

TOW LINE



OCTOBER, 1954

Delicate Operation . . .

(Pages 8-9)



ON THE COVER—



WHAT our talented watercolorist, Mr. Evers, has come up with here is, plainly enough, a loaded Texas Company tanker docking at the Texaco terminal, Bayonne, N. J. As usual, the scene is authentic in practically every detail—a qualification we find necessary, for once, because of the assisting tug you see.

The former *Grace Moran*, which must have been somewhere between the blueprint and launching stages when our picture was made, is no longer a unit of the "M" fleet. As to that, see Page 11 of this issue for the explanation.

The vessel here, sketched from life, is one of the Texas Company's Delaware-class tankers. If she is indeed the prototype ship she was built in the Sun Ship Building and Dry Dock Co. yards, Chester, Pa. In routine voyaging between Port Arthur, Texas, and New York-New Jersey, she might carry as many as nine grades of petroleum, but principally gasoline and lubricating oil.

Wherever she came from in this instance, if not the *Grace Moran*, then *Grace*-class tugs would be assisting her in docking today; and just inquire of almost any master entering the Port of New York if that is not an agreeable prospect.



Moran's European Agents: ENGLAND: James A. McLaren & Co., 65 Bishopsgate, London, E. C. 2; SCOTLAND: Henry Abram, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Shipping Services A/S, Fridtjof Nansenspleis 4, Oslo; Birger Gjestland A/S, Kong Oscars Gate 62, Bergen; DENMARK: Jørgen A. Rasmussen, 20 Amaliegade, Copenhagen K.; SWEDEN: A. B. Sandström, Ström & Co., Fackhusplanen 3, Gothenburg; FINLAND: A. B. Lars Kragius & Co., O. Y., S. Magasinsgatan 4, Helsinki; BELGIUM: Wm. H. Maeller & Co., S. A., 21 Rue de la Bourse, Antwerp; GERMANY: Ernst GIGSEL, Altenwall 21, Bremen; SPAIN: Rafael Navajas Aguirre 8, Bilbao; ITALY: O.S.I.A.M., Via C. B. Ceccardi 4-26 Genoa; GREECE: The Saporta Agency Co., Ltd., P.O.B. 21, Piraeus.



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 MORAN TOWING & TRANSPORTATION CO., INC.
 17 Battery Place, New York City
 R. M. Munroe, Editor Lucille Christian, Associate

Meseck Towing & Transportation Co. Tugs Acquired; Moran Fleet Up to Forty-seven

ON OCTOBER 4, 1954, a fleet of tugs operated by Meseck Towing & Transportation Co., Inc. was acquired by Moran Towing & Transportation Co., Inc., pursuant to a contract of purchase and sale between the two firms.

The former Meseck tugs—four equipped with Skinner Unaflo engines of the modern type, which will render them useful in a diversified fleet; two others diesel powered—are being integrated with Moran's floating equipment and will continue to operate with their customary crews, highly competent men.

The acquisition of these boats, long familiar in and around the Port of

New York with their buff-and-black stacks, brings this company's operating units of all classes—harbor, deep sea, coastwise, and inland waterways tugs—up to a total of forty-seven.

Ours is the world's largest, most modern fleet of work boats.

Add Notable Firsts: The first American-owned steamship to sail from New York on a transatlantic voyage was the *S.S. Washington* (230' x 39' x 31') on June 21, 1847. The second was the *Herman* (235' x 40' x 31'), on March 21, 1848. They were built by Westervelt & Mackay, and were owned by Ocean Steam Navigation Co., both New York Companies.

Hurricane Log, 1954

Hurricane "Alice," first in a remarkable succession of tropical storms, hit Mexico near the Texas border (June 25), indirectly causing ruinous floods in the Rio Grande Valley.

"Barbara" (July 28-30) fizzled harmlessly in the Caribbean Sea.

"Carol," after moving slowly up the Florida coast, raced northward to cause 68 deaths and \$500,000,000 property damage Aug. 31 on Long Island and in New England.

"Dolly" swept up the Atlantic and fortunately passed New England for offshore on Sept. 1-2.

"Edna" (Sept. 6-12), another bad one, killed 11 people and caused more heavy damage in New England.

"Florence" moved over the Gulf of Mexico Sept. 12, with minor damage to Mexico and Texas resulting.

"Gilda" (Sept. 26-27) followed "Florence," also with little damage.

"Hazel"—More than 175 deaths in Haiti, United States, Canada (Oct. 12-16); total damage astronomical.

PORT DEVELOPMENT & PROMOTION COUNCIL—Members of Mayor Robert F. Wagner's advisory group on development and promotion of the Port of New York held their organizational meeting September 9. Shown, left to right: Thomas J. Ross, partner, Ivy Lee & T. J. Ross; Alfred E. Perlman, president, N. Y. Central System; James P. McAllister, president, N. Y. Tow Boat Exchange and Foreign Commerce Club of N. Y.; Vincent G. Barnutt, president, N. Y. Shipping Ass'n; Vincent A. G. O'Connor, Commissioner of Marine & Aviation; John M. Franklin, president, United States Lines; Mayor Wagner, chairman; Lawrence E. Geroux, Comptroller, non-member; Lawrence C. Marshall, presi-

dent, Bank of Manhattan Co.; Edmond J. Moran, president, Maritime Ass'n of the Port of N. Y., Moran Towing & Transportation Co., and Seaboard Shipping Corp.; A. P. Timmerman, chairman and president, Bush Terminal Co.; and Edwin Wedemann, president, N. Y. Foreign Freight Forwarders & Brokers Ass'n. (Other members: Harold P. Barer, U. S. general manager, Cunard Steamship Co., Ltd.; Lawrence S. Carroll, president, Empire State Highway Transportation Ass'n, Red Circle Freight Line, and Red Circle Trucking Corp.; and William B. Harding, chairman, aviation securities committee, Investment Bankers Ass'n of America, and partner, Smith, Barney & Co.) They will advise the administration on port matters.



Maritime Association's Marine Reporting Service

(Reprinted from The New York Times of June 13, 1954. Tow Line photos.)

TWICE a day, Mondays through Fridays, at 9 A. M. and at 4:45 P. M., Charles W. Jedlicka, head of the marine news department of the Maritime Association of the Port of New York, sends a long cablegram to Lloyd's of London.

The messages inform the British organization that the *United States* and the *Queen Mary* have arrived, that the *Vila do Porto* sailed for Ponta Delgada, or the *Castor* departed for Port au Prince. Whenever ships are in trouble, they also contain short reports giving details.

This is one of the many maritime reporting tasks performed daily by the Maritime Exchange, an eighty-year-old organization, with headquarters at 80 Broad Street. It maintains one of the most complete maritime intelligence services in the nation.

Its work, however, is not confined to keeping track of local ship movements, which run as high as 12,000 vessels a year, plus the extra chore of keeping tabs on vessels shifted from one pier to another in the harbor.

Staff Serves 1,400 Members

The six-man staff goes much farther afield in furnishing to the association's 1,400 members additional daily information needed by the port's vast maritime interests in conducting their daily business. Forty-eight-hour advance notice on inbound vessel movements, complete with names of shipping agents and tentative pier assignments,



William F. Gleason, general manager. His hands are firm on the Maritime Association's tiller.



E. J. M.

On May 1, 1952, Edmond J. Moran, Rear Admiral, USNR, was elected president of the 81-year-old Maritime Association of the Port of New York, following an illustrious line of predecessors who had held this distinguished position in the American maritime industry since the organization of the "Exchange" in 1873. He was re-elected president of the association for the year 1953-1954, and this spring he was re-elected for a third term as head of this membership organization, which is comprised of 1,400 individuals engaged in every phase of the maritime industry in the Port of New York.

The Admiral also is president of Moran Towing and Transportation Co. and of Seaboard Shipping Corp., both with headquarters at 17 Battery Place.

is given. Actual daily arrival notices are posted on a huge blackboard on the floor of the exchange.

The department, with the help of information supplied by similar groups and Lloyd's agents in other cities, also lists arrivals and departures at all domestic and Canadian ports as well as at Mexican and West Indian harbors. Daily records on the ship casualties and weekly listing of ship sales in all parts of the world also are compiled.

All these data are kept in large ledgers displayed on a long, waist-high desk. Members, hailing from all segments of the industry, drift on to the exchange floor every day to consult the volumes, whose entries are important to the operation of business enterprises engaged in or connected with shipping.

Information Always Available

An insurance broker may drop by to check on the details of a ship in trouble, insured with his company, or a member of a ship Chandler concern may thumb through the volumes to discover when a ship in need of rope and tackle will make port.

Telephones in the department keep ringing steadily as exchange members

call up to inquire whether a ship is still in port or whether she has been moved to a different pier.

In addition, Mr. Jedlicka said, the association acts as agents for Lloyd's for ship movements here and at Albany. It also serves, he added, as the United States distributing agent for Lloyd's Shipping Index, a daily publication flown in every day from London, England. It lists the position of 14,000 vessels on the seven seas.

In connection with this service, he recalled that some years ago a shipowner who, from his downtown office, had seen one of his vessels head out to sea, called up angrily the next day to complain that the departure was not listed in Lloyd's Index.

The matter was referred to London, and with traditional British reserve the owner was informed that the ship had been duly reported as having sailed. Unfortunately, he was told, she was listed under her new name, changed the day before sailing, a fact that had escaped the owner's notice.

'Horse and Buggy' Days Gone

Work in the department today is a far cry from the horse and buggy days of 1873 when the association first began to function. Then it maintained its own corps of observers, who, spyglass in hand, recorded ship movements at Sandy Hook, Quarantine and City Island and forwarded that information to the office via the Sandy Hook, Quar-

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Charles W. Jedlicka

50 YEARS AGO

The following items of interest were selected from files of the old New York Maritime Register by Capt. Earl C. Palmer of Marine Headquarters.

SEPT. 7, 1904—Tugs *Anna W.*, *Chief* and *Gerry* arrived in New York Sept. 6 from Mobile via Key West and Charleston. They will be employed towing mud scows at New York.

SEPT. 14, 1904—*Theta* (Br. schr.), Brunswick for Dorchester, N. B., abandoned with starboard quarter carried away, apparently by collision, picked up Sept. 11, 14 miles SSW of Five Fathom Bank, by steamer *Pathfinder*. Prize crew was placed aboard and she was towed to Sandy Hook, there turned over to local tugs and towed to a pier in Brooklyn. Will be held pending settlement of damages.

SEPT. 21, 1904—*Catherine Moran* (tug, new) from Philadelphia arrived in New York Sept. 16 and reported she encountered gale Sept. 15 and had skylight and deck fittings carried away and shipped large quantities of water. . . . *Israel W. Dunham* (tug) sunk Sept. 15 in Delaware River during gale. Eight men were drowned. . . . *John B. Carrington* (schr.), Norfolk for New York, Sept. 15 while anchored Delaware Breakwater in heavy NE gale, was fouled by schr. *Henry P. Havens* and lost mainmast and jibboom and broke her mizzen-topmast. Was towed to New York by tug *M. Moran*.

SEPT. 28, 1904—*H. F. Dimock* (ss) from New York night of Sept. 22, ran into tug *Festa* in Boston Harbor. *Festa* was beached on Spectacle Island to keep her from sinking. No lives lost.

OCT. 12, 1904—Three mud scows in tow of tug *John Taylor*, bound in from sea, ran into str. *Bordeaux* from Havre, anchored at Quarantine, New York, Oct. 17. One scow beached at Stapleton. *Bordeaux* had seven plates and several frames badly damaged.

OCT. 19, 1904—*Atlas* (S. O. Co. ss) from Port Arthur, Texas, with barge No. 95 in tow, was towed into N. Y. Oct. 11 by str. *Col. E. L. Drake*, totally disabled, steel hawser entangled in her propeller. . . . *D. D. Kelly* (ferry) was seriously damaged in collision with tug *Nellie* in Boston Harbor Oct. 11. . . . *D. J. Melanson* (Br. schr.), Hantsport, N. S., for New York with lumber, arrived Bridgeport Oct. 11 with loss of mainsail, full of water, having been in collision with str. *Larchmont* off Stratford Shoal. Large hole starboard quarter.

OCT. 26, 1904—Capt. Ira Harris, late of U. S. Army Transp. Service, appointed Supervising Inspector of Steam Vessels at New York, succeeding Robert S. Rodle.

WANT TO DO A GOOD TURN?

BY LUCILLE O. CHRISTIAN

(See adjoining step-by-step photo sequence)

ONE of the least heard of, but most difficult, jobs performed by harbor tugs is in the good-trick-if-you-can-do-it category: righting an overturned scow or barge. Occasionally one will capsize in extremely rough weather, or because of shifting cargo, a collision, or plain carelessness. If the craft itself is not seriously damaged, it often falls to the lot of a tug, first to right her, then to tow her to some drydock for repairs.

In a recent instance a local scow was berthed at Pier 7, Jersey City, a Central Railroad of New Jersey pier, at high water. As the tide fell the scow settled on some submerged pilings which, being uneven in height, caused her cargo of scrap metal to shift, so that she capsized. Our tug *Eugene F. Moran* (Capt. Earl Allen) was assigned to right the scow and deliver her to Rice's Shipyard at Edgewater.

First the scow, approximately 100' x 40', had to be rigged for towing to an open area of water at least 45 feet deep so she could be righted. A preliminary maneuver was to pass two cables around the scow about 40 feet apart and pull them tight around the bulwarks. Then the *Eugene F.*'s towing hawser was hooked onto one end, and the scow was pulled very slowly to deeper water.

Next, the towing hawser was cast off. Wire bridles were rigged to each of the cables on the scow, on the side away from the tug. When everything was in readiness the *Eugene F.*'s 1,750-horsepower, diesel-electric propulsion plant started to "rev up"—slowly at first, but as the quick-water from the tug's propeller began to force the near side of the scow downward into the water, the engine was accelerated to full-ahead.

Thus, a forceful combination of pull on the cables and push from the turbulent wake was enough to make the scow turn over to an upright position—the aforesaid "good trick."

Once the scow was righted, it only remained for the *Eugene F.* to haul her safely to the drydock; but this can be a ticklish operation, too. If such

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No Task Too Trifling; No Rescue Unimportant



If it is not a pet spaniel overboard and a.w.o.l. from the family yacht, it is a despondent girl with a change of heart concerning suicide in the East River. If it is neither, it may be somebody adrift in a small boat without power or oars—as it was in the instance depicted here. As August was running out, the tug Margot Moran (Capt. Hans O. Jacobsen, 148 Eighty-seventh Street, Brooklyn), on a routine assignment in the Narrows, spotted a couple of Puerto Ricans in a disabled speedboat drifting helplessly in the main ship channel off Stapleton, S. I. What to do? Why, throw them a line, of course, and tow them to Sixty-ninth Street, Brooklyn, before something like the outbound Grace liner Santa Rosa (right background) runs them down.... All in a day's work for a harbor tug.—Photo by Jeff Blinn

Crew's Courtesy Helpful

Dear Mr. Munroe:

... My wife, son and I spent a very pleasant day with Lt. and Mrs. R. A. Labdon on the *Maira Moran*. All phases of the day's activities were most interesting, but we felt that our enjoyment of them was considerably enhanced by the sincere courtesy of Captains Pederson and Baker and all members of the crew with whom we came in contact. Many thanks for extending to us the privilege of being aboard.

H. K. LECHT

(Bell Telephone Laboratories, N. Y.)

Morantow: Drydock section, New York to Charleston, S. C.—632 miles.

VEHICULAR TRAFFIC WAITS—Along the so-called upper level of the New York State Barge Canal, from Genesee to Lockport, the great Empire State waterway follows the route of the old, but even more famous, Erie Canal—“Clinton’s Ditch”—passing through towns grown up on its low banks. Street-level bridges close to the water (note bridge in background) must be raised to permit boats to pass. Stairs, visible at the right of the nearest bridge, accommodate pedestrians who wish to cross the canal while the structure is elevated. Anything on wheels has to wait.—F.C.C. photo.

ECHO, from a Cunard Steam-Ship Co., Ltd., news release dated July 21, 1954:

“When the Cunard superliner *Queen Mary* leaves Southampton for New York today, the number of passengers carried in the ship since she returned to North Atlantic service in 1947, and by her sister ship, *Queen Elizabeth*, since her first commercial sailing in 1946, will reach the astonishing total of 1,041,033.”

M'sieu le Commandant Leveque's Last Voyage

Capt. Jacques Leveque, master of the French liner *S.S. Liberte*, sailed as skipper for the last time when his ship left New York August 11.

A veteran of 37 years at sea, he has been with the French Line for 34 years, 15 of them as a captain. Among other ships, he has served aboard these: *Indiana*, *Vermont*, *Suffren*, *De Grassem*, *Colombie*, *Indochinois*, *Oregon*, and *Ile de France*.

Highly regarded by his officers and crew, Captain Leveque has earned the affectionate nickname “Captain Tempest” because of the storms, many of them awesomely violent, he has defied in his long career.

He is returning to his home in the Department of Gironde to concentrate on his principal shoreside interest, farming. He is married and has one daughter.

Note: The April, 1952, issue of *Tow Line* featured Captain Leveque as No. 2 in its series of “Celebrated Shipmasters.”

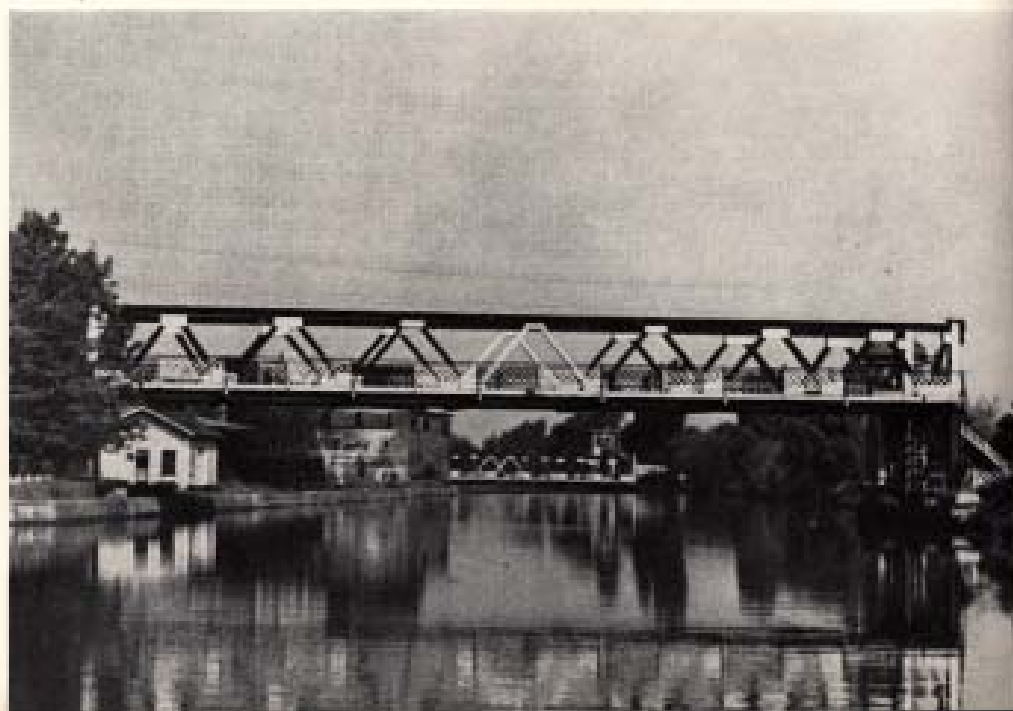
The First Hundred Years Are the Hardest, We Hear

Gentlemen:

This is to request that you maintain me on your mailing list for the next hundred years, but I wish also to advise you of a change of address. Please send all *Tow Lines* to me at 441 International Trade Mart, New Orleans, La.

CAPT. C. E. WHITCOMB

(Southern Maritime Agencies, Inc.)



Off Beat Rescue Job

By Our 'Nancy Moran'

Something a little off beat in the line of rescues fell to the lot of our *Nancy Moran* (Capt. Fred Jonnassen, Lodi, N. J.) back in mid-August.

Returning from sea with a dump scow early one Sunday morning, the *Nancy* tied it up at 39th Street, East River, and was running light for a breakfast-time docking in Brooklyn. At Delancey Street somebody spotted a girl waving frantically from a precarious perch on or in a sewer pipe ashore—or rather in the bulkhead—where she had been hanging on for seven hours after thinking better about committing suicide.

Police identified the 23-year-old as Mildred Hall, no local address, who said her family resides in Detroit, Mich. It seems she climbed onto or into the sewer pipe after failing in repeated attempts to scale the steep seawall after exercising the woman's prerogative of changing her mind.

A rising tide was menacing the be-draggled girl again as the *Nancy's* crew took her aboard. They turned her over to a city fireboat at Corlears Hook.

Photographers' Delight



What combination of vessels large and small can offer more or better photographic possibilities than the S.S. United States, flagship of the American merchant marine and speed queen of the seas, being assisted in the Port of New York by a Grace Moran-class harbor tug? Ernest P. Lamotte, 1900 Albemarle Road, Brooklyn, an amateur cameraman with a slant towards marine subjects, snapped this one, which shows our busy Doris Moran under the port bow of the sleek superliner during a recent sailing here. . . . Makes you want to go places, too, doesn't it?

Seagoing Tug Model Named for Two-Year-Old



William Earl Gardner, presently of South Carolina, used to be a member of the crew of the tug *Peter Moran*. "I enjoyed every minute I was aboard her, too," he says. Recently he completed this model of an ocean tug (scale: 5/32" to 1") and named it in honor of his daughter Sandra, who must be a pleased young'n. Probably looks fine on the fireplace mantel in its glass case. Before long he intends to get to work on another, of—you guessed it—the *Peter*; and his "best regards" to her current crew are passed along herewith. The temporary address is 1515 Gist Street, Columbia, S. C. (Model making seems to have become a major industry.)

ECHO, from the 32nd annual report of the American Merchant Marine Library Ass'n: Since the association was founded in 1921, a grand total of 10,423,053 books have been dispatched in 192,813 library units to 51,245 American-flag vessels, through 11 port offices from Boston, Mass., to Seattle, Wash.

A Ship for Singapore

A ship is sailing for Singapore!
O heart be swift and latch the door!
My fire burns bright and the shadows fall
In yellow rhythms along the wall;
My love sleeps near and her dreams
are deep,
Her lips a rose that has fallen asleep,
The fire burns bright and the candles
glow,
And I must not go—I must not go!
There is no peace I can know tonight
Though my love sleeps near and the fire
burns bright,
Far stars will call from an Indian sky
And a gold moon haust me blowing by:
The sea's wild horses will leap and fly,
Foam on their manes and the wind in
their eye!
O heart be swift and latch the door—
A ship is sailing for Singapore!

DANIEL WHITEHEAD HICKY

(An "Bright Harbor," *Moxy Boat & Co., N. Y.*)

Reminiscences of a "Crippled Great-Grandmother"

Dear Sir:

A whole year has passed and here lies the *Tow Line* you so kindly sent me, bringing all the freshness of the sea . . . The greatest treat right now would be a day on one of the tugs of the Moran fleet as it goes about its duties. A thing unheard-of—a woman aboard! My thoughts go back to early days on the Great Lakes, where I spent 25 years of my 73. I was in and out of a rowboat every day, varied by trips on a little raised-deck cruiser, and some big salmon trout I caught off The Rocks near camp. Forgive my rumbles; no one here wants to listen to tales of happy days. Oh, to hear again the squawks of the gulls and the slapping of waves on the boat's side! That's real music to send one off to sleep. As there are few safe harbors on the big lakes, the St. Mary's River is popular. . . . In Lake Michigan we once took refuge from a storm at an island, Washington Harbor, where there was large settlement of Icelanders who had farms and big fishing boats. They were all yellow-haired and spoke their native language. My grandfather was on the commission to build the first docks at the "Soo". I have a picture of the old gentleman standing by the dock with his silk hat. . . . If you have some sea stories, do send them, please.

MRS. MARY ST. ARNAULD
(4 Lyon Place, Utica, N. Y.)



DELICATE



HARRIS STRUCTURAL STEEL COMPANY
(INCORPORATED)
STEEL STRUCTURES
 410 FIFTH AVENUE
 NEW YORK 18, N.Y.

October 4, 1954

Admiral Edward J. Moran,
 Moran Towing & Transportation Co., Inc.,
 17 Battery Place,
 New York, New York.

Dear Admiral Moran:

In behalf of the Harris Structural Steel Company organization, I take great pleasure writing to you to express our appreciation for the fine work performed by your company under the direction of Mr. Captain John Huseby and assisted by Mr. Captain William Supter with respect to the Valdesa Island Bridge project.

It was a difficult operation and the efficiency and cooperation on the part of the Moran Crew greatly aided in the successful placing of the 430 Tons lift span.

My hearty thanks for a job well done.

Sincerely yours,
HARRIS STRUCTURAL STEEL CO., INC.
George W. Harris
 George W. Harris
 President





THE overline of this essentially pictorial feature is "Delicate Operation," and it is more of an understatement than an exaggeration. The photographs just about tell the story, but not quite.

The Welfare Island bridge job—a little matter of floating a 420-foot, 1,000-ton center span into almost pinpoint position between two concrete piers on opposite sides of a swift running East River channel—presented the problem of dealing with not always precisely predictable tidal currents and winds, as well as other factors.

Moran Towing & Transportation Co.'s role in connection with the sensitive operation was based on a contract with the firm of Hughes Brothers, Inc., which in turn was under contract to Harris Structural Steel Co., Inc.—the principal being the New York Department of Public Works. Moran provided the tug-power; Hughes supplied two sturdy pontoon-barges—125' x 70' and 90' x 60', respectively, one steel and the other wood—on which the span was fabricated atop 30-foot-high steel supports. Capt. Anton Huseby, our senior pilot, was in charge of the five Moran and two Bronx Towing Line and Russell Brothers tugs on the job, with Capt. Frederick W. Snyder assisting. Team work on a split-second basis was required throughout.

The "necessary" involved moving the heavily loaded floats from an adjacent mooring on the Long Island City side of the east channel of the river out into midstream and easing the

towering span into place, then holding the structure stationary while Harris engineers lowered it into permanent position by easing off on supporting hydraulic jacks. All this had to be accomplished on the last hour of the morning flood tide, September 27. The "M" tugs were on the job at 7 a.m., the operation started an hour and a half later, and at 9:15 a.m. the ticklish assignment was successfully completed.

Fifty feet above the water, with only a couple of inches of clearance over the abutments as it was lined up, the span was lowered with ball-and-socket joint precision, whereupon the supporting superstructure on its pontoon-barges fell with the tide (at a rate of approximately three inches an hour) until the floating equipment was low enough to be towed out from under the span and moved back to the original mooring. . . . Does it sound simple?

It was an astonishingly smooth operation from start to finish—it couldn't be much less and be successful!—and the accompanying seven photos, all except one from a set of two dozen made by W. W. Thomas (not airborne for a change), provide what is regarded in this editorial cubicle as an adequate step-by-step sequence.

Included in our layout is a flattering, self-explanatory letter from George W. Harris, president of the responsible contracting company, to the head of this firm; and what the Hughes boys had to say of Moran's performance was equally gratifying.



Swallowed the Anchor

Gentlemen:

I have just read in "Ships and the Sea" the excellent story, "Moran Is Everywhere," and having been to sea for many years in my younger days, enjoyed it greatly. I first sailed in 1910 on *S/S Nueces* of the old Mallory Line, also on the *Denver*, and last the *Brazos*. Next ran out of Boston on *S/S Esparta*, and from there was transferred to *S/S Zacapa* out of New York. Swallowed the anchor in 1923, but still think and dream of the sea. Could I possibly qualify for a subscription to *Tow Line*? I would appreciate it no end. During the war of 1917-1918 I handled a tugboat in New York harbor, chartered by the Navy for a short time. I was a C.P.O. during the war . . .

ERIC LEAVENS

(5 Alston Ct., Red Bank, N. J.)

ECHO, from the Chicago Daily News: "Every state with a federal waterway within its borders ought to line up to protect the free waterway safeguards that have so long been a part of the federal law."

Morantow: Derrick scow, New York to Washington, D. C.—417 miles.

BIGGEST YANKEE-BUILT TANKER—When the *WORLD GLORY*, largest cargo ship ever constructed in the United States, biggest of all American-built tankers, moved majestically up the North River the morning of August 25, not the least important vessels in a vast flotilla that noisily marked her maiden arrival in the Port of New York were a pair of this company's *GRACE MORAN*-class tugs. They did the necessary in connection with mooring the 45,500-ton pride of Stavros S. Niarchos, Greek operator of the most extensive independent tanker fleet in the world, to a couple of U. S. Navy buoys off 79th Street. It was not child's play.

Deck Tennis, Anyone?



Our roving canal photographer, Fred Shipley, identified this galley shot—plainly of the action variety—as "stand by chow" aboard one of his favorite tugs. It must come under the heading of between-meals snacks. Anyway, left to right: Harry F. Hennassey, 138 Eleventh Street, Brooklyn; Michael Eigo, 141 Washington Avenue, Kingston, N. Y.; Frank J. Hickman, 20 West Forty-ninth Street, Bayonne, N. J.; and Anthony J. Duffy, 208A Seventy-sixth Street, North Bergen, N. J.—deckhand, oiler, assistant engineer and mate, respectively.

Evers Art Wanted for Den

Gentlemen:

I would like to add my name to the list of those who write and tell you how much they enjoy reading *TOW LINE*. I read it every time it comes to our office, which is the General Alloys Co., South Boston. I am wondering if I might be able to obtain colored copies of Charles G. Evers watercolors which appear on the covers of your magazine. They are the type of picture I like to frame and hang on the walls of my den. I might add that when I was in my later grammar school and early high school years, quite often I would take trips with my uncle around Boston harbor on his tugboat.

DAVID F. H. WATTS

(P. O. Box 51, Wakefield, Mass.)

Working Cameraman Aboard

Dear Comdr. Munroe:

Thank you very much for your cooperation in arranging for our photographer, Charles Ratkin, to travel on the Moran Towing & Transportation Co.'s tugs recently. We appreciated very much the courtesy you extended to him.

SEY CHASSLER

(Photo Editor, Collier's Magazine)

Only a handful of the largest passenger liners can be listed as surpassing the *WORLD GLORY* in size. Seven hundred and thirty-six feet long overall, with a beam of 102 feet, she outweighs by 7,500 tons any tanker seen in New York harbor previously. In one cargo she can deliver 16,614,696 gallons of gasoline—enough gasoline to fill the tanks of a million automobiles—or 395,588 barrels of fuel oil for home heating and industrial uses. Her 15,000-horsepower engines are capable of propelling her at an average speed of 16.5 knots. She was built in Bethlehem Steel Co.'s shipyard at Quincy, Mass.—Photo (right) by Rosenfeld.



NORDIC SEAMEN'S LIFEBOAT RACE—An eight-man crew from the Norwegian freighter M/S *TAROR* won in both the second and final heats of races conducted by the Nordic Seamen's Group on September 1 in the Narrows off Fort Hamilton, Brooklyn. A crew of oarsmen representing the Finnish M/S *FINNTRADER* won the first heat. In the runoff the winners crossed the line about two lengths ahead of a boat manned by crewmen from the Norwegian M/S *BONNEVILLE*, while the *FINNTRADER* entry was third. The winning time: eight minutes and one second. Your editor's not-too-often-used Rolleflex captured this picture of the start of the final heat, as seen from the boat deck of one of the escorting tugs, our *CAROL MORAN*.



Our Eagle-eyed Readers (Norwegian Chapter)

Dear Mr. Munroe:

Your very interesting magazine is being read regularly, and I find that it usually contains a lot of interesting information. The August issue arrived today. In the description of the striking cover picture you indicate that the Moore-McCormack vessel is presumably leaving Rio de Janeiro on her return voyage to New York. From the position of the vessel in relation to the Pao de Azucar (Sugar Loaf) and the Corcovado it would appear that she is still on the outward leg of her voyage en route to Santos and other ports south? With my compliments for your well-edited magazine . . .

PER FOGSTAD
(A/S Thor Dahl, Sandefjord)

Editor's note: In the absence of competent authority here, the best we can do is refer the question to Commo. R. C. Lee or Jim Roche or somebody at Moore-Mac. Now we'll ask one. Without a schedule, how would anyone know whether a particular ship could be expected to turn north or south once she was outside the harbor, and wouldn't she have to use the outbound channel anyway?

Two Former Moran Tugs in Service Half A World Away from Home Port of Sisters

It was perfectly natural, maybe inevitable, that when a couple of great industrial concerns required powerful tugs in their far-flung operations they should look appraisingly at the world's largest and most modern fleet of such work boats: Moran's. Thus it comes about that a brace of the best harbor tugs available, the *Grace Moran* and the *Julia C. Moran*, renamed *Caltex Bintang* and *Puerto Ordaz*, are sailing in one of the island harbors of Sumatra, Indonesia, and in the Orinoco River, South America, respectively, under Dutch and Venezuelan flags. The two stories, in brief:

Caltex Bintang

Built in the Livingston Shipbuilding Co. yard, Orange, Texas, first of five revolutionary vessels of her class, when *GRACE MORAN* arrived in New York April 22, 1949, George W. Cudrington of General Motors fame said she was "the finest harbor tug ever built." Moran thought so, too.

CALTEX BINTANG, 238 gross tons, is 106 feet long, with a beam of 27 feet and a depth of 14 feet, nine inches. Her diesel-electric propulsion plant is rated at 1,750 horsepower; and on her maiden voyage from the Gulf of Mexico to New York harbor she negotiated the 1,850 miles at an average speed of 14 knots.

Present owners, N.V. *Nederlandsche Pacific Tankvaart Maats.* Operator, *Caltex Pacific Petroleum Maats.* Service, harbor work at *Caltex Sungai Pakning* terminal, Sumatra. Running time for 10,355 miles out there, 39 days (average, 11.8 knots).

Puerto Ordaz

Second of two modified *GRACE MORAN*-class tugs built in Jakobson's Shipyard, Oyster Bay, L. I. *JULIA C. MORAN* was put to work in New York harbor the first week in December, 1951. A couple of months later Howard C. Moore, head of Moran's construction and repair division, said, "She has fulfilled every expectation we had for her." Her stock has gone up since.

Vital statistics for *GRACE*, cited in the adjoining column, may be considered duplicated in *PUERTO ORDAZ*. When she was a unit of the "M" fleet, she successfully completed many difficult assignments, working all the way from New York to her current tropical latitude.

Present owners, *Orinoco Mining Co.*, a subsidiary of U. S. Steel Corp. Service, docking and undocking and otherwise assisting ore vessels at *Puerto Ordaz, Ven.*, and down the Orinoco River.



Two Tugs Complete Four More Rescues

Between August 15 and October 15—in this TOW LINE publication period, let's say—a pair of Moran's ocean tugs, the *Joseph H. Moran, II*, and the *Marion Moran*, have been credited with four rescue missions worthy of note. The following abstracts are from operations department records, and because of space limitations they include none of the colorful details almost always associated with such offshore jobs.

S.S. Aristotelis, 7,244 gross tons, in ballast, lost her propeller in 38°18' N., 24°20' W., which would be east of the Azores. The *Joseph H.* departed New York August 5, picked up the vessel August 13, and arrived in New York with the tow August 28.

S.S. Rio Grande, a Liberty ship loaded with lumber, lost her rudder in 23°39' N., 52°19' W. The *Marion* departed New York August 21, picked up her tow August 27, and arrived in Newport News, Va., September 7.

M.V. Elisabeth Amle, 2062 gross tons, loaded, became disabled with engine trouble in 27°34' N., 69°16' W. (810 miles SE of New York). The *Joseph H.* departed her home port August 31—the same day hurricane "Carol" passed over Long Island!—picked up the ship September 3, and arrived in Newport News September 6.

S.S. Eleni V., 7,256 gross tons, Panamanian, Philadelphia for Puerto Ordaz, Ven., lost her propeller approximately 150 miles E of Cape Hatteras. The *Joseph H.* departed New York September 24, picked up the vessel September 26, and arrived in Norfolk, Va., September 27.

(Below: *S.S. Aristotelis* safe in port.)

Gratulasjoner!

Warmest congratulations to Gunnar Carlsson, Per Carlsson, and the entire organization of Rederi-AB Transatlantic of Gothenburg, Sweden, on the fiftieth anniversary of their fine company, celebrated on October 9; and best wishes from Moran for their continued health and prosperity.

Television Program on Tugboating: Ch. 5, Tues.

For television devotees—and who isn't these days?—there is an interesting new program to be found on Channel Five, WABD, key station of the Du Mont network, from 7:30 p.m. to 8:00 p.m. Tuesday evenings. It is called "Waterfront," and stars Preston Foster as Cap'n John Herrick, skipper of the tug *Cheryl Ann*, with—guess who!—Lois Moran as May (Mom) Herrick.

Featuring the exploits and family life of a modern tug captain, the TV series, filmed in San Pedro, Calif., offers realistic waterfront scenes and action, as well as some of the problems ashore and afloat which are common to tug operating companies and their personnel.

ECHO, from the New Orleans States: "In two years' time, phenomenal gains have been registered in the number of commercial craft plying the nation's inland waters. New Orleans is beaming from ear to ear, of course, because of its enviable location in this profitable traffic."

Treat for Canadians

Dear Miss Christian:

Please accept my apologies for not having written earlier to express my thanks for the wonderful morning spent on one of your tugs. . . . Neither Mrs. McEachren nor myself will ever forget the thrill of seeing the *Queen Mary* come up the river and realizing just how colossal she is. We have sailed to and from New York several times in recent years and have always admired the tugs fussing around the big ship, so it was a great treat to be on the other end, to see how the job is done. We are still lost in wonderment and awe at the skill displayed. . . . Of course, having Captain Brown on board made it that much more interesting, as he took great pains to explain just what was happening. . . . My son was thrilled with the pictures from the 1949 calendar, and they are in the process of being framed for his bedroom, so we will always have a link with that wonderful morning. . . . Would you be so kind as to convey my gratitude to Mr. Moran for making this experience possible?

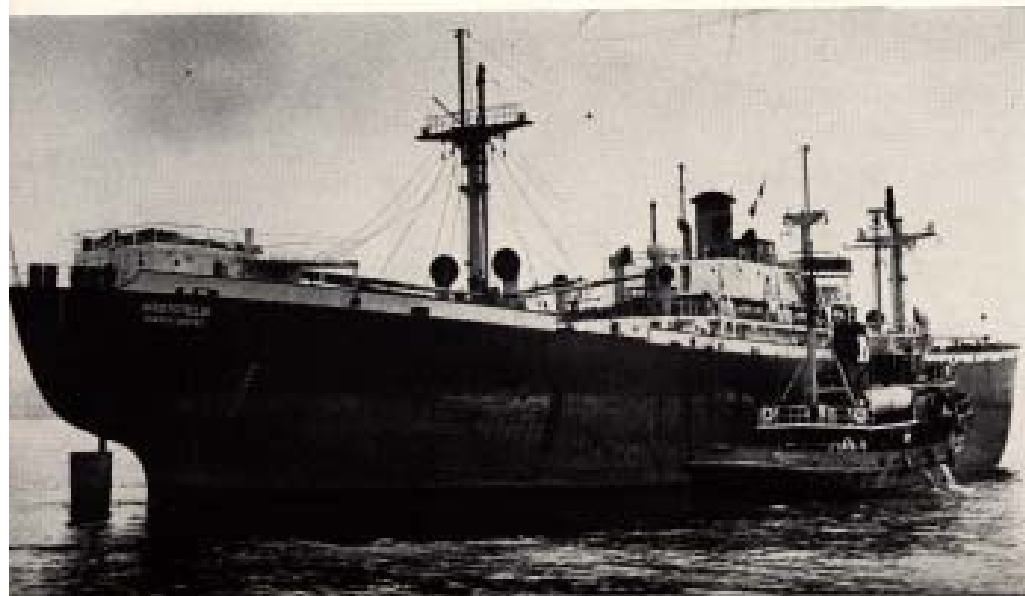
FRANK F. MCEACHREN
(Toronto, Ont., Canada)

H. P. Barmann, R.F.D. 1, Stoneridge, N. Y., deckhand aboard the *Sheila Moran*, and a company employee for almost 10 years, is fabricating a movie in color of a typical *morantow* between Albany and points north, according to his skipper, Capt. C. M. Parslow, who wonders if it wouldn't be a good idea to have him show it at one of our annual get-togethers. What could be better? Let Mr. Barmann consider himself invited to the next gathering of canalers and key personnel at Moran HQ, if no appropriate occasion turns up sooner.

Recommended Reading: "We All Want to Go Back" (sub-head, "Cruising in Company Along the Norwegian Coast from Bergen to Oslo"), by Corinne Alsop Chubb, in the September issue of *Yachting* magazine.

ECHO, from a letter from Michael Crowdy, editor of *Marine News*, journal of the World Ship Society, London, Eng.: "P.S.—May I echo the sentiments of so many of its readers regarding Tow Line? It is very good."

Morantow: Ship, VC-2, Charleston, S. C., to New York—632 miles.



Frame for 'Carol Moran'



Another thing some of these amateur photographers do pretty well, it seems, is to—sh-h-h-h—turn professional. A frequent rider of Moran harbor tugs while he was employed by Alcoa Steamship Co., Jeff Blinn is established now at 395 Broadway, Manhattan, and reports he is ready to take on practically anything in the way of "photography as location"—preferably marine subjects. With the foregoing information, he left on your editor's desk, presumably as a one-of-a-kind calling card, this part hole view of our Carol made as she and her sister tug Doris prepared to assist the U.S. United States to sail from Pier 84, North River.

A Good Turn . . .

(Continued from Page 3)

a righted scow happened to have considerable air in her, she could easily capsize again, and there would be the job—highly technical and touch-and-go at best—to do over again, perish the thought!

In this instance, the delivery to the New Jersey shipyard was made without the least difficulty.

Editor's note: Captain Allen reports that since the scow turning job described by Miss Christian was ticked off the *Eugene F.* has righted another one. In this instance the so-called anchor method was employed—a technique which ordinarily requires using two tugs instead of one.

"But the trouble you run into with the anchor in turning over scows is breaking same," according to the captain, who has submitted to the management a tentative model for a pair of hooks to be used in this type of work. It may be cheaper than breaking anchors, he opines.

Moran tow: T2-type tanker, Norfolk to Jacksonville—587 miles.

Keep Us Covered, Allen!

Dear Mr. Munroe:

I am thirteen years of age and frequently I see your fine tugs go through Lock No. 1 of the Oswego Canal. I also get a chance to read your magazine *Tow Line*. Enclosed are some pictures of your tug *Anne Moran* with the *N. L. Wallace* of Belfast, Maine. They were in Lock No. 1 at the time. I would deeply appreciate you putting me on your mailing list.

ALLEN HILBORN
(7 Church St., Phoenix, N. Y.)

ECHO, from "We Who Work by Night," by Brooks Atkinson, drama critic of the *New York Times*, in the *October*, 1954, issue of *Reader's Digest*, condensed from the August 21, 1954, issue of *Saturday Review*: "There is never an hour of the night when tugs are not grinding the water with their propellers. There can be a pleasant informality about their night life. Seat yourself in the pilothouse of a tug working down the bay, and listen to the radio messages coming from the night dispatcher of the *Moran Towing Co.* in the brightly lighted corner of the 25th floor of 17 Battery Place. . . . The long night watches are uncommonly sociable. There's time for gossip and banter."

We Win a "Subscriber"

Dear Sir:

Since I am very much interested in ships of all sorts, a friend of mine suggested I write you for a copy of *Tow Line*. Last week I received one and was deeply impressed. Would like very much to have additional copies of this wonderful magazine. If you have a subscription rate kindly let me know . . .

CAROL JACOBSON
(Salem, N. J.)

Appreciation From Texas

Dear Sirs:

The calendars that companies spend a lot of time and money to put out are most always very ornamental pictures. Moreover, a calendar is a necessity in carrying on our daily affairs. Although a calendar is a joy and satisfaction, as well as being an absolute essential, its recipients—including the writer—generally accept this invaluable gift about as thoughtlessly as we take in the air we breathe; so maybe this letter of comment and appreciation will be an exception. Furthermore, it will be commented that in the days of sail it was a frequent sight to see a "forest of masts" depicted. However, on your 1954 calendar there is, probably, the most dense "forest of steamships" that has ever been presented. It makes a fascinating picture. In an actual forest the sun is essential in drawing trees up towards the sky. Likewise, in a forest of ships, moored at a shipyard, good handling, high-powered tugs—such as those of Moran's that are shown in action—are essential in shifting ships about. With all good wishes . . .

CARLYLE J. PLUMMER
(Port Arthur, Texas)

ECHO, from an address by the Hon. Charles E. Potter, U. S. Senator from Michigan: "We cannot afford not to have an American merchant marine."

VIVE LA FRANCE!—Without stopping to research the question, the editorial impression here is that a photograph of the French liner *S.S. FLANDRE* has not graced these *we-cover-the-waterfront* pages since our August, 1952, issue wherein judicial note was taken of the ship's maiden arrival in New York on July 30. Two years—SCANDALEUX! Anyway, here is an unusual shot of her maneuvering in North River before docking, with the assistance of a couple of Moran tugboats usual, at Pier 88, Forty-eighth Street, Manhattan, on a recent arrival.





ONE OPINION you are sure to form in the first few minutes of conversation with Elmer Walling, manager of Moran's maintenance and repair base, Port Richmond, Staten Island, is that he is a good-natured guy. Elsewhere you hear he is considered highly competent. And you discover . . .

Elmer D. was born in Oneonta, N. Y., on a possibility bewitched Friday the 13th (of October, 1911). Not that he has let it bother him any, least of all in connection with the abiding interest that is his vocation and avocation—boats. Power boats, that is. His 19-gross-ton *Sea Scamp*, a 41-foot bridgedeck cabin cruiser that sleeps six and cruises at 10 knots, is a recent acquisition. He moors her at Winter's Yacht Basin, at the head of Barnegat Bay.

No wonder such a boat is a requirement. You are not long in finding out, too, that the Wallings are enthusiastic fishermen. Check 'em off: Mrs. W., the former Dorothy G. Deffur of Irvington, N. J.; Elmer (Doug), 14; Richard T., 12; and Ronald A., 11. The specialty seems to be bluefish, and many a mess in the 5-6 lb. class finds its way into the home refrigerator at 7 Barnegat Avenue, Adamston, N. J. Not neglected is the bottom-feeding fluke, with which species they do a lively business at times by drifting with live bait. The boys seem to have certain plans afoot; already they own two outboard motors.



Roanoke-Angler Walling

Keyport, N. J., on Raritan Bay, is practically "solid" with Wallings, Elmer says. His mother's family, Velsors, are or were numerous in the vicinity of Eaton's Neck, L. I. (An older brother, Percy, is captain of the tug *Anne Moran*. His three young'ns are girls, evening things up.)

Previously assistant to Bruno Lukosus, Elmer took over as manager of the Staten Island installation in mid-June, and since then we hear he has been "doin' all right," as they say.

A nickel's worth more of the Walling background may be found in the news story about his promotion, in our June issue.

This does it! Ye editor is a bona-fide grandpappy. Mary Margaret, 7½ lb. daughter of Mr. and Mrs. John MacG. Munroe of Belle Glade, Fla., arrived in the midst of a typical flurry September 8 at Jackson Memorial Hospital, Miami.

Congrats to Mr. and Mrs. Leif Egeland on their 25th wedding anniversary, October 20. "Louie," cook aboard the *Pauline L. Moran*, was feted by crew mates, who presented him with twenty-five silver dollars to commemorate the occasion. The Egelands have been enjoying a second honeymoon at Niagara Falls.

Incidentally, Martin Gross, one of the *Pauline L.*'s deckhands, made those photos you probably have already admired on Page 5 of this issue, of a capsized scow being righted.

Our sincerest sympathy to Fred Schilling, treasurer of Moran, on the death of his wife, Mary, September 25, after a prolonged illness. A 10-year-old son, Andrew, also survives.

Our Tow LINE associate, L.O.C., was maid-of-honor October 16, in Scotia, N. Y., at the marriage of her brother, Eugene A. Christian, Jr., to Miss Theresa Jacobs, a native of that suburb of Schenectady. 'Gene is an assistant manager with the Niagara Mohawk Power Corporation up there. It seems the happy pair sneaked off to Bermuda after the wedding.

Add Straws-in-the-Wind: E. F. Kinkead, on the staff of The New Yorker magazine for the past 20 years, and closely identified with its always stimulating "Talk of the Town" section, was an obviously interested observer aboard the *Margot Moran* as she worked in the harbor Oct. 26.

'Hazel' Coming Up



With "Hazel" in this season's succession of hurricanes already blowing up disquieting gusts along New York waterfronts at midday October 15, Capt. Frederick W. (Bill) Snyder drew the assignment of docking M. V. *Italia*, 21,663 gross tons, on the north side of Pier 97, North River. "And a beautiful job he did, too!" was the unalloyed comment of Jeff Bline, who made this excellent photograph of the captain boarding the incoming vessel from our *Doris Moran*, one of two assisting tugs. The other was the C. Hayward Mascock. That's deckhand Daniel Fuoco, 11 Elmont Lane, Huntington, L. I., a company employee since June, 1942, holding the ladder.

Marine Reporting . . .

(Continued from Page 4)

antine and City Island Telegraph Company wires. The communications line was the property of the association from 1875 to 1890, when it was sold to Western Union.

Nowadays the Western Union marine ticker keeps chattering away and telephone calls to towboat companies for docking orders, berthing times and places are made as the day-by-day process of rounding up complete marine intelligence progresses.

The non-profit association was founded as a means to provide for ship chandlers and suppliers advance marine information. It developed quickly into an important trade association, now interested and active in everything that affects the well-being of the maritime industry and the Port of New York. It is proud, Mr. Jedlicka said, of its complete and historic records of shipping movements that go back as far as 1865. Some of them today, he said, are used for research only.

Pleasant and Educational

Dear Mr. Drudy:

I should like to express to you my sincere thanks for the opportunity you afforded my family and myself to spend (a day) on the *Maira Moran*. Captains J. Jorgensen and O. H. Ericksen and the entire crew did everything possible to make the day a pleasant one, which it was indeed. They are a fine group of men and a credit to your line. Their work was accomplished so quickly and efficiently, and yet after each assignment they took time to explain to us just why different means were used. It was not only a very pleasant day, but an educational one as well, for all of us. Again my heartfelt thanks.

GEORGE R. DOUCETTE
(Bergenfield, N. J.)

Born September 27 at St. Vincent's Hospital, Staten Island, to Mr. and Mrs. Richard Decker, 46 Constant Avenue, same borough: a daughter, Grace. Mr. Decker joined the Moran organization in 1947, in the diesel shop at the company's maintenance and repair base, Port Richmond, and on June 28, 1949, became chief engineer of the tug *Sheila Moran*. The Deckers already had a quartet, two sons and two daughters.



E. F. Moran, Jr., vice president, Moran Towing & Transportation Co., represented the firm when the city's official greeting party aboard the tug *Doris Moran* went down the bay September 9 to meet and welcome the new fireboat *John D. McKean*, which was given a flattering reception by craft of all sorts, large and small, before assuming her regular service station at Pier One, North River, replacing the *Firefighter*—which in turn replaced the *Gaynor* on the South Brooklyn waterfront. Others aboard the *Doris* were Fire Commissioner Cavanagh, Deputy Fire Commissioner Mand, Denis Lynch, N. Y. F. D. secretary; Public Works Commissioner Zarmulhen, Kenneth Behr of the Department of Marine and Aviation, Fire Marshal Scott, Gerald Fitzpatrick, who took over navigation of the new vessel; and members of the McKean family.

ECHO, from an illustrated feature story, "They're Still Barging on the Erie Canal," by Prof. Frederick C. Shipley, in *Texaco Topics*, April, 1954: "As we came out on deck in the dark, a plane was soaring overhead, its lights blinking on and off. 'Let her fly,' said John Pawlick. 'We haul the gas.' I found out they had aboard 13,600 barrels, or over 600,000 gallons, of Texaco aviation gasoline." (The barge? Moran propelled.)

Morantow: VC 2, New York to Wilmington, N. C.—562 miles.

Fleet Safety Record

The following captains and mates had no damage claims charged against them for the months of July and August, 1954:

Agnes A., J. Pederson; *Anne P.*, Walling, G. Hayes; *Barbara J.*, Sahlberg, H. Wee, P. Gaughran; *Bartow*, M. Anderson, G. Halvorsen; *Carol R.*, Hayes, L. Thorsen; *Catherine J.*, Costello, J. McConnell, Jr., H. Vermilyea; *Christine F.*, Dezendorf, S. Abrams; *Claire A.*, F. Duffy, A. Tucker; *Doris M.*, Grimas, K. Buck, J. Cray; *Edmond J.*, W. Baldwin, F. Schweigel, W. Mason; *Eugene F.*, E. Allen, W. Anderson, J. Todesky; *Harriet M.*, Connor, F. Perry, J. Morin; *Helen B.*, J. Jaques; *Joseph H. Moran II.*, L. Goodwin, E. Gronvold, H. Mathisen; *Margot R.*, Larkey; *Marie S.*, J. Small, A. Yell; *Marion J.*, Barrow, E. Dexter, M. Scott; *Mary M.*, Rodden, J. Driscoll, L. Gertzler; *Michael H.*, Jacobsen, L. Larsen; *Maira B.*, Baker, C. Sheridan, J. Jorgensen, H. Olsen; *Nancy M.*, Sullivan, F. Jonassen; *Pauline L.*, W. March, O. Erickson, H. Pederson; *Peter H.*, Dickman, V. Chapman, R. Fiske; *Richard J.*, Barrett, E. Carlson, C. Carlson; *Sheila C.*, Parslow, T. Sweet, I. Chartrand; and *William J.*, A. Munson, E. Freeman, H. Hansen.

MISSION ACCOMPLISHED—We are indebted to another "dedicated" photographer, L. Lie, 352 Sixth Street, Brooklyn, a fellow with something like a professional eye for the niceties of scenic composition, for this fine going-away shot of our CABOT MORAN and for permission to publish it. Seldom indeed do you encounter a more impressive view of the jagged skyline of Manhattan, as seen from vessels entering or leaving Buttermilk Channel. 