

TOW LINE



FEBRUARY, 1951

Finest Tugs . . . Ships

Pages 6-7



ON THE COVER—

What you see, unmistakably, is the triumphant first entry into the Port of New York of American Export's new luxury liner, *S.S. Independence*, first big American passenger ship in more than a decade. The date was January 22nd, and the sleek modern ocean greyhound arrived from Boston.

Built at a cost of \$25,000,000, the *Independence* is one of the world's fastest (26.01 knots) and smartest vessels, capable of six-day and eight-day crossings to Gibraltar and Naples. She can carry 1,000 passengers in three classes in her owners' New York-Italy-France express service.

John E. Slater, president of American Export Lines, proudly and justly emphasizes the *Independence* is "American designed—American built—American operated."

Fifty members of the working press, many accompanied by their wives, along with 300 other invited guests, made the Boston-New York cruise, during which winds of near-gale force and heavy seas were encountered. They were unanimous in praising the vessel and her performance. The group included reporters and photographers representing newspapers and press associations in Baltimore, Boston, Canada, Chicago, Cleveland, Detroit, Quincy, Newark, New York, and Washington.

Upon her arrival in New York the *Independence* was boarded from the tug *Carol Moran*, between Quarantine and the Statue of Liberty, by Mayor Vincent R. Impellitteri, who unveiled a replica of the Declaration of Independence and spoke briefly about this highly significant event in American maritime history.

The 26,000-ton transatlantic liner sailed February 10th on a 53-day maiden voyage cruise to Mediterranean ports. She will be followed in a few months by a sister ship, *S.S. Constitution*, from the Quincy, Mass., plant of Bethlehem Steel Company.

Our *Grace Moran*-class harbor tugs docked the *Independence* at Pier 84, North River.



TOW LINE



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

R. M. MUNROE, *Editor*

LUCILLE CHRISTIAN, *Associate*

Vol. IV

No. 1

The Only Sensible, Patriotic Thing to Do—

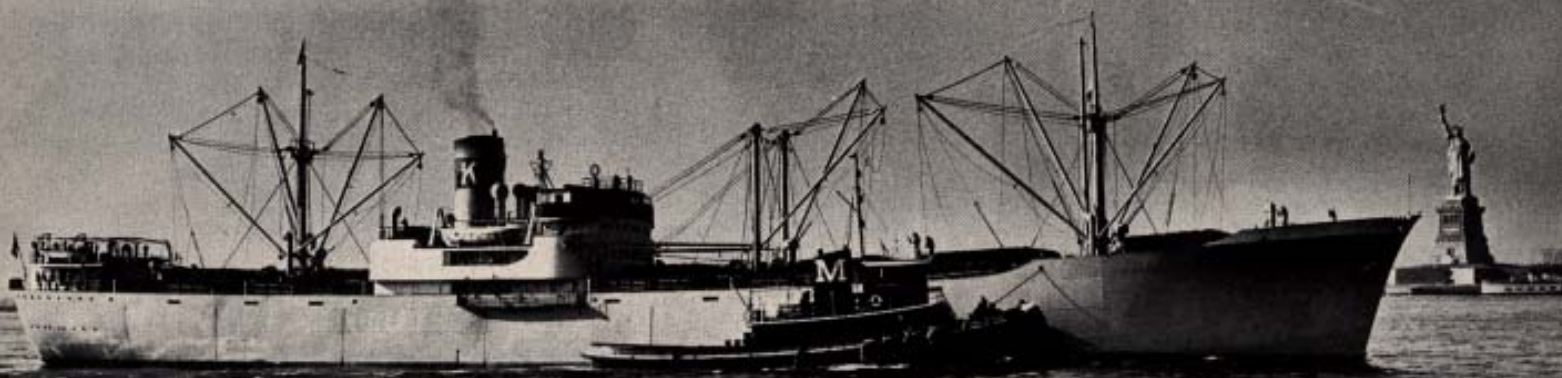
This company is not aware of any government policies unknown to the general public. We do not have access to any economic, military or diplomatic information which might influence us to form an opinion as to what the overall policy of the United States should be in these difficult days. None the less, we are making every effort to support the Washington policy, whatever it happens to be, and to this we are definitely committed.

The best thing for us to do, as we see it, is to maintain our fleet at topmost efficiency; to be willing, able and ready to expand our facilities in order to cope adequately with whatever emergencies may arise; and to accomplish this without doing any-

thing to aggravate general conditions, domestic or foreign, or to create or accelerate shortages.

We have, actually in operation, the strictest conservation policy consistent with current and exceedingly troublesome world conditions and the continuous operation of our harbor, canal and ocean-going fleet at peak efficiency. Nothing less than the maximum conservation effort on the part of our entire staff, ashore and afloat, will be acceptable.

This is the sincere effort anybody can make in our cause, the American cause, and it is the only sensible and patriotic thing to do right now.



Herewith: S.S. Elin Hope being assisted by the tug Carol Moran on a recent arrival in New York. This 7,000-DWT vessel was built in 1949 by her owners, Jacob Kjode A/S of Bergen, Norway. She has been in continuous service carrying newsprint between Baie Comeau, Quebec, Canada, and New York for the New York Daily News. A. Willard Ivers, Inc., are the vessel's New York agents.—Photo by Rosenfeld.

Bar Pilots Learn It Hard Way

BY CAPT. GEORGE J. MADIGAN

(President, New Jersey Sandy Hook Pilots Ass'n)

The gateway to the harbor of New York lies at the vortex of the geological angle formed by the shores of Long Island and New Jersey. Between these sandy beaches lies open water suggesting to the uninitiated ample depths for the passage into lower New York Bay of vessels of any draft. However, in all this expanse of water, except for channels dredged in comparatively recent years, there are only a few hundred yards of navigable water available to vessels drawing more than 20 feet.

Henry Hudson's mate, Robert Juet, taking soundings, discovered a channel close to what he described as a "Sandy Hooke." That name was so properly descriptive of the location that the colonial legislature adopted it when, in 1694, it authorized the Governor to commission a limited number of mariners to serve as "Sandy Hooke" pilots.

First State License

After the Declaration of Independence the pilots continued to function under the old law until, on April 14, 1784, Governor Clinton issued the first state license to one Zachary Rusler, continuing the unbroken line from 1694 to date.

From 1800 on, sixty-six boats and 200 pilots and crews were lost. This was mainly due to competition. These boats cruised so far east and south to be the first to place pilots on vessels, they seldom came back to New York for stores using Newport, R. I. and Cape May to a large degree.

The heavy toll in men and boats brought about the forming of an association in 1895, at which time the first steam boat was built. We now have one steam and three diesel sea-going vessels, also four diesel motorboats of about 25 tons, which we have developed into wonderful sea boats to help speed pilots to and from the mother boats to incoming and outgoing shipping. These vessels require a crew of about 80 men.

Tutored and Supervised

The apprenticeship on pilot boats required by the state law would be entirely inadequate to equip any candidate to be a bar pilot if he were not constantly under the tutorship and

supervision of experienced pilots who spare no pains to provide information, as well as illustration by example.

This course of instruction begins the very day the candidate enters the service and consists of work in navigation, piloting, lights, buoys, fog signals, charts, soundings, rules of the road, first aid, fixing positions, radar, gyro, tides, customs requirements, immigration, quarantine regulations, Morse, semaphore, rope, wire and canvas work, yawling, life-saving, maritime law and shipping in general.

The apprenticeship is for a period of seven to eight years. All start at the foot of the ladder and work up, finishing in the boats as mates and masters, followed by a period of six months during which they accompany the pilots in and out to sea, taking instructions in the handling of vessels and about tidal conditions in the harbor and at docks.

Written, Oral Tests

After they have passed the written and oral tests by the pilot commissioners of the respective States of New York and New Jersey, they are granted a "twenty-foot" license, limiting them to piloting no vessel drawing more than that much water. This license the apprentice holds for a year, and each ensuing year he is granted an increase in the draft until he receives his "full-branch" license in seven years. Together with his apprenticeship it takes about 15 years before he is able to pilot a ship like the "Queen Mary."

The importance of such training cannot be minimized when it is realized there are over 700 miles of waterfront to the harbor of New York.

Closing lines from the script of "Pilot Boat," a documentary film produced by RKO Pathe, Inc.:

"The pilot lives from ship to ship. The harbor is his world, its boundaries marked by channel buoys, patrolled by gulls. It's a hearty life and often hard, for the wind does not always blow from the west; but it's all part of a glorious tradition, buried in the salty mist of a century and a half of service—washed from Sandy Hook to Longitude 62 degrees by the wake of the pilot boat."

East River

(From the N. Y. Herald Tribune, Dec. 15, 1950; reprinted by permission of the author and the newspaper.)

Here at the city's edge high banks control
The weight of water carrying on its way
Topheavy tugs and barges heaped with
coal,

Bound on their endless errands, night
and day.

They fleck the surface and the river
churns

To white foam as they ponderously pass
Under the bridges; then the eye returns
To the dark movement of the water's
mass.

Over beyond, grim institutions wake
A visual mood of misery and distress,
The somber lines of Welfare Island break
Into the reaches of our consciousness.

Down through the ages man has watched
the flow

Of wide streams with a strange affinity;
Sealed in our blood are secret tides that
know

Rivers as symbols of our destiny.

And we forget this giant web of steel,
The traffic roaring through its strident
hour;

Held by the river's dominance, we feel
The city girdled with mysterious power.

HELEN FRITH STICKNEY

Appreciation and Thanks

Dear Mr. Bull:

... This note is to tell you that last Sunday afternoon (the Hitchcock family) spent on the Moira Moran with Capt. Fagerstrom was one of the most memorable and delightful we have ever had. Capt. Miller told us of the possibility of bringing in the Queen Elizabeth, and luckily we made it in time. The day was perfect. By the time we had put the Queen in her berth all members of the family had learned the whistle signals and even felt they were competent radio operators. We also sampled "the best food in the world," as Capt. Fagerstrom in our opinion rightly called the produce of the galley. Whether my children or I take more pleasure in recounting the event to friends, is not known.

We all want to express our greatest appreciation and thanks for the trip, and for the great courtesy and kindness shown us by Capt. Fagerstrom and members of his crew. Having been a wartime LST skipper, getting on the water again was a very real treat. In fact, I'd like to spend every Sunday that way.

ETHAN A. HITCHCOCK
(31 Nassau St., New York)



The 1,400-gross-ton freighter *Else Basse* (Danish registry; U. S. Navigation Co., agents) was rescued under extremely difficult conditions the night of February 1st by the tug *Margot Moran*. Developing boiler trouble while running light from Jacksonville to New York, the ship was hunted for five hours by the Coast Guard, and was located almost simultaneously by the cutter *Tamaroa* and the *Margot* in the vicinity of Barnegat Light. According to Lt. Comdr. W. K. Thompson, aboard the cutter, Capt. Earl Allen did a "magnificent job" of maneuvering his tug in hazardous seas and, after nearly two hours, getting a hawser aboard the wallowing vessel. She was docked early the next morning at Eric Basin, Brooklyn.

Mariner-Class Ships Coming

Immediate construction of 25 modern cargo vessels, capable of out-running submarines, was ordered Feb. 7 in five Atlantic and Gulf coast shipyards as part of the nation's defense program. They will be of about 10,500 DWT, will have various defense features besides speed, and will cost \$200,000,000.



From all over the United States and an astonishing number of foreign places have come gratifying comments, many of them from acknowledged authorities on art and printing, especially marine subjects, on *Moran T. & T. Co.'s* 1951 calendar. Its decorative feature is reproduced herewith in economical black-and-white; and a few words about the artist, Teasdale Barney, at the same time may not be amiss. He was born in Decatur, Ill., in 1901, received most of his art training at Carnegie Tech in Pittsburgh, and now lives in New York. A reserve lieutenant commander, for two years ('43-'45) Mr. Barney served the Navy in the preparation of special booklets for training purposes. To get proper atmosphere and perspective for "*United Nations—New York, 1951*" the artist inspected the East River site from a *Moran* tug. . . . Answering a good many puzzled inquirers, that is indeed a glare spot from the morning sun you see (upper left) on the heavily glassed building.

Morantow: Derrick and barges, Port Everglades, Fla., to Las Piedras, Venezuela—1,100 miles.

Morantow: Rescue operation, EC-2 (Liberty ship), 420 miles N.E. of Bermuda to Charleston, S. C.—1,140 miles.

Catherine Moran and U. S. Life-Saving Service: 46 Years Ago

(Extract from "Treasury Annual Reports, 1905, Life-Saving Service," said service having been the forerunner of our present-day United States Coast Guard)

Nature of Casualty; Service Rendered

At about 3 a.m., during a blinding snow-storm, with strong NE. wind and sea running high, the *Drumelzier*, a large freight steamer carrying a crew of 30 men, stranded upon Fire Island Bar, 2½ miles from Oak Island station 4 miles from Fire Island station, and 2½ miles from shore. At 5:30 a. m. an Oak Island patrolman sighted a distress signal, burning on board the vessel and promptly reported to Keeper Doxsee, who telephoned the news to Keeper Frost, of Fire Island station. Both lifesaving crews manned their surfboats and boarded the steamer, the Oak Island crew reaching her at 7:30 a. m., and the Fire Island crew an hour later. At the suggestion of Keeper Frost the master set the ship's numbers, in order that the telegraph operator on shore might report the vessel, and later in the day the wrecking tug I. J. Merritt arrived upon the scene and lay to near the steamer. As the *Drumelzier's* crew did not wish to abandon the ship, the life-savers arranged for the master to telephone them in case of need, then returned to their duties on shore. During the 27th, 28th, and 29th high winds and bad weather continued, and directions were sent through the inspector's office at New York for the keeper of Sandy Hook station to endeavor to reach the wreck. Keeper Patterson received the order at 9:30 p.m. of the

Name and Nationality of Vessel

British Steamer
Drumelzier

Station, Locality

Oak Island and
Fire Island, N. Y.

Date

1904
Dec. 26

28th, and at once telegraphed for a tug, and finally succeeded in employing the *Catherine Moran*. At 2:45 a.m. of the 29th the surfmen launched the lifeboat, boarded the tug, and with the lifeboat in tow started for the wreck, 42 miles distant. At 8 a.m. the tug lay to off the stranded ship, about which a turbulent sea was breaking high, and the surfmen manned the lifeboat for their perilous undertaking. After beating off the ice that had encased the boat and her fittings, they reefed and set her sails, then with a leading wind sailed through the breakers, rounded to under the lee of the *Drumelzier*, took off all of the crew who wished to leave the ship, 16 men, made sail again, and at 11:30 a.m. reached the tug without mishap. Considering the fact that the lifeboat carried 25 men on the return trip, and that the feat was performed in a gale and a very rough sea, this deed reflects great credit upon the skill and courage of the keeper and crew of Sandy Hook life-saving station. The return trip to Sandy Hook was safely accomplished, the shipwrecked crew being taken to New York by the tug, while the life-savers returned to their station, which they reached at 5 p.m. Fourteen men, how-

ever, had elected to remain upon the *Drumelzier*, but at 1 p.m. the master became alarmed for their safety and set the code signal FJ (Send lifeboat to save crew). Both the Oak Island and Fire Island crews promptly responded to the call. The keeper of the latter station, having 2½ miles overland to transport his boat, called upon the Point of Woods crew, which came to his assistance, helped to transport the lifeboat, and also to man it during the four-mile pull to the wreck. Just as the Oak Island crew were about to launch, they saw a lifeboat from the tug I. J. Merritt pulling for the shore, it having been alongside the *Drumelzier*, and then failed in an attempt to return to the tug. The surfmen hastened to the aid of the incoming boat, assisted the crew to land through the surf and to secure their boat, then launched their lifeboat and pulled to the *Drumelzier* and brought to shore seven men, while the Fire Island boat rescued the remainder. The shipwrecked crew, as well as the 15 men from the wrecking tug, were succored at Oak Island station overnight, and five of the shipwrecked men for four days thereafter. The *Drumelzier* broke to pieces and was lost.

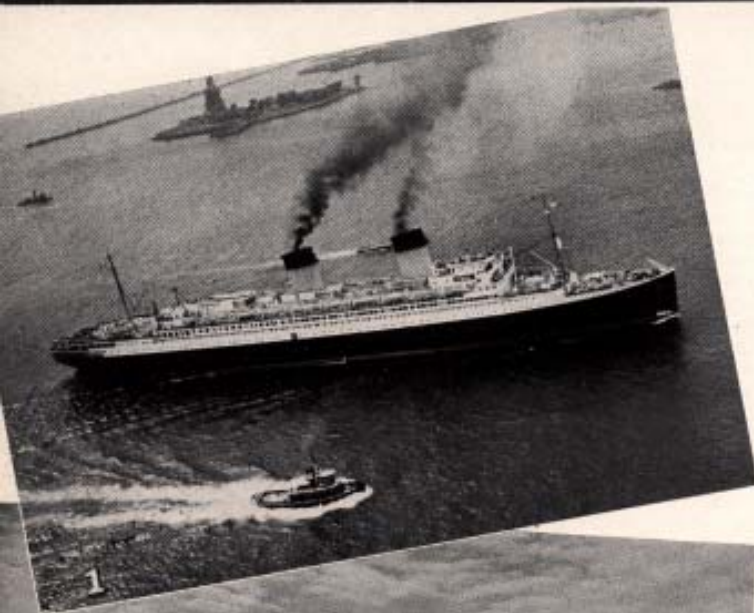
East River

(From the N. Y. Herald Tribune, Dec. 15, 1950)



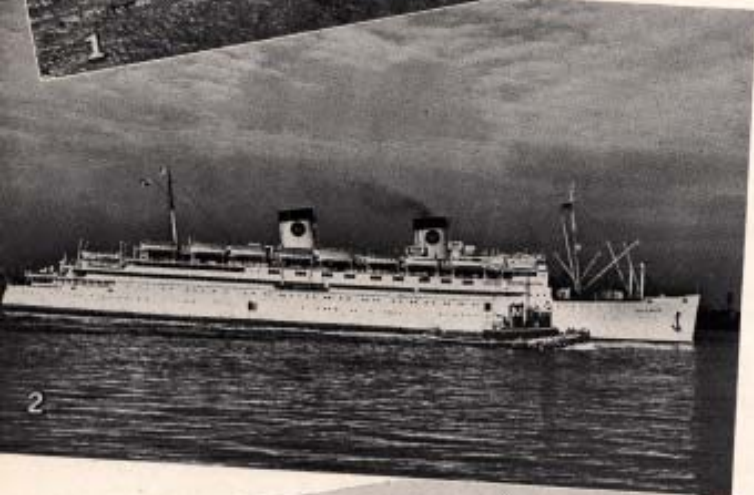
WORLD'S FINEST TUGS DO

(Moran Towing & Transportation Co., Inc., is proud to present handled in New York by our equipment. This is the second of



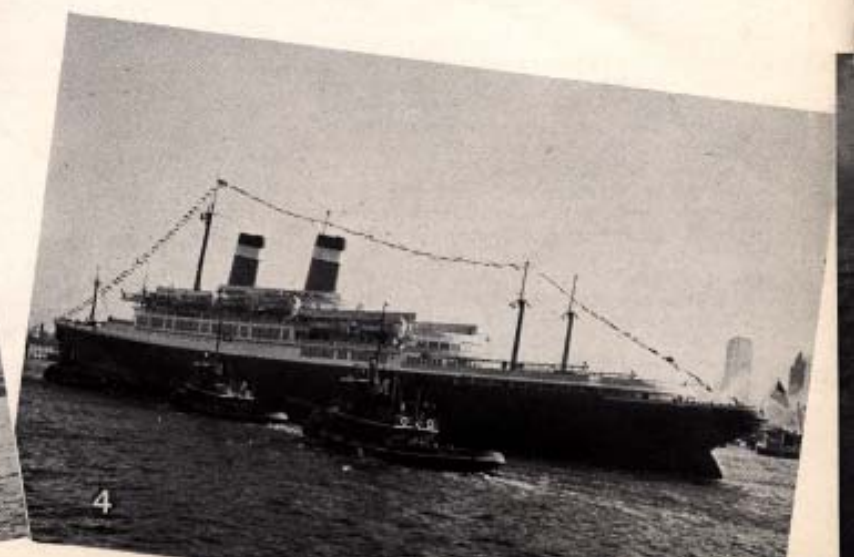
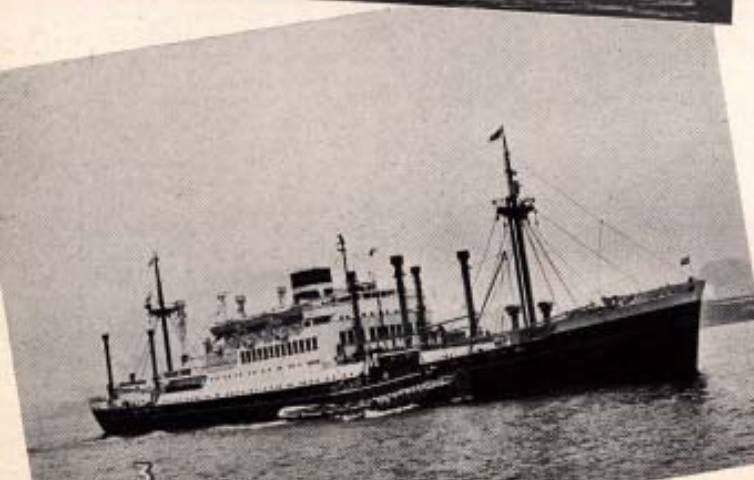
1. **S/S ILE DE FRANCE.** French Line, owners. Joseph Cailloce, captain. Length, 793 feet; gross tonnage, 45,330; horsepower, 55,000 (turbine); passengers, 1,294. In service between Le Havre, Southampton and New York.

2. **S/S ATLANTIC.** Home Lines, owners. Cosmopolitan Shipping Co., Inc., freight agents. Nestore Martinoli, captain. Length, 554 feet; gross tonnage, 15,602; horsepower, 25,000 (turbine); passengers, 1,256. Former S/S Matsonia, in service between New York and Mediterranean ports.



3. **M/V WESTERDAM.** Holland-America Line, owners. Pieter H. G. Verhoog, captain. Length, 516 feet; gross tonnage, 12,149; horsepower, 10,400 (diesel); passengers, 134. In service between New York and Rotterdam.

4. **S/S INDEPENDENCE.** American Export Lines, Inc., owners. Hugh L. Switzer, captain. Length, 683 feet; gross tonnage, 26,000; horsepower, 55,000 (turbine); passengers, 1,000. Express service between New York and Gibraltar, Naples, Cannes and Genoa.

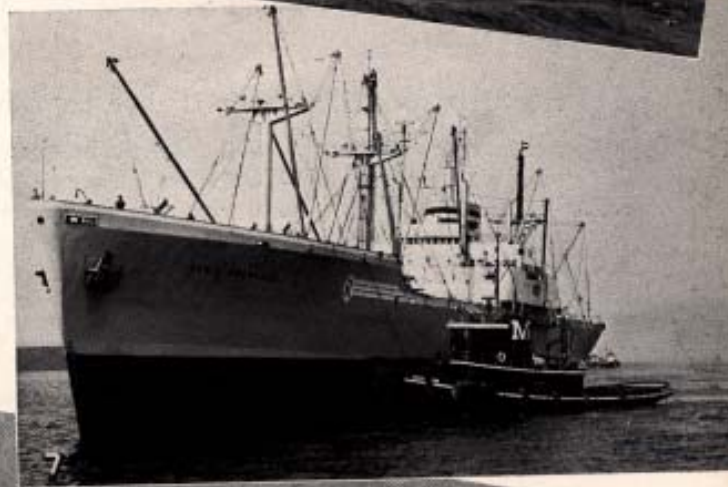
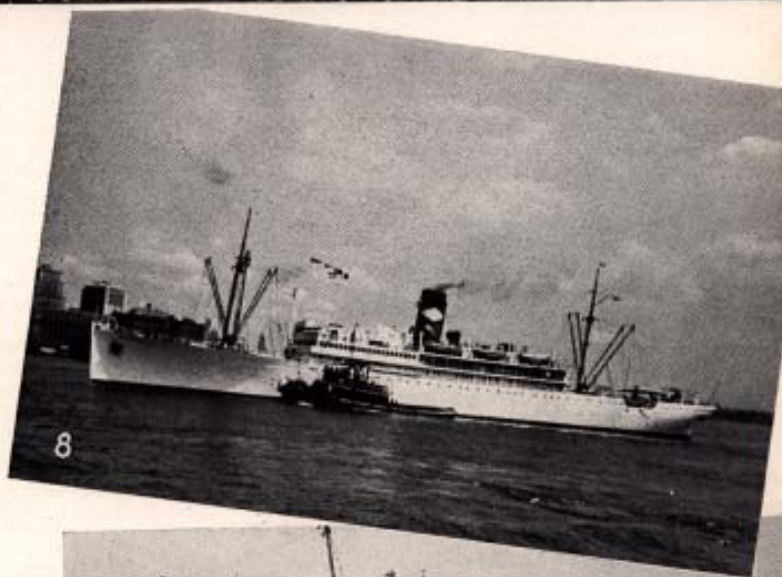




THE WORLD'S FINEST SHIPS

(Another layout of eight more of the finest ships in the world, series; others will appear in subsequent issues of *Tow Line*.)

5. *R.M.S. QUEEN MARY*. Cunard Steam-Ship Co., Ltd., owners. Harry Grattidge, captain. Length, 1,020 feet; gross tonnage, 81,273; horsepower, 200,000; passengers, 1,995. In service between New York, Southampton and Cherbourg.
6. *S/T OLYMPIC STAR*. Olympic Oil Lines, owners. A. Momongos, captain. Length, 624 feet; gross tonnage, 17,722; horsepower, 13,750; no passengers; liquid cargo capacity, 241,500 barrels. In service between American east coast ports and the Persian Gulf.
7. *S/S ROBIN SHERWOOD*. Seas Shipping Co., Inc. (Robin Line), owners. Harry Scholder, captain. Length, 479.8 feet; gross tonnage, 7,101; horsepower, 6,300 (turbine); passengers, 12. In service between New York and south and east coasts of Africa.
8. *S/S TALAMANCA*. United Fruit Co., owners. Carl Beyer, captain. Length, 415 feet; gross tonnage, 6,969; horsepower, 10,500 (turbine); passengers, 95. In service between New York and Puerto Barrios, Guatemala.



Kevin Moran Tows T-2 Tanker Aruba to New York

(From the New York Times, Feb. 7th, 1951)

A full tanker cargo of fuel oil, some 16,000 tons of the sticky stuff, normally would not complete the 1,750-mile trip from Aruba to New York at the end of a hawser, but because of vicissitudes of marine operations, the tanker Esso Roanoke arrived here yesterday from the West Indies in tow of the tug Kevin Moran.

The 500-foot oiler, which normally completes the trip in five days, left Aruba on Jan.

22. Her only source of propulsion, thanks to a burned-out main generator, were the 1,900-horsepower engines of the Moran tug.

Off Ambrose, the Kevin Moran was met yesterday morning by three sister tugs and among the four of them they managed to pull the T-2 type tanker safely into Pier 5, Constable Hook, N. J., where she will discharge her cargo. The vessel is due to go into dry-dock soon for repairs.

Fleet Safety Record

No damage claims were charged against the following captains and mates for the months of November and December:

Agnes A., M. Conner, E. Costello, E. Blair; Alice M., O. Erickson, J. Finneran; Anne, P. Walling, G. Hayes; Barbara, J. Sahlberg, C. Sheridan, H. Wee; Carol, J. Gully, N. Larsen; Catherine, J. Johnson; Christine, P. Johnson, J. McConnell, H. Anderson; Doris, B. Sherer, H. Stebbins; Edmond J., W. Mason; E. F., Jr., H. Pederson; Eugenia M., C. Hightower; Geo. N. Barrett, J. Todesky, L. Tucker; Grace, K. Buck; Harriet, G. Bragg, W. Gleason; Helen B., H. Becker; Howard C. Moore, H. Hague; Kevin, J. Barrow, G. Ackerman; E. Dexter; M. Moran, R. Jones; Margot, E. Allen, V. Chapman, C. Davis; Marie S., F. Duffy; Marion, G. Ashberry, B. Ballance, A. Anderson; Mary, J. Wilson; Michael, F. Knudsen; Moira, C. Morch, J. Fagerstrom, A. Munson; Nancy, J. French, A. Biagi; Pauline, T. Trent, M. Sullivan, J. Barlow; Peter, E. Erickson, J. Cray; Richard J. Barrett, J. Jorgensen, G. Larsen; Sheila, M. Rodden, J. Costello; Susan A., E. Carlson, C. Carlson; Thomas E., R. Hayes, L. Thorsen; William C. Moore, B. Baker, A. Anderson; William J., B. DeAngelo.

Coast Guard Officers (W)

Dear Comdr. Munroe:

The Spars of USCG VTU 3-11 (W) are deeply indebted to you for a magnificent piece of training.

We shall not soon forget your vivid and comprehensive talk at our drill session on the varied activities and responsibilities of the Moran Towing & Transportation Co.

The opportunity to see the dispatchers' office with its fine communications equipment, and to go aboard the Grace Moran... as she went about her routine duties, was a thrilling one for all of us. We are impressed with the important work of your company and with the skill and efficiency of the personnel.

I can think of no better way to become acquainted with some of the problems of New York harbor than to have this experience which you so kindly arranged for us.

Will you convey our warm appreciation to the officials of your company for their hospitality, to Captain Buck and his crew on the Grace Moran, and to the men in the office who were so helpful to us?

Thank you again...

TERESA M. CROWLEY
(Commanding Officer)

Industry Honors "Gentleman from the Times"

Representatives of the marine industry, aided and abetted by colleagues of the working press, in mid-December honored George F. Horne, marine editor of the New York Times, with a testimonial dinner at the Produce Exchange Luncheon Club. The significance of this gala occasion was that the Gentleman from the Times had completed a quarter of a century of ship news reporting in the Port of New York—for the Morning Telegraph, The American, and the Times—and rated a send-off on his next 25 years.

It is said of the Rajah of West 43rd Street he is another Enid, Okla., boy who made good in the big and wicked city, among others being S. Billingsley, generalissimo of the Stork Club, and S. Owens, coach of the N. Y. Giants football team. He is Columbia '27.

There was an interruption in 1943-45 while he was a war correspondent in the Pacific, but otherwise he has "covered the waterfront" continuously. As someone at the dinner said, George's contribution to the field of maritime news has been distinguished by dignity, vigilance and fairness. "He has seldom been known... to say or write an unkind thing about anyone."



50 YEARS AGO

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

JAN. 2, 1901—The crew shipped on the four-masted schooner S. P. Blackburn at Providence on Dec. 28 signed articles at the rate of \$35 per month, \$5 in excess of the highest rate ever paid fore-mast hands out of that port.

Antilla (Br. SS) from Nassau, which went ashore... Dec. 24 off Great Egg Harbor, as before reported, was floated... 25th with assistance of wrecking tugs North America and R. C. Veit. She arrived at New York same day under her own steam, reported uninjured.

Homeric (Br. SS) from Baltimore for Vera Cruz, went ashore 25 miles south of Miami, Florida, December 25. Her cargo of coal was being jettisoned 27th. She was floated 28th and towed to Key West by the tug Albert F. Dewey. She resumed her voyage on the 30th after giving the wreckers draft for \$7,000. The tug's claim was said to remain unsettled.

Supt. Kimball of the Life Saving Service, Washington, on Dec. 24 received word from Keeper Hitchings of the Smiths Island (Va.) life saving station that the tug Ocean King with barges Rondout and Astoria was ashore on Myrtle Beach, eight miles north of (his) station. Crews numbering 17 saved in lifeboat by Smiths Island and Cobbs Island life saving crews. The tug M. E. Luckenbach left Norfolk 25th to work on the Ocean King and her tow... but found them in too deep water to render any assistance, and returned to Norfolk.

Wm. H. Beard (tug) on Dec. 29 was ashore on the rocks at SE end of Ellis Island, New York Harbor... A barge in tow.

JAN. 9, 1901—The well known shipping firm of Pendleton, Carver & Nichols has been dissolved by mutual consent, B. F. Pendleton retiring. B. F. Carver and W. V. Nichols will continue the business under the new firm name of Carver & Nichols.

El Monte (SS) which sailed from New York Jan. 1 for New Orleans, after passing out Sandy Hook collided with pilotboat Edward E. Barrett (but) received no apparent damage and proceeded on her voyage. The pilotboat had her bowsprit carried away and cut water damaged. She was towed to Stapleton by steam pilotboat New York.

La Gasconge (Fr. SS) for Havre, got into mud while trying to make the turn at Southwest Spit, New York Harbor, Jan. 3, but was hauled off same day by tug John T. Pratt and proceeded on her voyage.

JAN. 16, 1901—The new International Code of Signals (came) into use Jan. 1.

JAN. 16, 1901—Coastwise (tug, Perth Amboy) burst a valve stem when eight miles west of Bartletts Reef and was towed to New London Jan. 9 by tug Joseph Stickney.

JAN. 30, 1901—Nashua (steamboat of the Stonington Line) collided with ferryboat Fulton in the East River Jan. 24. The Fulton was badly damaged. Damage to Nashua slight.

HARBOR TUGS

"Five Instead of Ten"

(Editor's note: The following is a free translation, courtesy of Holland-America Line, of an illustrated feature story on Moran equipment which appeared in a 1950 issue of the magazine "Handig Bekeken," published in Bussum, Holland.)

The largest tugboat company in New York is the Moran Towing & Transportation Co., which maintains a big fleet of tugs to assist ocean-going vessels in the Hudson and to dock these vessels safely.

Those of us in this country who have seen how cleverly the smart and trim towboats maneuver great ships in the ports of Amsterdam and Rotterdam (we suggest that you make a harbor sightseeing trip on your vacation!) can imagine what an imposing sight it is to see the world's largest ships, Queen Mary and Queen Elizabeth, enter port.

Until a short while ago, Moran required ten tugs to do the job, but since the advent of the new Moran tug fleet five can do it.

These new boats are 105 feet long and have a power of 1,750 p.k. They are called Grace Moran, Doris, Carol, Barbara and Moira. The propulsion equipment is diesel-electric, and the motors were manufactured by the Cleveland Diesel Engine Division of the General Motors Corporation. The craft were built by the Levingston yards.

For the purposes of comparison, we would like to point out that the tug De Zwarte Zee has a minimum engine power of 4,200 I.P.K., while De Rode Zee has 2,000 I.P.K. These, however, are deep-sea tugs. Harbor tugs usually have less power, normally about 500 p.k.

The photographs accompanying this article, which were received from our HB reader Mr. Jan Bos of New York, give a good idea of the ability and appearance of the new Moran tugs.

Above you see five of the new craft docking the Queen Mary (81,235 tons), while the bottom picture is a reproduction of a watercolor which an American painter made of the Doris Moran. If you compare the figures of the men on the tug with the general dimensions, you will get a good idea of the size of these tugs.

Morantow: Three barges, New Orleans, La., to Las Piedras, Venezuela—1,620 miles.

"And We Quote—"

(From reactions of various readers to various issues of Tow Line)

L. M. Bales, Editor, *The Port of London Authority Monthly*, Trinity Square, London, E.C. 3, England:

"... Ship tugs are an essential part of the Thames scene, but they lack the advantage of the architectural background portrayed in your picture(s). May I take this opportunity to thank you for regularly sending me your magazine, which is read here with much interest?"

Capt. Charles A. Olsen, USNR (Ret.), Port Director, City of Miami, Fla.:

"Please accept my sincere appreciation for regular receipt of your TOW LINE. It helps to keep me informed about what goes on ashore and afloat. I wish all hands a fair wind and a smooth sea in (1951), along with all the good things I desire for myself."

Frits Stigter, K. Boonestraat 9, Maassluis, Holland:

"I thank you very much for your October issue of TOW LINE, which gave me much pleasure. The photographs I think are beautiful. I hope I do not ask too much, requesting you to send (the magazine) to my address every month."

Charles R. Foster, Professor of Education, University of Florida, Gainesville, Fla.:

"We certainly appreciate your cooperation in sending us copies of (TOW LINE) so we may select pictures for possible use in the book we are preparing for publication by the American Technical Society of Chicago. ... I am sure that we can find some interesting pictures in this great array of splendid material. We certainly appreciate your helping us with this project."

H. K. Abram, Managing Director, Henry Abram, Ltd., Glasgow, Scotland:

"We are very pleased to acknowledge receipt of the latest issue of TOW LINE, which is as interesting as ever, especially on this occasion in dealing with the Hoboken disaster. We shall pass these around ... as usual."

Mr. and Mrs. S. S. Alcorn, 264 Lexington Ave., New York:

"... We, of course, don't know who does your calendar work, or who prints your excellent TOW LINE, but in our book these two items are surely tops."

Kevin Moran O'Riordan, Foxpond, Lynton, Hants, England:

"... I have made great use of TOW LINE and the photo of myself aboard the Kevin Moran. The story of this meeting has taken everyone's fancy, and the good Swedes were quick to recognize their ship Stockholm on the cover ... I am delighted with the picture of New York on the cover of the October number. It is all so familiar, and I feel that it is almost my home town."

C. E. Boggs, *The Associated Press*, Norfolk Newspapers Bldg., Norfolk, Va.:

"I have received several copies of TOW LINE in answer to my request to you to be placed upon your mailing list. It is my desire to thank you for your kindness and to tell you I have received a great deal of enjoyment reading your fine publication."

Michel A. Boutin, French Government Tourist Office, New York:

"Meilleurs vœux de Noël et de Nouvel An des Services Officiels Français du Tourisme aux Etats-Unis et au Canada ... and with my most sincere thanks for the TOW LINE that I enjoy so much reading!"

W. Kaye Lamb, Dominion Archivist, Public Archives of Canada, 330 Sussex Street, Ottawa, Can.:

"I am a regular and enthusiastic reader of the TOW LINE, and as I have moved from Vancouver to Ottawa, will you kindly make (the following) change of address immediately? With thanks ..."

Mrs. John P. Hayes, 83 Syracuse Street, Baldwinville, N. Y.:

"Thank you so much for the copies of TOW LINE. ... All boats attract me, but I have always thought that a powerful tug was the last word. For a number of years, until the government took our property, we lived on the N. Y. State Barge Canal, and the Moran tugs with the big 'M' were a familiar sight. Often I have sat in my front yard and waved to the crew on a Moran tug. ... TOW LINE is a thrilling publication. I appreciate it."

Gosta Sandstrom, A. B. Sandstrom, Stranne & Co., Gothenburg, Sweden:

"This is to acknowledge with thanks receipt of the August issue of your magazine TOW LINE, on the cover of which we are very pleased to see one of your tugs assisting the m/s Stockholm."

Charles J. Hogan, Publicity Manager, French Line, New York:

"Congratulations on that excellent issue of TOW LINE, December, with Barbara Moran encircled with a Christmas wreath and the Statue of Liberty in the background. Thanks very much for including the Liberte among those ... World's Finest Ships."

Lt. Comdr. S. G. Carkeek, U. S. Coast Guard Academy, New London, Conn.:

"I've been meaning to write and thank you for sending me TOW LINE, ever since I started receiving it two years ago. Having worked with Moran T. & T. Co. in Search-and-Rescue for a year and a half, I really enjoy following the progress of the company in your fine publication. ... Again, thank you very much for your kindness."

Henry Steeger, President, Popular Publications, Inc., 205 East 42nd Street, New York:

"Just a line to the editor of TOW LINE to tell you I still enjoy your magazine very much and read it carefully from month to month. I think you're doing a swell job. Best regards."

Raymond W. Cook, Tug Cornell, Lehigh Valley R. R., Jersey City, N. J.:

"Would you be so kind as to inform me where I can obtain each month a copy of your magazine TOW LINE? Until recently I received copies from a friend of mine, but now he is in another part of the country, and it's no longer possible to get hold of it. I always looked forward to TOW LINE, and will be very grateful to you ..."

Ashore and Afloat



The name is Bruno Lukosus—accent the “o” in his surname, please—and since October of last year he has been manager of Moran’s maintenance and repair base at Port Richmond, Staten Island.

Length of service under the “M” house flag, nearly 13 years.

Born in Spring Valley, Ill., Bruno first became interested in boats while working aboard yachts on the Great Lakes in summer. Next it was river towboats plying between Chicago and St. Louis, where, you get the impression, he “got his feet wet.” His engineering experience, though, was acquired the hard way—by completing successfully an I.C.S. course in that specialty while absorbing practical engine-room experience on the Lakes.

It seems our Mr. Lukosus heard about Moran even when he was still attending grade school. One of the legends he remembers was to the effect that Moran is always ready, willing and able to tow anything anywhere, “except under water.” He had a friend employed aboard the Anne Moran, and when word about an opening arrived he grasped the opportunity—having prepared himself meanwhile to hold down the important job of chief engineer. (That year, 1938, marked the advent of diesel power in the “M” fleet.)

Bruno stayed with the Anne for a year and a half or so, then joined the crew aboard the now justly famous Edmond J. Moran; but as a schoolboy in Illinois he didn’t even dream that one day he would play an important role on a tug not unknown inside the Arctic Circle. (In 1941, the Edmond J. towed the dredge Texas from New Orleans to Greenland, via New York.)

Two years later Lukosus joined the Moran shipyard staff. Now you don’t have to take his word as manager for it, that he and his crew of 42-45 men

can take care of anything outside of drydocking. Many additions and improvements to the yard have been made in recent years, but Bruno and his boys look forward to many more. “Things can always be improved,” is the prevailing attitude over there; our Mr. L. is the acknowledged spark-plug.

He is inclined to think emergency measures required in connection with that near-hurricane of November, 1950, added up to just about the toughest job he ever tackled. The yard, even the shops, were flooded by abnormally high tides, so it was a “must” that valuable heavy equipment—2½-ton armatures and the like—be jacked up to protect it from salt water. It didn’t look easy; it wasn’t, especially since the yard crew had no way of knowing when or where the water would stop rising. At the same time, of course, the VHF radiotelephone transmitter at Moran HQ in the Whitehall Bldg. had to go haywire, which meant that dispatchers’ orders to the tugs—and everything that could move was moving—had to be phoned by land line to the yard and relayed from there.

“All of us were pretty worn out by the time everything here at the yard was secure and the relay communications system had served its purpose,” Bruno will admit under pressure.

The Lukosus family at 63 West Raleigh Ave., West New Brighton, S. I., consists of Mme. L. (Suzanne) and 7½-year-old Joseph.

Right now Bruno is devoting his spare time to partitioning his cellar into a laundry, a playroom, and a small shop. Occasionally he gets in a few frames of bowling. Also, he likes to work out with friends in a baseball or football game sometimes; but as to his prowess as an amateur athlete, all you can get out of him is that he “used to be pretty good.”

Morantow: Rescue operation, EC-2 (Liberty ship), 300 miles N.E. of Bermuda to Norfolk, Va.—850 miles.

The South African Mails

(From the New York Times, Dec. 30, 1950)

What are these shadows, barely visible,
That radar fails to scan? Though under
sail,

And keeping distance, on the gentle swell
They rise and fall. We name them for the
brave

Old ships that dared these lonely seas, the
pale

Majestic legends haunting every wave!

Nine thousand horse and eighteen thousand
tons,

Man’s latest marvel strikes for Capetown,
sheer

Her sleek black hull that scrupulously
runs

As if on tracks, yet to the visored cap
Brown right hands lift, salute the cloud-
bank drear

That interposes rain and thunderclap.

JOHN ACKERSON

(S.S. African Endeavor)

(With whose permission and the newspaper’s, as in
previous instances, this verse is reprinted. Mr.
Ackerson, a mate, is employed by Farrell Lines and
resides in Radburn, Fair Lawn, N. J.)

Cash-in-Hand Dept.: The Traffic Committee has voted two \$5.00 awards to Wesley G. Lewis, chief engineer, tug Thomas E. Moran, for a couple of ideas he was enterprising enough to think of and drop in one of the Suggestion Boxes. They concern the use of patented products called “Dy-check” and “Pero-Kote,” respectively, and Howard C. Moore, manager of the construction and repair division, is making arrangements to test both—the latter in the first of our new tugs being built at Jacobsen’s shipyard, Oyster Bay.

Cadets See Docking, Sailing Gentlemen:

Seventeen other cadets and myself were guests of your company on the tugs Thomas E. Moran and Carol Moran. I wish to say now that I found it a very interesting trip. Besides learning something about a tug propulsion plant, I also learned a little about the handling of ships, both in taking them away from a dock and in docking them. Aboard the Thomas E., on which I was privileged to cruise, two photographers were making a pictorial story of the daily routine of a tug. In doing this, they made a group picture of the cadets on board. . . . On behalf of my classmates, may I again thank you for a splendid day?

JAMES A. MORAN, JR.

(U. S. Merchant Marine Academy)

Morantow: Barge (converted cargo ship), Mobile, Ala., to Port of Spain, Trinidad—2,000 miles.



Above: Edvard Koloski and Edward Brennan, diesel engineers employed at the Moran shipyard, Port Richmond, Staten Island, got the best of their argument with this 300-pound black bear on a recent hunting trip in Ulster County, New York. The boys said they had quite a time bringing their prize home, since they had to carry the critter a mile or so back to their car. The otherwise unidentified gent in this snapshot is the local butcher.

Once Aboard the Carol

Dear Mr. Moran:

On behalf of the Guild and a club of the young boys, may I express my thanks for the courtesy of your organization in arranging a visit to the tug Carol Moran...? We especially appreciated the attention of Miss Christian in these arrangements, as well as the contribution of your Company.

ROBERT DUBROFF
(Hudson Guild, N. Y.)

Below: This unquestionably festive board, the extra-special Christmas spread that greeted the tug Nancy Moran's crew, is a product of the "fine Italian hand" of Julius H. Schreider, 338 Forty-third St., Brooklyn, talented cook aboard—a Moran employe since June, 1949. It might have been laid in swankier surroundings than the Nancy's galley, but nothing could have made the holiday grub taste any better, according to the rest of the crew: Capt. J. French; R. Poissant and A. Biagi, mates; Chief Eng. M. Sando; G. Ahearn and E. Whelen, ass't engineers; J. Silva and C. Dusold, oilers; and N. Bakke, D. Nelson, Jr., T. Mulqueen, and F. Dezendorf, deckhands. ... More coffee, anybody?



To the Most Wonderful Dad in the World (*)

On your 50th birthday, Jan. 21, 1951,
from your loving daughter, Patricia.

You've such an understanding heart and such
winning way;
You're always ready with a smile or something
nice to say.
You brighten our home with your joy and
your pleasure;
No wonder I love you in such a big measure.
You mean everything to me;
And, Daddy, you know the love and thanks
that fill my heart.
As old as I may grow and as long as I shall
live
My heart will go out to you, Dad,
For all the love and care you've shown and
the wonderful things I've had;
So please, dear God, bless my Dad and give
him all your loving care,
For there's no one now, and there never will
be, a more wonderful Dad anywhere.

(*) Capt. Joe Miller, Chief Dispatcher.

What's this about Capt. George Young being an accomplished pianist and accordionist?

Margaret Metzner, daughter of the "M" vice pres. and gen. mgr., J. J. M., was married Feb. 7 in St. Agnes Church, Rockville Center, to Nicholas Dondero of Forest Hills. The bride's sister Anne was maid-of-honor, and the groom's brother Fred was best man. They will live in Baldwin, L. I.

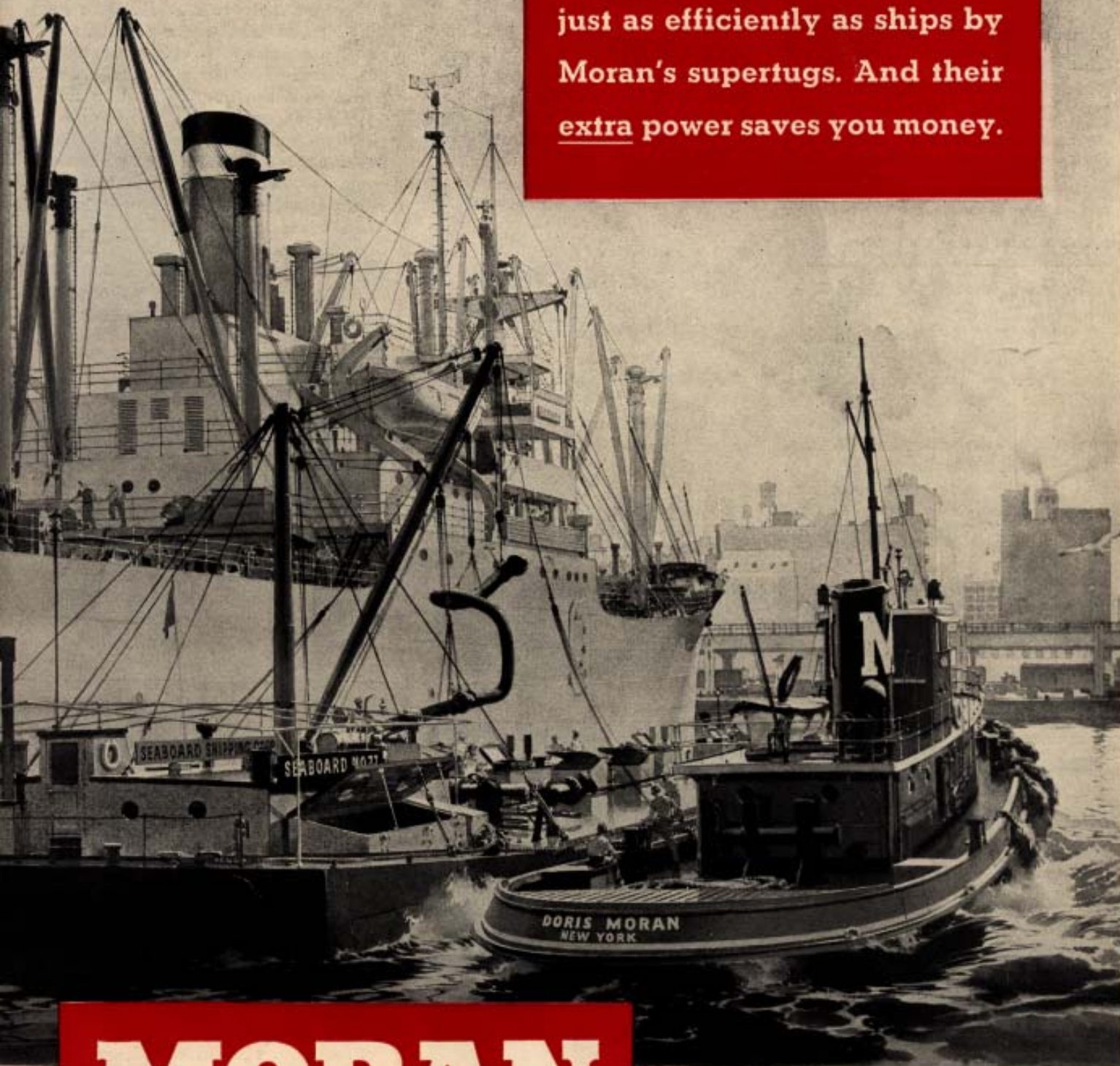
Short Splices

Since last we met, Rosemary Ryan, Admiral Moran's secretary, has flown to London, taken in sights in Paris, and returned aboard R.M.S. Queen Mary. Reports have it she was an excellent sailor, missing nary a meal... Congratulations to David Brodie on his appointment as vice president of M. Dizengoff & Co... Sorry to note the death of Walter D. Crane. We're sure the Crane tradition will be ably carried on by his son, Theodore A., who was named to succeed his father as manager of Bethlehem's 27th street shipyard, Brooklyn... Congratulations to Douglas Mansell on being appointed assistant manager of Bethlehem's 56th street yard... Miss Helen O'Brien, secretary to John S. Bull, is back at her desk, looking better than ever after a spell of illness during the holidays... Congratulations to J. Paul Thompson, new general manager of United States Salvage Association. To his predecessor, Capt. George S. Bull, our John's father, we wish continued health and happiness in his retirement among those Vermont hills... W. F. (Bill) Bowman, supervisor of Moran harbor operations, and Downtown A. C. bowling champ, seems to be a triple-threat man. Swimming and table tennis are the new fields he is out to conquer... An interesting and interested caller at Moran HQ recently was Harold von Schmidt, whose colorful illustrations of Norman Reilly Raine's "Tugboat Annie" yarns in the Satevepost have been enjoyed by millions. He got the heat on Br. Munroe for photographic pilot-house details of the tug Edmond J. Moran... Don Moran (no relation), the best looking office boy in New York, according to our female contingent, is now in the Army Air Force. We wish him the best of luck!... Tom Gray, Jr., looking as fit as a fiddle in his Navy uniform, stopped by to say hello. He was a summer office boy while attending prep school... Another holiday visitor: E. E. (Ed) Barrett, obviously as healthy as usual... Congratulations to W. W. Thomas, Moran's aerial photographer, for another series of fine pix, on S.S. Independence. And as we prepare to close shop and trundle off to press, word comes of our Capt. Earl C. Palmer's election as an honorary member of the Detroit Marine Historical Society. How could they do better?

J. B. M.

It costs you less

Oil barges and other floating equipment are moved just as efficiently as ships by Moran's supertugs. And their extra power saves you money.



MORAN

TOWING & TRANSPORTATION

NEW YORK • NORFOLK • NEW ORLEANS