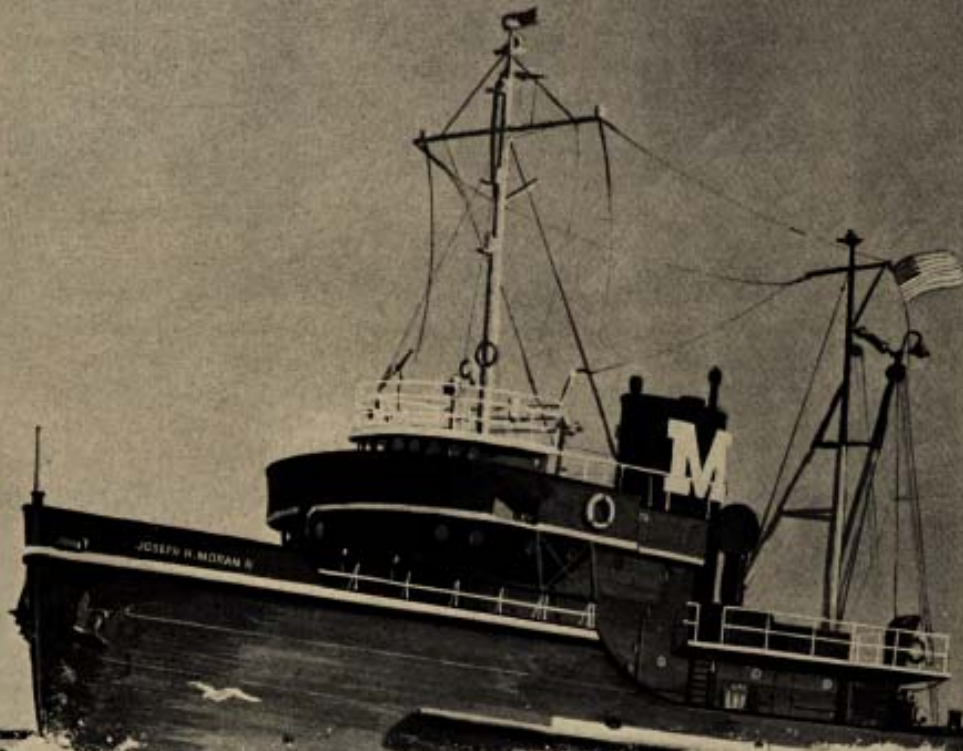


TOW LINE



APRIL, 1951

Finest Tugs . . . Ships

Pages 6-7



ON THE COVER—

Another of Artist Rockwell Brank's free-wheeling, open-sea watercolors of Moran tugs in stimulating action—in this instance the Joseph H. Moran, II, no longer in operation under that name, but still counted in the wide-ranging "M" fleet and typical of the firm's ATA-type, 1,900-horsepower, diesel-electric ocean tug.

Young (33) Mr. Brank, whose latest photograph you see in adjacent space on this page, has abandoned his former base of operations, Pasadena, Calif. He has been in New York for the past six weeks or so, working in Brooklyn and seeing whatever of interest to a marine specialist is to be seen in and about the world's busiest port.

It is not so much ports, however, as surf and open-water (ocean) scenes that attract and hold our watercolorist's attention. He is, he readily admits, "a nut" on capturing in authentic colors on paper or canvas the majestic movements of the sea under varying conditions.

To this end he is shoving off, almost as we go to press, to St. Vincent, Cape Verde Islands, something more than the legendary sleeper-jump from this frequently foul-weather latitude—in fact, only some 500 miles west of Dakar, Africa—where he has reason to believe he will find conditions ideal for his purposes. Trade winds, general weather, color of the water, etc. are said to make Praia and vicinity one of the most favorable spots in the world for an artist of Mr. Brank's stripe to work.

While here, he improved his nautical perspective by sketching aboard the Barbara Moran, once when she was assigned to a Queen Mary docking, another time on a bustling trip through the Kill van Kull. That was a little bit of all right, he said.

For our part, we sincerely hope Mr. Brank finds what he is going afar to record.



TOW LINE



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

R. M. MUNROE, *Editor*

LUCILLE CHRISTIAN, *Associate*

Vol. IV

No. 2

Ocean Rescue Service Double Important Now

A continuing and always important operation of this company is its ocean rescue service. Now that spring has reached these latitudes once more, we do not expect to be called upon so frequently to proceed to the assistance of disabled vessels in the North Atlantic. We will not, however, relax our effort to maintain our seagoing tugs in operation in the Atlantic, the Gulf of Mexico, and the Caribbean.

We feel this is doubly important now for national and hemispheric defense reasons, above all. Moran is training personnel for all-important off-shore and coastwise rescue work, long and short hauls with conceivably vital tows—in short, for whatever must be done under emergency conditions in either a cold war or a hot one. We have in our employ the most skillful and resourceful

men in this business; but the way they became what they are, the only way others can achieve maximum efficiency, is by coming to grips with realities. In this business you have to learn by doing; there is no other way.

It has been adequately demonstrated, we think, that the system by which Moran is able to maintain rescue tugs in the Atlantic areas on a most flexible basis is sound. It has been more than justified in practical performance. The strategy is an open secret: quickest (hence most economical) diversion of tugs from where they are to where they are needed.

This service is necessary and today it is vital. We maintain it without special inducements except to be in business and render service. . . . Navy and Coast Guard officers? We will have them.



Herewith: M/V Orion (Capt. Nils A. Lindh), Finland Steamship Co.'s new 3,939-DWT vessel, in the North River off Barclay Street before being docked at Pier 16, Hoboken, on her first arrival in New York, March 14. Built in Holland, the sleek passenger-cargo ship is 353 feet long, has accommodations for 12 in comfortable outside cabins, and boasts 247,000 feet of cargo space. J. F. Whitney & Co., 8-10 Bridge St., are her New York agents. That's the Doris Moran alongside.

Harbor Radar Test to Utilize Moran Tugs

(By Walter Hamshar, Marine Editor, New York Herald Tribune)

The Moran fleet of tugs is scheduled to take part in an experiment to determine if a harbor radar system will work when a busy port like New York is slowed down by fog.

The experiment is expected to get under way soon from a radar station on high ground at Fort Wadsworth, S. I. The Narrows location gives the 15-foot-high radar antenna, now being built, an unobstructed view of the upper and lower bay from Sandy Hook to the Statue of Liberty.

The Port of New York Authority is financing the experiment with the assistance of two radar manufacturers, to discover whether vessels can be "talked" through heavy shipping traffic. The method is fundamentally the same as radar control systems in airports, except that there will be no attempt to boss movements of vessels.

The master will still be responsible for the safety of his vessel, and he will make all decisions. Harbor radar information will be handled just as information from a lookout.

Tugs with the big "M" on their stacks will be the first commercial craft employed in the experiment, as the schedule now stands. As tests indicate the system works with tugs, bigger ships will participate until the project is perfected for general operation.

A shipping advisory committee will assist the experiment as it goes along and weigh the results, especially the possibility of making a harbor radar system self-supporting. Rear Adm. Edmond J. Moran has been asked by the Port Authority to head this committee.

New York is the biggest and busiest port to try harbor radar. Liverpool shipping traffic has been aided in this way for two years, and a similar system of assisting pilots in bad weather is successfully being practiced in Long Beach, Calif., and Seattle. Le Havre, France, is setting up an elaborate harbor radar after a period of experimentation showed it can keep most traffic moving despite English Channel fogs.

The purpose of harbor radar is to reduce delays to shipping caused by

fogs or periods of poor visibility. Such periods are said to prevail about 5 per cent of the time in New York Harbor. While they mean little to the old salts on Moran tugs who are accustomed to smelling their way through a fog, they delay big ships which usually wait for weather to improve.

The function of such a system is simple. The radar station is staffed with technicians who know every buoy and other landmark in the port and the way they show up on a radar screen. In Long Beach and other harbor radar ports, the station is manned in regular rotation by harbor pilots, just as they are assigned to ships.

The operator at the station keeps in contact with pilots or deck officers of participating ships by means of portable radio-telephones tuned to the radar station. The operator there can tell a ship's officers if something is ahead or behind him, if a buoy has floated out of position, or if the ship is on the wrong side of the channel.

Pilots can bring the walkie-talkies aboard in initial stages of such a project; later, liners in regular service to the port will probably install loud speaker phones similar to the ship-to-shore installations now being used by dispatchers.

Harbor radars can have other uses at night or when fog blots out harbor activities. Any strange craft will be spotted immediately in a harbor screen. Rum runners would have found harder going if such a system had been operating then.

In Liverpool a garbage scow oper-

ator was spotted dumping his cargo in a prohibited area during a heavy fog. He was flabbergasted when confronted there by harbor police before the dumping was completed!

A harbor radar system will make an important contribution in a war emergency if it keeps shipping moving in good and bad weather. The experiment will indicate whether this can be done in a port like New York where so much cross traffic exists. In a war, one day's shipping delay means a backing up of the supply flow for hundreds of miles.

The Port Authority is putting up \$45,000 to get the experiment under way. Raytheon Manufacturing Company, Waltham, Mass., and Sperry Gyroscope Company, Great Neck, L. I., are contributing radar sets for the trial run. With delays to steamship companies costing \$2,000 a day and up, it is believed they will be willing to support a practical harbor project.

It will be a big feather in the caps of Moran crews to make the experiment work. If harbor radar is practical in New York, they are the men who will prove it.

Below: A radar scope photo made at Long Beach, Calif., provides a working idea of the high resolution of modern surveillance equipment—in this instance, Sperry's. Note the clear-cut presentation of the harbor breakwater, the shore line, and shipping on the move. The radar site in San Francisco is located on a high spot near the often fog-enshrouded Golden Gate bridge, from which vantage point pilots aboard vessels can be given course instructions and literally "talked" in and out, as it is believed they can be in New York.



Morantow: Steel barge No. 216, Cristobal, Canal Zone, to Puerto La Cruz, Venezuela—970 miles.

Promotion Program For Port Urged By City Commissioner

Progress in Conservation and Construction Here Cited

A continuing promotion program calling attention to and exploiting manifold advantages of the world's greatest port was proposed and urged March 20th at the maritime industry's observance of Port of New York Day.

Edward F. Cavanagh, Jr., head of the municipal Department of Marine and Aviation, called for establishment on a permanent basis of the Mayor's Joint Committee on Industry.

Mr. Cavanagh said a sound port program calls for conservation, construction, cooperation and exploitation, and pointed out the city has made notable strides in its conservation program for the municipal pier system in the fire prevention program that is nearing completion. Sprinkler systems, access holes, fire curtains, and concrete fire walls under piers have been installed to make the local waterfront the safest in the world, he said.

Under construction the commissioner listed repairs and modernization work completed in the past two years at a cost of \$5,000,000. A new pier to replace Pier 57 is under construction at a cost of \$7,000,000; and New York has spent a total of \$17,000,000 on waterfront improvement in two years, he said—well over 27 per cent of the \$58,000,000 allotted under a city plan adopted in 1948.

Besides the Port of New York Day dinner of the Foreign Commerce Club, where Commissioner Cavanagh spoke, there was a noonday rally at the Maritime Exchange, 80 Broad Street. Louis W. Byrne, chief of the Port of New York Authority's port promotion bureau, received the annual Port of New York Award by unanimous vote.

When the Kevin Moran (Capt. James L. Barrow, Norfolk, Va.) towed the loaded T2-type tanker *Esso Roanoke* from St. Nicholas, Aruba, Dutch West Indies, to New York some time ago, Phil Biscuti, PH1, USCG, made this unusual head-on aerial photo of the tow in rather heavy weather from a Coast Guard plane off Norfolk. In another shot, diagonal and too strung out for reproduction in this limited space, the gale-driven "scud" over the water is even more noticeable. (The photographer said it was one of the roughest plane rides in his experience.) The 500-foot, 138,335-barrel oiler was disabled with a burned-out generator, so she made her 1,750-mile voyage at the end of the Moran tug's hawser, in 16 days.

"M" Ocean Tug on 8,000 Mile Transpacific Tow

As this issue of *Tow Line* gets off to press, the sea tug *Eugenia M. Moran* (Capt. C. P. Hightower) is at Apra, Guam, preparing to tow the 1,832-gross-ton hydraulic dredge *New Jersey* (delivered there by the Moran-operated V4 tug *Watch Hill* in 1945) back to New Orleans, a little matter of 8,000 miles, for her owners, Standard Dredging Co. of New York.

Recently operating in the Caribbean area, the *Eugenia M.* sailed from Balboa, C. Z., March 6 on the outbound leg of a voyage which will total nearly 19,000 miles for the tug; and the entire operation was expected to require about four months.

Haarlem (Holland) Hobby

Dear Sirs:

This week I got a picture of one of your most famous tugboats, "*Grace Moran*." It was only a piece of a picture out of an old newspaper. My hobby is ships. I was a mate in the merchant marine, but now have a job ashore. . . . I make ship models, every kind you want, from four inches to four feet, I want to make a model of the "*Grace Moran*," only a table model. Please give me a drawing or a good picture and some particulars. Thank you, sirs.

(Haarlem, The Netherlands)

JOHN KREMER



Monday, March 26th, witnessed an informal, highly successful 1st annual get-together at the Downtown Athletic Club of key Moran personnel ashore and afloat. Below, left to right, a 7-man lineup at the speakers' table: John Bull, Capt. Joseph Doud, Joseph H. Moran, II, Capt. John Bassett, Howard Moore, Capt. Ben Baker, Capt. Robert Hayes. There was a negligible amount of speaking, lots of good food and fun.



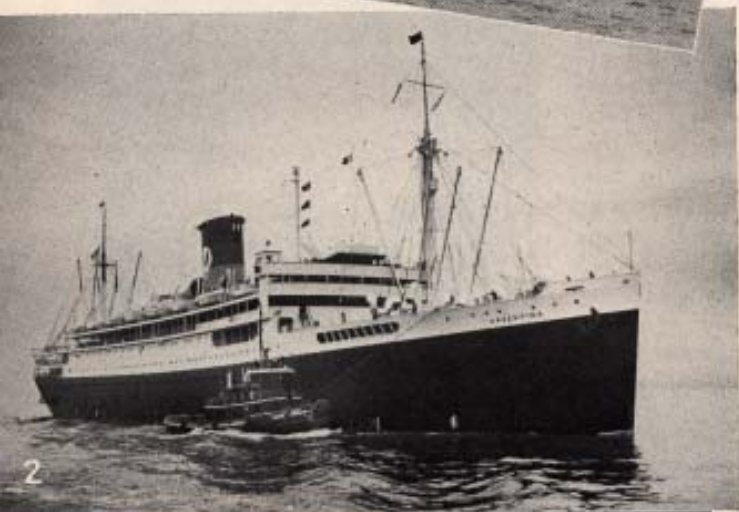


WORLD'S FINEST TUGS DO

(Moran Towing & Transportation Co., Inc., presents herewith the world, handled in the world's busiest port, New York, by our



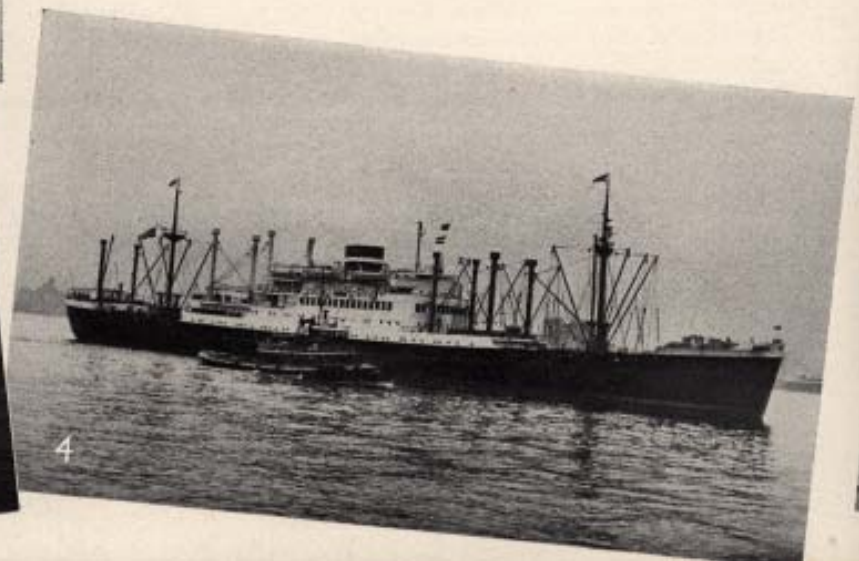
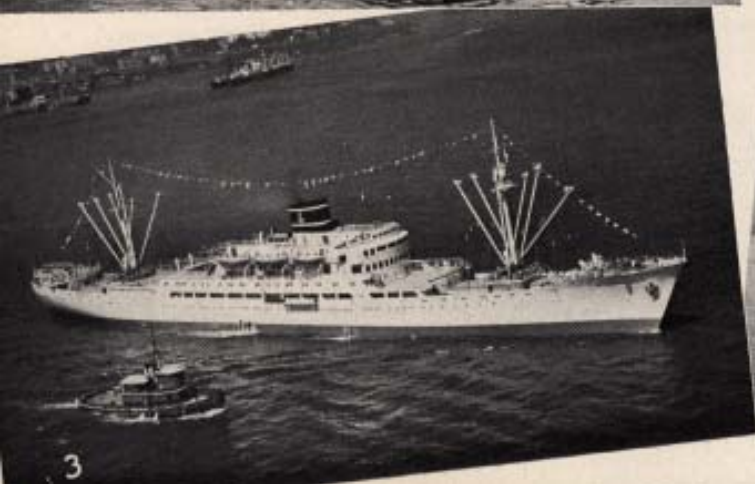
1. S/S CRISTOBAL. Panama Railroad Co., owners. Erik J. Eriksen, captain. Length, 471 feet; gross tonnage, 9,978; horsepower, 9,166 (turbine); passengers, 215. In service between New York and Cristobal, Canal Zone.



2. S/S ARGENTINA. Moore-McCormack Lines, Inc., operators. Thomas M. Simmons, captain. Length, 613 feet; gross tonnage, 20,707; horsepower, 18,000 (turbine); passengers, 500. "Good Neighbor Fleet" ship, in service between New York and South American east coast ports.

3. M/V RIO DE LA PLATA. Argentine State Line, owners. Esteban G. Picchi, captain. Length, 527 feet; gross tonnage, 10,500; horsepower, 18,400 (diesel); passengers, 117. In service between South American east coast ports and New York.

4. M/V NOORDAM. Holland-America Line, owners. Jan P. Boshoff, captain. Length, 489 feet; gross tonnage, 10,726; horsepower, 12,500 (diesel); passengers, 125. In service between Rotterdam, Holland, and New York.

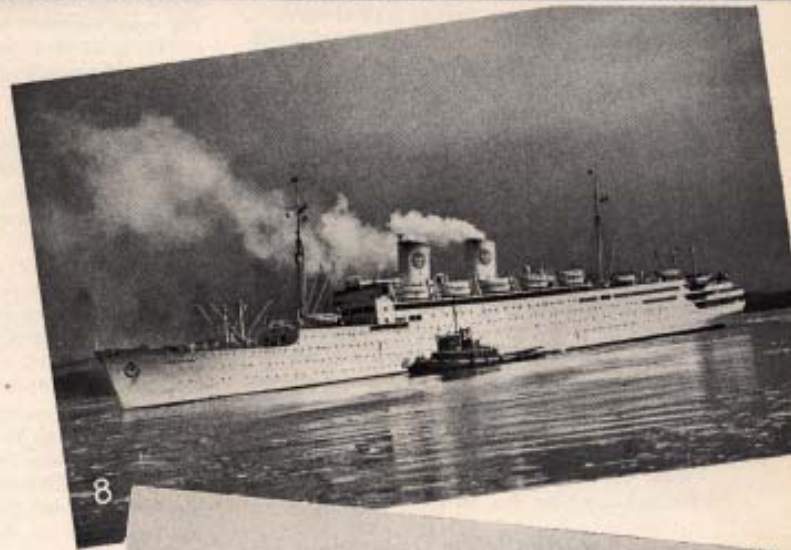




THE WORLD'S FINEST SHIPS

(This is the third of a series of eight-unit layouts of the finest ships in the modern diesel-electric-powered equipment. More will follow.)

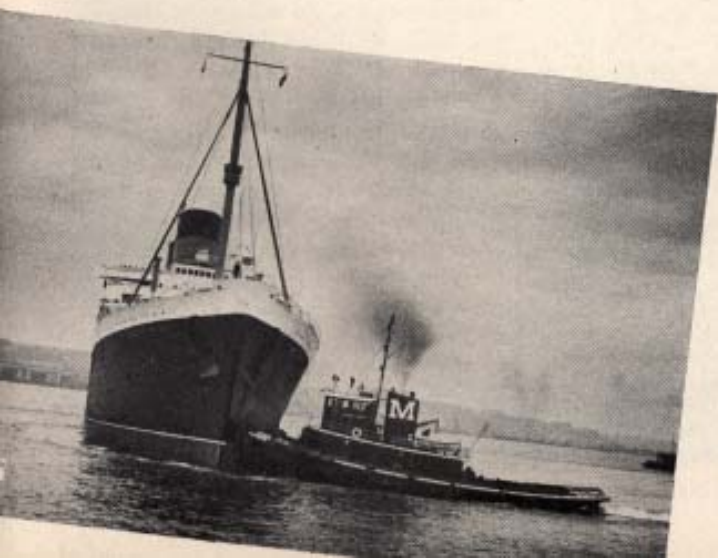
5. R.M.S. MAURETANIA. Cunard Steam-Ship Co., Ltd., owners. C. Ivan Thompson, captain. Length, 739 feet; gross tonnage, 35,677; horsepower, 42,000 (turbine); passengers, 1,157. Service: New York-Cobh-Southampton.
6. M/T LONDON PRIDE. London & Overseas Freighters, Ltd., owners. E. Fox, captain. Length, 506 feet; gross tonnage, 10,900; horsepower, 5,500 (diesel); cargo capacity, 138,000 barrels. Currently in the service of Anglo-Saxon Petroleum Company, Ltd.
7. S/S DE GRASSE. French Line, owners. Jacques Leveque, captain. Length, 552 feet; gross tonnage, 19,918; horsepower, 12,500 (turbine); passengers, 718. In service between Le Havre, Southampton and New York.
8. M/V GRIPSHOLM. Swedish American Line, owners. Sigfrid Ericson, captain. Length, 590 feet; gross tonnage, 18,134; horsepower, 16,300 (diesel); passengers, 920. In service between Gothenburg, Bremerhaven and New York.



8



7



6

Amagansett Radio Is Used by Seamen Around the World; Manned by Experts

(George Cable Wright, in The New York Times, Feb. 19th.)

SOUTHAMPTON, L. I.—A few miles east of this resort community and upthrust sharply from an otherwise prairie-like landscape is a knoll, reached by a winding macadam road. Driving through the sparsely populated countryside below, the hill presents but two distinguishing features; a salt-box type house and a slender but towering antenna.

Situated at the peak of the elevation, both are partly hidden by a thick growth of trees and underbrush. A closer inspection reveals three smaller structures and a labyrinth of poles supporting a spiderlike web of wires.

Such is the setting of one of America's vital nerve centers, the Mackay Radio and Telegraph Company's marine coastal station WSL. One of the most powerful installations of its type on the Atlantic seaboard and probably in the world, it is known as Amagansett Radio to the thousands of men and women who daily sail the seven seas. For, though its operations are controlled from the Southampton hill, its transmitters are 25 miles away at Amagansett.

Established by this subsidiary of International Telephone & Telegraph Corporation in 1929, the station has steadily expanded its activities and influence. Today it handles the bulk of all radio communications between ships at sea and their New York agents and a substantial percentage of the personal ship-to-shore messages routed through this port. WSL also boasts more traffic on intermediate frequencies than any station in the world.

Has Helped Save Thousands

As a most necessary adjunct to safety at sea its facilities are of inestimable value. Hundreds, perhaps thousands of off-shore folk owe their very existence to these powerful transmitters and receivers and the men who have manned them round the clock for more than a score of years.

Since the day of its inception WSL has been off the air but twice, and both times for less than twenty-four hours. The first blackout was caused by the hurricane of 1938 and the second by a similar storm in 1944.

Though geared primarily to handle distress calls and communications between ships and their operators, the station daily transmits an ever-increasing number of personal ship-to-shore messages, sends out weather reports, warns vessels of possible hazards to be encountered and provides medical information to vessels lacking a ship's physician. Many navigators also take radio bearings with their direction finders on Amagansett's signals.

A visit yesterday to the "big house" on the crest of the hill near here disclosed a beehive of activity. The large rectangular room set aside for operations echoed with the sound of clicking telegraphers' keys and the sporadic crackling noise of incoming messages interspersed by static.

Seven "sparks," each with a minimum of twenty years' experience in his profession, were busily engaged sending and receiving messages and seeking to locate particular ships. In an adjoining room was another operator dispatching on a teleprinter.

Proud of His 24 Operators

A third room held the austere furnished office of Jonathan Eldridge, station manager since he helped install its equipment in the spring of 1929. A friendly man of medium height, he voiced his pride in the work being accomplished by the station and in the ability of his twenty-four operators.

He smiled and his eyes flashed as he described in detail the exploits of his men. Asked about his own career, he became reticent but admitted that he had been pounding brass eighteen of his forty-two years.

"Three of these years," he said, "I spent at sea and during World War II I served for a similar period as an officer in the Army Signal Corps."

Mr. Eldridge turned to introduce his assistant, Otto Temple, who had just appeared in the doorway. Mr. Temple, a pioneer radio operator, first became a "spark" in 1911 at the age of 14.

A slightly built man with gray hair and horn-rimmed glasses, he described how he had picked up the distress call of the ill-fated liner Titanic during his initial year at sea.

"It was my first job," he explained. "I was operator aboard the British ship Stephano. Unfortunately we were off Newfoundland and not close enough to aid the bigger ship."

In 1928 he came to Long Island to help with the WSL installations. He has been there ever since. The Coast Guard, he said, took over the operation of the station during World War II and the few men who left served in other branches of the armed forces.

Sixth Sense Is Needed

Mr. Eldridge emphasized that Amagansett Radio operated twelve 15-kilowatt transmitters and that ships as far away as the Persian Gulf had worked WSL in preference to more accessible stations because of the high power of the transmitters here.

"Our operators," he explained, "are all top men in their profession, but to be successful here they must also possess a sixth sense. We are constantly dealing with 'lids' [green operators] who we say send QLF [on their left foot] and only 'mental telegraphy' will bring through clean understandable copy. This also holds true when signals are faint and words are slurred over by an operator at sea.

"Most of us can tell a man's nationality by the way he handles his key. Mexicans invariably omit spaces between words; the click emanating from a Greek operator's key is like the sound of a crowing rooster, the German is extremely methodical in his sending and the British spark slaps his key, which is usually of the punch-press variety."

Mr. Eldridge stressed that despite these obstacles the station handled an average of 400 messages a day and, at times, has received and routed 2,000 within a twenty-four hour period. The significance of this is further emphasized, he said, by the fact that only four or five errors are discovered annually.

"One of our first big jobs," Mr. Eldridge continued, "was to handle all the traffic for Admiral Richard E. Byrd's first expedition to

the Antarctic. This we accomplished without a hitch."

Requests for medical aid, he said, often provide amusing incidents. Such calls are always routed to the local offices of the United States Public Health Service, whose staff is ready at all times to prescribe emergency treatment.

"One skipper," explained Mr. Eldridge, "radioed that a crew member on his ship appeared to be seriously ill. He listed the patient's symptoms at great length. The physician replied: 'Tell him to join Alcoholics Anonymous.'"

Haul from Newfoundland Wins Praise for Hughes

"I wish to express my thanks and compliments for your skillful and experienced navigation from Cornerbrook," Captain Hythen, master of the Panamanian M/V Vikdal, radioed Capt. Frank Hughes, Moran's marine superintendent, who went aboard the tug Kevin Moran as substitute skipper on a recent voyage.

"Although we have been favored with good weather, it has been a pleasure to watch how cleverly you have brought every change to your advantage."

The Vikdal, disabled with engine trouble at the entrance to the Bay of Islands, Gulf of St. Lawrence, was anchored in the Newfoundland port of Cornerbrook when Moran was assigned to tow her to Chester, Pa., for repairs in the Sun Shipbuilding Co. yard. Capt. James Barrow, the Kevin Moran's regular skipper, was sick, so Captain Hughes "signed on" and lost no time in demonstrating that his hands have lost none of their old cunning.

"To Live in Peace"

Dear Mr. Bull:

I wish to thank you for the nice calendar . . . which I received a short time ago. I want to compliment your firm with the motive, a Moran tug in front of the United Nations building. Shipping is indeed international, whether it is towage or cargo-passenger transportation, and if all nations could get the spirit of those engaged in shipping in one way or another, I believe we should always be able to live in peace. Unfortunately, this is not so, and only a united front against all policies of "might is right" can save us from another devastating war. . . .

INGE SVENDSEN
(Norwegian Shipping News, Oslo)

Fleet Safety Record

The following captains and mates have no damages charged against them for the months of January and February:

Agnes A., M. Connor, E. Costello; *Alice M.*, O. Erickson, J. Finneran; *Anne*, J. Guinan, G. Hayes; *Barbara*, J. Sahlberg, C. Sheridan, H. Wee; *Carol*, J. Milcetic; *Catherine*, J. Johnson; *Christine*, P. Johnson, M. Anderson; *Doris*, B. Sberer, H. Stebbins, M. Grimes; *Edmond J.*, W. Baldwin, F. Schweigel, W. Mason; *E. F., Jr.*, H. Olsen, H. Pederson; *Eugenia M.*, C. Hightower; *Geo. N. Barrett*, J. Todesky, L. Tucker; *Grace*, K. Buck, G. Sahlberg; *Harriet*, F. Perry, W. Gleason; *Howard C. Moore*, M. Jacobsen, H. Hague; *Kevin*, J. Barrow, G. Ackerman, R. Dexter; *M.*, R. Jones; *Margot*, V. Chapman; *Marie S.*, F. Duffy, E. Koski; *Marion*, I. George, G. Ashberry, B. Ballance; *Mary*, W. Leander, J. Wilson; *Michael*, J. Finneran; *Moir*, C. Morch, A. Munson; *Nancy*, J. French, R. Poissant, A. Biagi; *Peter*, J. Cray; *Richard J. Barrett*, J. Jorgensen, G. Larsen; *Sheila*, C. Parslow, M. Rodden, J. Costello; *Susan A.*, C. Carlson; *Thomas E.*, R. Hayes, L. Thorsen, W. Hayes; *William C. Moore*, B. Baker, A. Anderson; *William J.*, J. Jaques, B. DeAngeles; *G. W. Codrington*, S. Krauss, F. Johnson.

California, Here We Come

Sirs:

As a model ship builder, I'd like to ask if you might have a spare plan for the Moran series of tug boats that I could buy, beg, borrow—or in any manner acquire, in order that I may model one of said tugs. Please quote your price, if you value such a plan. It need only be one showing the sheer, half-breadth and body, as well as prominent dimensions. Also a picture. Thank you so very much.

GLENN TOTTEN
(Garberville, Calif.)

Moran Personnel Donate Blood for Armed Forces

E. F. Moran, Jr., headed a group of Moran Towing & Transportation Co. personnel in donating blood for the armed forces on February 20th, when employes of Socony Vacuum, Alcoa Steamship Co. and other downtown business concerns took their turns at a special Red Cross station set up in the Produce Exchange Bldg., 2 Broadway.

Other donors, all shoreside people, were Edward Balicky, Fred Coseglia, Gloria Engel, Edward J. Hennessey, Edward J. Johnson, Alice Neary, Edward Ross, and Frances Werfelmann.

Quite a few of Moran's office and operating employes make donations at regular intervals in their respective residential neighborhoods.

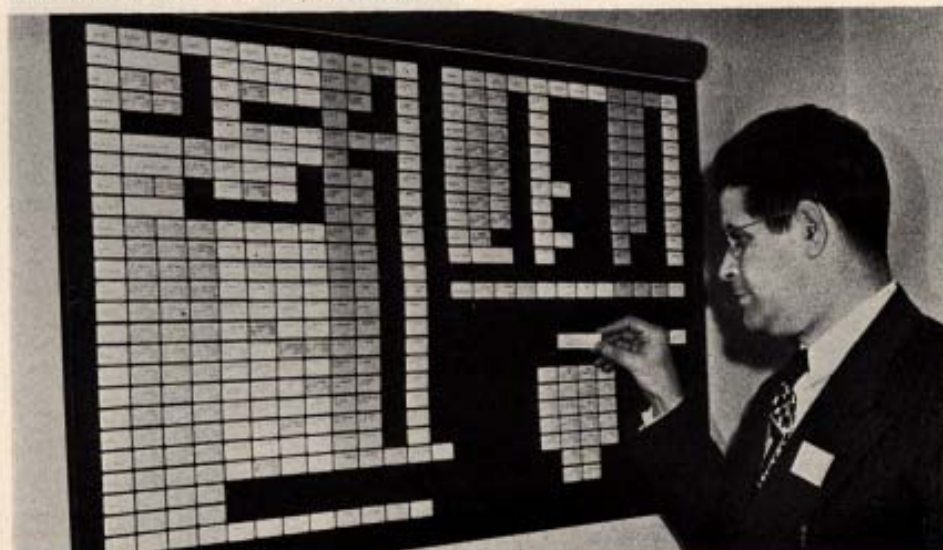
British Visitors

Dear Mr. Moran:

Will you please allow me to express, on behalf of my colleagues and myself, our grateful thanks to you for the kind hospitality and interesting and instructive visit to the Port of New York on Saturday last? Although the weather was not of the best, it did not prevent the visit being enjoyed by us all, and we are most appreciative of the time and effort you put into the visit. With renewed thanks,

ERIC MILLBOURN
(British Embassy, Washington)

(Below) A recent addition to Moran HQ equipment is this ingenious board, the basis of an improved system of vessel personnel management. Cards of different colors for licensed and unlicensed men indicate kinds of licenses, if any, current assignments, length of service, etc., thus aiding equitable placements, orderly promotions, and continuous surveillance of the trained deck and engine room personnel concerned. That's Edward J. Johnson, manager of Moran's scow operations, also assistant personnel manager, inserting a card in its proper slot. He has been with the firm for twenty-two years.



50 YEARS AGO

(The following items of interest were painstakingly extracted from files of the New York Maritime Register by Capt. Earl C. Palmer of Moran HQ, curator of the Tug Line's historical section.)

MAR. 6, 1901—Steamer Oregonian, built for the American Hawaiian Steamship Co., launched Mar. 4 at Chester, Pa. The vessel will ply between New York, San Francisco and Honolulu. . . . Captain Bennett (Nor. SS) had several plates damaged by ice while lying at Pier No. 1, North River.

MAR. 13, 1901—Independence (barge), which arrived at Providence Mar. 7 with 3,900 tons of coal, caught fire next day and was scuttled (in) about 14 feet of water. The damage would be about \$5,000 and with the salvage would probably amount to about \$20,000. . . . Sejosset (tug) lost her smokestack and pilot house off foot of Grand Street, N. Y., a.m. Mar. 12, while trying to free herself from a sinking railroad float. The float was loaded with 17 loaded coal cars.

MAR. 20, 1901—Herald (tug) from New York for Boston, towing barges Liberty and Thomas Raaker off Horseshoe Shoal on Mar. 13, blew a hole in her boiler and was obliged to anchor her barges and return to Vineyard Haven for repairs. Tug Storm King took the tow to Boston. . . . Tug M.E. Luckenbach has been engaged to tow bark Simeon from St. Thomas to New York. The tug cleared at Norfolk on the 18th.

MAR. 27, 1901—The large steel towboat Cuba, built for Staples Coal Co. of Taunton, Mass., was successfully launched from the Bath Iron Works, Mar. 19. The Cuba is one of the largest and best equipped towboats ever built in this country. She will tow coal barges between Philadelphia and Cuban ports. . . . LaCascogne (Fr. SS) from Havre arrived at N. Y. Mar. 25 and reported that on the 21st a gale sprung up which lasted three days; lost lifeboats from the upper deck and had skylights and ventilators smashed. . . . Michael J. Coffey (tug) with one of Starin's floats, loaded with box cars and a locomotive, collided with the pier at Brooklyn Dock & Terminal Co., foot of 26th Street, Brooklyn, a.m. Mar. 20. The locomotive went overboard.

APR. 3, 1901—Annie M. Bauer (tug) sank off Bay Ridge, N. Y., p.m. Mar. 29, and the cook and engineer were drowned. The tug was valued at \$20,000.

APR. 10, 1901—The port of Bangor, Me., is open to navigation after being closed 111 days. . . . Tug Rescue at San Francisco is being fitted to employ oil for fuel. She will have two tanks . . . holding 3,000 gal. each . . . sufficient oil for six days' steaming. She will carry a supply of coal sufficient for six days more in case of her supply giving out. The tug is employed in towing oil barges between Ventura and S.F. . . . Admiral Schley (SS), from Boston Apr. 3 for Port Antonio, returned to former port p.m. Apr. 5 considerably damaged, having been in collision during fog off the lightship with steamer Charles F. Mayer, towing two barges from Baltimore. The Schley had 10 plates damaged, five frames broken, was leaking some. The Mayer's stem was twisted and she was leaking badly.

Morantow: LST (landing ship, tanks), Wilmington, N. C., to Pascagoula, Miss.—1,230 miles.

Ashore and Afloat



Whether or not William F. (Bill) Bowman, Manager of Harbor Operations for Moran, is a poker player, and if so how he makes out ordinarily, does not appear in the personnel records or elsewhere. He should do all right though in the green baize league, since he is endowed with what was called, in your correspondent's salad days, a poker face. That is to say, you couldn't tell from his normal expression whether he had aces back to back or was just stringing along on the outside chance of filling an inside straight.

None the less, Bill knows what the score is at any given time of the night and/or day when it comes to towboating in the world's busiest port, and, technically speaking, whether or not he has an ace tug in the hole for a possible show-down, regardless of how the day's work cards fall.

Born in Brooklyn in 1900—and he is even willing to admit it—our Mr. Bowman started in the tugboat business when he was 15 years old, as an office boy with the Barrett Towing Co. As soon as it became feasible he was broken in as a dispatcher, by none other than Mr. Edward E. Barrett, himself. (The Barrett offices were at 47 West Street then; later they were moved to 90 West Street.) The com-

pany's business was booming in those days, too.

When he was 22 years old Bill was honored by having a tug named for him—an 85-foot "hay burner" he doesn't mind telling you was quite a vessel in her day, but long since gone where even the best tugs have to go.

In 1937 Bowman was made secretary of the Barrett company, and remained as such until the merger with Moran Towing & Transportation Co., Inc., in 1949. Now it's the difference between seven tugs and something around 50, depending on which week you count the "M" fleet with ocean-going units rated up to 1,900 diesel-electric horsepower.

Bill resides at 51 Clark Street, Brooklyn (Heights), and is an active Elk and a member of the Downtown Athletic Club. He is a skillful, if something less than sensational, bowler. Another omission in the records is his golf handicap, but this much is certain, he loves the outdoor game and has even been known to drive, chip and putt a modest profit out of it on occasion.

That's our Bill Bowman... Oh, yes, he's a pretty good-humored guy besides, frequently ready with a jest, usually of the left-handed variety.

...

It doesn't happen very often under such circumstances, but when it does—oh, boy! (Note the final word in that exclamatory sentence; it means more than you might think.) Twice within a single week it fell to Neil Devine, assistant general manager of marine operations, to radio crewmen aboard the tug Marion Moran, en route from a point 1,870 miles east of New York to Savannah with the disabled Panamanian tanker Seatreasure, that they had become fathers. Congratulations went along with the news flashes to J. P. Maxwell Smith and B. Ballance, who have brand new—you guessed it—sons.

All the current good news is not afloat, however. Easter Sunday appropriately enough, Rosemary Ryan, the Admiral's personable, efficient and very well liked secretary, became engaged to Vincent Gallagher, son of Cornelius Gallagher, 120-42 142nd Place, South Ozone Park. No date for the wedding has been set; and it would be only remarking the obvious to say that our Miss R. is radiantly happy about the whole thing.

Congratulations to John S. Bull, Moran vice president (Sales) and secretary, on being elected March 28th as president of Maritime Associates.

Hitherto unreported additions, and pleasant ones, to Moran's shoreside staff:

Miss Barbara Donohue, daughter of Mr. and Mrs. J. E. Donohue, 7118 Sixty-sixth St., Glendale, L. I., formerly employed by Schiff-Terhune & Co., Inc., insurance brokers at 99 John St.—in our Billing Department.

Miss Frances M. Fry, 196 Maine Ave., Westerleigh, S. I., a native of Shippensburg, Pa., formerly employed by Boyd, Weir & Sewell, Inc., 24 State St.—in J. J. Metzner's office.

Below: Stanley Janeczek, 96 Murray St., Kingston, N. Y., a deckhand aboard the Thomas E. Moran, in the midst of an expert splicing job on a broken hawser. This shot and the photo at the top of Col. 3 on the adjoining page are two of a good many fine action pictures made aboard the tug by a Transatlantic News Features cameraman and distributed by Metropolitan Group, also of New York, to 14 American newspaper clients. In the Roto Magazine section of the Pittsburgh Press, issue of Sunday, March 4th, half a dozen pictures and half a column of type (besides captions) explained the work of Moran's "Maritime Workhorses" in New York.





DIED, March 2nd, at his home, 547 Ovington Ave., Brooklyn—Peder J. (Pete) Berg, 54, a Moran employee for 28 years, and one of the most highly regarded workers on the shoreside staff.

Mr. Berg started working for Moran in 1923 as a fireman on "M" Derrick Boat No. 22 under Charlie Olsen. His native ability and willingness to work hard earned him promotions, and soon he came ashore and learned to measure quantities of rock, cinders, material from excavations, etc., whenever the company was buying or selling them in scowload lots. By 1930 he had been put in charge of all outside operations such as measuring and running contracts for placing such materials.

It also was his job to keep in continuous touch with operating departments of gas plants and electric stations, not only to measure materials hauled by Moran, but to insure the best possible service to customers. The personnel of these departments were unanimous in sincere admiration and friendship for "Pete." Company personnel, including men on the tugs without direct contact with him, knew and liked him for his ability, honesty and simplicity.

Mr. Berg was born in Norway. He was married twice, and two children by his first wife, Mrs. Mabel Nelson and Walter Berg, a senior at Kings Point Merchant Marine Academy, survive him. Their mother died five or six years ago. Three years ago he married Mrs. Anna C. Myhre. She and two children by her first husband also survive him, and one, Irving Myhre, is employed by Moran as a deckhand aboard the tug Howard C. Moore.

... This Was "It"!

Dear Captain Miller:

I want to thank you and your associates for the courtesy you extended to me and my little son and daughter when we called at your office last week. There aren't many places in New York City where out-of-towners are received with such cordiality; and I wonder if you, your associates, Captain Sahlberg, and for that matter the entire Moran Towing Company, realize what unusual and lasting experiences they give to children by permitting them to spend a few hours on a tug—particularly when they are as fortunate as we were... when we "brought in the Queen Elizabeth." To small fry from the country who have never seen a large ship, this was "it"! Three cheers for Moran!

WILLIAM BEESE
(Binghamton, N. Y.)

Congratulations to Johnny Bogart, formerly of the tug Carol Moran, on being licensed as a first assistant engineer, and on his appointment as second assistant engineer aboard the William J. Moran. He started with Moran, as an oiler, in January, 1947.

Effective April 1st, Capt. John A. Brown, assistant marine superintendent for Moran, was assigned collateral duty as the company's port captain. In both capacities he will continue to report to Capt. Frank J. Hughes, marine superintendent since the retirement in mid-November of Capt. Joseph A. Goodwin, now a Floridian.

At a recent gathering of towboat interests—the record does not state what the festive occasion was, and it matters not at all—this obviously congenial Moran Towing & Transportation Co. group proved to be a rare "sitting duck" for a roving Tow Line photographer. All except one are captains, and not by courtesy either: (left to right, clockwise) E. J. Hennessey, Ole Ericksen, Joe Dowd, George Young, Tony Huseby, Herb Dickman, Bill Snyder, Bill Morch, and John Bassett—a well fed team obviously.



Above: The only kind of an ash tray crewmen aboard many tugs believe is worth having around; a coffee can cut and punched like this. Keeps ashes from blowing out.

Capt. Warren W. Pearce, 92, Old-Time Tugboatman

(Staten Island Advance, Feb. 19th)

... Capt. Warren W. Pearce, 92, old-time tugboatman, of 92 Hopping avenue, Tottenville, who piloted schooners around New York Harbor in the 1880's, died early yesterday morning in Richmond Memorial Hospital, after a long illness. He retired as manager and part owner of the Arthur Kill Towing Company in 1930.

Capt. Pearce began his career on the harbor about 1875. As a captain for the Moran Towing Company in 1888 he piloted the first steamship up the Arthur Kill as far as Carteret, N. J.

Two years later he went to work for the Arthur Kill Towing Company. He bought an interest in the company and later became manager. When he retired, more than 20 years ago, the company was dissolved.

Surviving are two sons, Lawrence, of Woodbridge, N. J., a harbor tugboat pilot, and Alexander, of Metuchen, N. J.; a daughter, Mrs. Martha Decker of the Hopping avenue address; two sisters, Mrs. Margaret Clayton of Pittsburgh and Mrs. Anne Hastings, of Kew Gardens, L. I.; 11 grandchildren and 12 great-grandchildren. . . .

A girl, Marjorie Jean, (7 lb. 13 oz.) arrived March 1st at the John Bierweilers'. Her mother, Molly, formerly was employed in our Billing Dept.; and Margaret Craig, still aboard in that department, is the baby's god-mother.

Miss Helen O'Brien, secretary to John S. Bull since May, 1946, has left Moran because of continuing ill health. The shoreside staff will miss her; all hands wish her a speedy recovery.

Morantow: Liberty-type tanker, Mobile, Ala., to Jacksonville, Fla.—993 miles.

**In the world's busiest port...
with the best fleet of tugs
ever assembled...**

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