized by the Eightieth Congress, is being subscribed by persons and corporations especially interested in the service. . . . *Sotto voce*, to Bob Kohn of Liddle & Kohn, photographic illustrators, Miami, Florida: You may indeed use that aerial photo of RMS. Caronia, or any such "M" picture, in connection with the murals you are making. . . . Watch-For-It Department: General Motors Corp. (Cleveland Diesel Engine Div.) advertisement in Marine News Annual Directory, featuring six Moran tugs docking said Caronia on her first arrival in New York. . . . Welcome to the Moran T. & T. Co. fold: SS. Irish Pine, first of five cargo vessels being built for Irish Shipping, Ltd. (States Marine Corp., New York, U. S. and Canadian agents), which arrived here on her maiden voyage January 12th. Also, a low and sweeping bow to Central American Steamship Co. and American Eastern Corp. R. M. M.

*Morantow:* Tanker, Curacao, N.W.I., to Galveston, Texas—1,870 miles.



MORAN pilots and crews know New York Harbor as craftsmen know their tools — every current, channel and berth — for Moran tugs have been operating in these waters for many generations, assisting vessels of every type and size.

Moran harbor tugs have been individually designed for most effective service in New York.

Backed by skilled shore staffs, Moran tugs are ready to serve you anytime. If you have a towing problem, consult Moran.



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