

# TOW LINE



AUGUST, 1955

Vital Defense Tow...  
(Pages 2 & 8-9)





## ON THE COVER—

**S**OMETHING NEW in the way of Tow Line "show case" decorations: an aerial photograph in full color, courtesy of the shipbuilding division of Bethlehem Steel Co.—as are all but one of the black-and-white pictures in our center spread, Pages 8-9—and if it meets with reader approval one half as enthusiastic as that shown around Moran HQ, more of this sort of thing may be seen here in the future.

Almost as fantastic as something conceived by a writer of modern science fiction, or dreamed up by an illustrator of such stories, a man-made "island" destined to be the first in a line of vital offshore radar outposts in the continental defense system of the United States moved out of Boston harbor July 12, towed by a pair of our powerful ocean tugs. The voyage ahead, laid out with drawingboard precision based on world-wide experience in the towing business, was never regarded as child's play; it was "the real McCoy."

On our front cover, then, on short wire hawsers from the *Marion Moran*, right, (Capt. James L. Barrow, Norfolk, Va.) and the *M. Moran*, (Capt. Earl H. Allen, Lafayette, R. I.), you see the Texas-tower-type structure being towed through the outer harbor of the Massachusetts port, with Castle Island in the middle background. Its destination was a pin-point site on Georges Bank, 100-odd miles off the New England coast, at which strategic location the tow arrived during the closing hours of July 14. The weather was favorable.

(With the tow safely anchored, and the *M. Moran* assigned to "tending" duties for an indefinite period, the *Marion* departed at top speed to pick up a disabled freighter 250 miles east of Bermuda, to tow her into the nearest safe harbor, St. George's.

Built in Bethlehem's shipyard at Quincy, Mass., and fitted for sea at that company's East Boston plant, the—would "amphibious" be a permissible adjective?—radar structure now has its three permanent spuds or legs, each 15 feet in diameter and filled with concrete, firmly embedded in the continental shelf under 10 to 15 fathoms of water. By an ingenious system of hydraulic jacks the platform has been raised 67 feet above sea level.

Moran's responsibility in this highly important national defense operation was to the De Long Engineering and Raymond Concrete Pile companies, primary contractors—and we are proud of having done our part. Good luck to all hands, including the ultimate U.S. Air Force crew slated to man the Gibraltar-like outpost.



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*Moran's European Agents:* ENGLAND: James A. McLaren & Co., 65 Bishopgate, London, E. C. 2; SCOTLAND: Henry Abram, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Shipping Services A/S, Fridtjof Nansens plass 4, Oslo; Birger Gjestland A/S, Kong Oscars Gate 62, Bergen; DENMARK: Jorgen A. Rasmussen, 33 Amaliegade, Copenhagen K.; SWEDEN: A. B. Sandstrom, Stranne & Co., Postgatan 2, P.O.B. 93, Gothenburg; FINLAND: A. B. Lars Krogius & Co., O. Y., S. Magasinsgatan 4, Helsinki; BELGIUM: Wm. H. Mueller & Co., S. A., 21 Rue de la Bourse, Antwerp; GERMANY: Ernst Glössel, Altenwall 21, Bremen; SPAIN: Rafael Navajas Aguirre 8, Bilbao; ITALY: O.S.I.A.M., Via C. R. Ceccardi 4-26 Genoa; GREECE: The Saporta Agency Co., Ltd., P.O.B. 21, Piraeus.





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R. M. Munroe, *Editor* Lucille Christian, *Associate*  
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## ***Integrated Tank Barge Operation***

***Moran, Seaboard Subsidiaries  
Formed to Begin Towing on  
Mid-continent Waterways***

*(News release dated June 21, 1955)*

Formation of a wholly owned subsidiary, the Moran Inland Waterways Corporation, as a preliminary step in an Ohio River integrated tank barge operation, was announced here today by Moran Towing Corporation, parent company of the Moran enterprises, embracing tug — and now towboat — operations on the high seas and in coastal waters, harbors and many of the nation's inland waterways, including the Great Lakes.

A relatively new river towboat, the *Frank W. Banta*, a typical Mississippi pusher-type craft, has been acquired and is being renamed *David E. Moran*. This twin-screw vessel is 99 feet long and 26 feet wide, with a loaded draft of 7.5 feet. She has twin steering and twin backing rudders, and is equipped with the most modern navigational apparatus. There are comfortable quarters and the latest in galleys for a full river crew.

In a parallel move, Seaboard Shipping Corporation, also of New York, is forming a wholly owned subsidiary, Intercity Barge Lines, Inc., and already has under construction at New Orleans, a standard Mississippi-type integrated tow, consisting of two raked-end barges 270 feet long and two square-end barges 150 feet long, which will have a carrying capacity of 70,000

*(Continued on Page 10)*



BAYONNE (N. J.) TERMINAL, MIDNIGHT—This striking marine picture, essentially decorative, and published here with the kind permission of The Texas Company, whose equipment is involved, is from the camera of one of Tow Line's staff photographers, Prof. Frederick C. Shipley, Dobbs Ferry, N. Y. It was made from the deck of Texaco's barge No. 398 on the night of June 3, just before our inland waterways tug *Claire A. Moran* (Capt. Frank Duffy) arrived on the scene to take her and her cargo of aviation gasoline to Ithaca, N. Y. . . . Nice work!





## Pyrotechnics Afloat!

**E**VER wonder about those spectacular fireworks displays off Rockaway Playland, Long Island, Wednesday evenings—who is responsible for them, how they're prepared and executed, and all that? If so, this is for you.

The Rockaway Chamber of Commerce has contracted with International Fireworks Co. to put on such a display one night a week at 9 o'clock, as close to the beach as may be consistent with all safety considerations. Petterson Lighterage & Towing Corp. provides a deck scow for this purpose, and Moran T. & T. Co. assigns a tug to tow it.

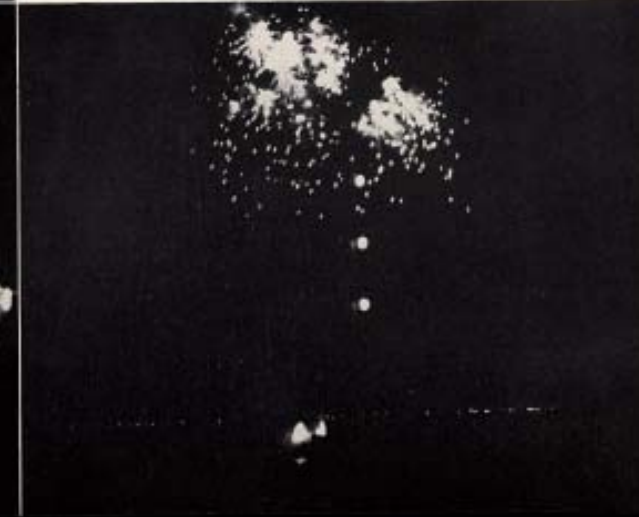
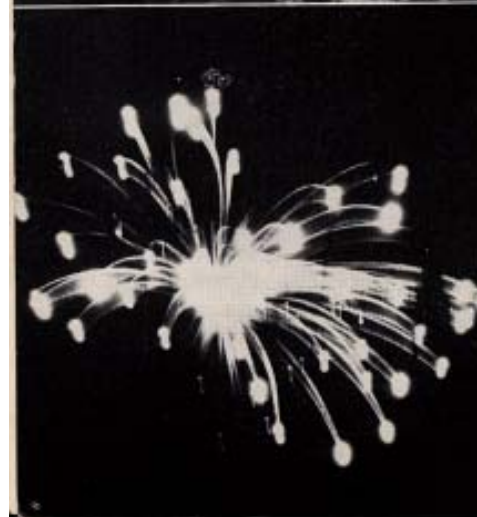
A display consists of 15 minutes of skyrockets (all types and colors), a large advertising sign, and a finale, the traditional American flag display and rocket bombardment. A three-man barge crew is necessary. The fireworks are made up in the International plant, North Bergen, N. J., and display signs are erected on the barge Wednesday mornings—approximately five hours being required to rig a barge before our tug arrives on the scene. The tow gets under way about 4 p.m., depending on wind and tide.

The actual show is not as simple as you might think. The tug captain must watch the barge closely, since any considerable amount of spray could wet the fireworks (at least fuses), cancelling the show for that evening. Also, he has to maintain enough headway over the course to keep the barge parallel with the beach, but not enough to tow her beyond the Playland area before the display is over.

Our layout of photos, made by Jeff Blinn aboard the tug *Pauline L. Moran*, with Capts. Charles Sheridan and Robert Hayes, Sr., alternating in the pilothouse:



Top row, left to right: Frank Davito sets a mortar; fully rigged barge at Petterson's yard; and Edwin H. Tucker laying fuse for grand finale. Second row, left: barge crew confers with tug captain; and, right, tow under way to Rockaway, with Manhattan's skyline receding. Third row: darkness falls—it won't be long now; and, right, first burst. Bottom row: more, off Rockaway.





## Elderly Folk Enjoy Annual Harbor Trip

Approximately 800 beneficiaries of 16 New York City Welfare Department day centers for older persons were treated July 18 to their seventh annual boat ride, sailing at 9 a.m. from the pier at 23rd Street, East River. All the voyagers were between 60 and 90 years old.

The excursion boat, use of which was donated by the St. John's Guild, was towed by our tug *Pauline L. Moran*, Capt. Bill Morch. This is a free service provided by the company.

The municipal Welfare Department, in cooperation with private agencies and public-spirited citizens, has been operating day centers for oldsters for the past dozen years, sponsoring programs which include various arts and crafts.

### Our February Cover

Dear Admiral Moran:

I want also in this way to thank you for giving me the beautiful and interesting picture of the *Nicoline Maersk* and for your courtesy in presenting it to me yourself. With your permission I am arranging for copies to be made so that I can send some to our offices, where I know they will be much appreciated. The reproduction will probably take about three weeks, and I shall be happy to send you a copy of the picture at that time.

THORKIL HOST

(30 Broad St., New York, N. Y.)

### ¡Mil Gracias!

Muy señores míos:

Los saludo cordialmente en la ocasión de avisarles recibo de su muy atenta carta de fecha 16 del presente, a la cual tuvieron a bien enviarme unas fotografías de la motonave *Mérida*, por cuyo envío les expreso las más cumplidas gracias. Quedo de ustedes como siempre,

Atento amigo,

REMIGIO ELIAS PEREZ,  
Capitán de Fragata

(Compañía Anonima Venezolana de Navegacion, Caracas, Ven.)

### "Shipping and Mails"

Dear Sir:

This paper, Japan's only evening English daily, recognizes a need for better shipping coverage than has been given to date by any large newspaper locally. Japan's insular and industrial character make it impossible to over-emphasize her dependence on foreign commerce. Our publication reaches both Japanese and foreign readers throughout the archipelago. It has been decided to devote an entire page to "Shipping and Mails," bearing in mind the patterns offered by the time-honored Manila Bulletin "pink supplement" and the New York Times' regular section on marine intelligence and news of the shipping world. It would be most advantageous to us to receive your publication regularly, and we would appreciate advice as to whether you might be willing to favor us.

JESSE B. THOMAS

(Asahi Evening News, Tokyo)

### Invitation from Scotland

Dear Sir:

The June number of your splendid *TOW LINE* arrived this morning and, as a result, I did not leave the house until I had read it at least twice. The photos and articles are all fine. I do enjoy them, as I know all the boats and most of the captains you write about. Captains Huseby, Evans, Snyder, G. and J. Sahlberg and others are all well remembered by me. I was 25 years wharfinger at Bethlehem 27th and so came in contact with your boats and crews daily. I have now swallowed the anchor, but I am still interested in ships and the sea. I am Deputy Master of Trinity House in Leith, so that keeps me in touch with everything maritime. We have a beautiful place here. It dates back to 1380, and I have been a member since 1914. Should any of the Moran staff come to Scotland, I would like them to visit Trinity House and see and admire our wonderful place. Thank you for sending me *TOW LINE*, which I appreciate.

WM. M. REID

*ECHO*, from a letter written by Sen. A. Willis Robertson, quoted by the American Merchant Marine Institute, Inc.: "... A strong merchant marine is necessary, not only because of its contribution to our peacetime prosperity through promotion of foreign trade, but also from the standpoint of wartime security. It is undoubtedly true... that too few Americans outside the maritime industries know the facts and recognize the comparatively modest subsidy which has been made for maritime services as a legitimate contribution to our defense potential."

## British Guiana Harbor Pilot, Here to Observe Best Practices, Rides Moran Tugs



Mr. McWatt in the pilothouse of our Ned Moran

Leslie C. McWatt, a licensed pilot in the harbor services of British Guiana, is no man to loaf all the way through the six months of vacation he gets every four years. He likes to observe how marine experts of other latitudes, especially his opposite numbers, take both routine and emergency operations in stride, so naturally enough the Port of New York is an irresistible magnet.

In recent weeks Mr. McWatt has become a pleasantly familiar figure aboard various tugs of the Moran fleet, as well as in the operations section of company headquarters. All hands have come to regard his intelligent, soft-spoken questions and comments with the utmost respect, according to John J. Metzner, vice president.

The ambitious visiting pilot came to Moran with a to-whom-it-may-concern letter of introduction from Charles S. Macaulay, director of the United States Operations

Mission to British Guiana, who listed some of the things Mr. McWatt wished to investigate, including lighthouse and lightship practices, rescue and salvage operations, dissemination of marine information by radiotelephone, radio beacons, harbor installations, official inspection of smaller vessels, and recommended practices for the care and safe operation of powered craft.

Local officials of the Maritime Administration, U. S. Department of Commerce, made arrangements for Mr. McWatt to visit New York harbor installations under jurisdiction of the Corps of Engineers, U. S. Army, and to confer with members of the New York and New Jersey Sandy Hook Pilots Ass'n and observe their day-to-day operations. Many of his special interests concern functions of the U. S. Coast Guard, officers of which service are reported to have given him full cooperation.



## Intercepted 'Mayday' Message Touches Off Flashiest Fraud Since Loch Ness Monster



"Mike" Sullivan

In the pre-dawn hours of July 7 a hard working unit of the Moran fleet, the tug *Nancy Moran*, and her unsuspecting skipper, Capt. Mitchell C. Sullivan, suddenly became involved in a hair-raising maritime news story — a page one item from coast to coast, which also cut deeply into the cable tolls budgets of all press associations—to the effect (finally) that survivors from a burned party fishing boat 50-odd miles southeast of the entrance to New York harbor had been rescued by a foreign submarine. . . . Well!

At the moment, your editor was just ankle-deep in what he regarded, however mistakenly, as a fully deserved vacation on the ancestral acres near Baldwinsville in upstate New York, so it fell to various other members of the Moran HQ staff, from dispatchers on duty to the president himself, to handle the company end of an apparently grade-A emergency. According to John J. Metzner, vice president, first official drawn into the vortex of radiotelephone reports from the *Nancy*, "reporters and photographers were

standing four deep around here, and the switchboard was a madhouse."

About 2:30 a.m. that Thursday, Capt. Sullivan, at sea with a dumper, intercepted a *m'aider* call from what was reported to be the 40-foot fishing boat *Blue Star*, saying the vessel was afire and probably sinking. Subsequent messages, some virtually unreadable and smacking of bona-fide distress, said the fire continued to sweep the craft, that there was an explosion in the engine room, that the *Blue Star* had a hole in her stern and was sinking rapidly, that all life preservers were destroyed, and that the radiotelephone operator thought he would be compelled to jump for his life at any moment. . . . Then there was a blood-curdling scream, followed by 20 minutes of complete silence.

Then the radio voice was heard again, in extreme agitation: "A submarine is surfacing about 350 yards from us. It is not an American submarine." Then: "I don't think they'll let me talk any more."

You see, here were all the makings of a series of A-wire and transoceanic bulletins. The U. S. Coast Guard's search and rescue facilities went into action immediately. By the time they got into high gear both press and radio were, too, which put Moran HQ

almost in a state of siege. The wire services were running a high fever; practically the only New York newspaper without a representative on the 25th floor at 17 Battery Place was the *Daily Freight Record*. Captain Sullivan was said to be considering a trip somewhere inside the Arctic Circle.

On July 8 it was more of the same, as far as Moran was concerned; but by the end of that day, when nothing more than an unidentified life preserver and the inevitable "oil slick" had been turned up by a gigantic sea-air search, a pale and probably saffron-colored light began to dawn on all concerned. By the following morning the consensus was, "Hoax!"—(Cap. "H")

And how right they were. An eagle-eyed boat owner discovered and reported to the proper authorities that his radiotelephone transmitter had been used without permission in his absence. In short order the skipper of the *Nancy Moran* got off the hook, as they say, when the culprit, a disgruntled ex-mate of the boat in question, who may have been reading too much adventure fiction, was apprehended and heaved into his neighborhood bastille — where he not only confessed in astonishing detail, but involved a scarcely less balmy accomplice.

Since then, TOW LINE has been counting among its not unmitigated blessings the fact that it has never subscribed to a clipping service.

**TWINS MEET IN PORT**—For the first time since they were built, the sister ships *Maasdam* and *Ryndam* of the Holland-America Line fleet were in port together, and on that bright June day our Flying Camera, Inc., photographer (Stan Gilbert) was aloft to record the unusual scene around the line's 5th-6th Street piers at Hoboken, N. J. Here, from two outboard angles, you see the tugs *Doris Moran* and

*Maira Moran* assisting the *Ryndam* to sail from the north side of the 5th Street pier at high noon—with our Capt. John A. Bassett aboard the ship as pilot. That's the *Maasdam* in the southside berth, and she sailed five hours later. The freighter *Arendsdyk* got into the act, as the show business saying goes, simply by being tied up in the northside berth of the 6th Street pier. . . . Want to go places?





## 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 Moran headquarters.)

**JULY 5, 1905**—Steamer *Col. E. L. Drake*, Capt. Thomas Fenlon, sailed from New York July 3 for London with barge *S. O. Co. No. 95*, Captain Eriksen, in tow. Both vessels are equipped with DeForest Wireless Telegraph. The trip is expected to take 14 days.

**JULY 12, 1905**—Tank steamers *Northman*, *Northtown* and *Northwestern*, 1,496 tons each, engaged in the oil carrying trade between Port Arthur and New York were sold at Chicago recently by the estate of C. Counselman to the Texas Company. They will continue in the oil trade. . . . *No. 101* (barge), from Boston to Shadyside, N. J., loaded with oil, in tow of tug *Blue Bell*, was in collision July 4 with steamer *Nantucket*, from Baltimore for Boston. Barge had bows stove in, plates started, bulkhead broken, forward compartment filled with water, and was towed to Vineyard Haven for temporary repairs. *Nantucket* had a large hole stove in her starboard side, but all damage was above water line. She proceeded to Boston. . . . Steamer *Providence* (N. Y. & Providence Line) broke her shaft off Cornfield Light Vessel and was towed into New London by the steamer *City of Taunton*.

**JULY 26, 1905**—Standard Oil Co. steamer *Col. E. L. Drake*, towing barge *S. O. Co. No. 95*, New York for London, passed the Scilly Islands July 18. The tow averaged 200 miles per day. It is probable that this method of transporting oil will be adopted as a result of the success of this first transatlantic towing trip.

**AUG. 2, 1905**—*Robert White* (tug) was sunk in collision July 26 with a C. RR. lighter off the Battery, N. Y. All hands were saved by tugs *Mirkman*, *Union*, and *Lohman*. The house of the *White* was washed off and her stack toppled over. She appeared to be cut in two.

**AUG. 9, 1905**—Schooner *Polly*, now in her 101st year and the oldest vessel afloat as recorded in the U. S. Government list, was sold recently to Edwin Blastow of Deer Isle. . . . (New London, Aug. 7) Steamer *Bay View*, from Newport News for New Bedford, and barges *Bavaria*, for Allyn's Point, and *Badger*, for Providence, which she had in tow, went ashore Aug. 6 on Race Point. Each barge has bottom badly holed and is filled with water. Coal cargoes are being lightered. . . . *Hopatcong* and *Binghampton* (ferries) were almost totally destroyed by fire at Hoboken night of Aug. 7. Estimated damage, \$400,000.

**AUG. 16, 1905**—Steamers *Glaucus* and *Neptune* of the Metropolitan S.S. Co., which have been laid up at Brooklyn for a number of years, were towed to Provincetown, Mass., Aug. 14, to be broken up.

**AUG. 23, 1905**—*La Savoie* (Fr. SS.), at New York Aug. 19 from Havre, reported she broke intermediate shaft on port engine Aug. 17, and proceeded to port on starboard engine. To Newport News for repairs.

INLAND WATERWAY RESORT — A bright spot in the long New York State Barge Canal tow between Albany and Oswego or inland ports to the westward of Syracuse is this by no means new amusement park, Sylvan Beach, at the eastern end of Oneida Lake in the county of the same name. The boys aboard Moran inland waterways tugs like to pass the place Saturdays, Sundays and holidays so they can exchange greetings with festive people ashore, but in this instance the tug went through on a Monday morning; and is there anything that looks more deserted than an amusement park when it is deserted?—Shipley photo.

## Harbor Tug Rescues Despondent Workman

Passengers bound for Staten Island aboard the ferry *Verrazzano* on the morning of July 13—a notorious date which may or may not have any significance in this instance—were delayed briefly when a homeless and discouraged longshoreman climbed the upper deck railing and jumped into the bay as the craft was passing Governors Island. He identified himself as Frederick J. Beyers, 55, and said he was "tired and fed up."

The captain of the ferry sounded distress signals and ordered a lifeboat lowered; but our harbor tug *Carol Moran*, first on the scene, came alongside Beyers—who started swimming away, then apparently changed his mind about being rescued—and members of the crew pulled him aboard, unharmed.

At Pier 1, North River, the *Carol* turned him over to a police detail. He was taken to Beekman-Downtown Hospital and later transferred to Bellevue Hospital, for further observation.

## Memo to Personnel Manager: Watch This Young'n

Dear Sirs:

I am a boy of fourteen and I enjoy tugs very much. I have never seen any of your tugs except in pictures. I spend a lot of time watching tugs around Port Orchard and Bremerton. My uncle has taught me a great deal about tugs. I hope that when I am old enough I will be able to work on a tug. I have chosen tugs for my year-end report at school. I would appreciate it very much if you would send me all the pictures and information possible about your tugs. . . . Thank you very much.

CHUCK BOOTH  
(P.O. Box 55, Port Orchard, Wash.)



## S.S. Atlantic (Ex-Matsonia)

Editor, TOW LINE:

I would like to convey my extreme pleasure in receiving recently a splendid picture of the *S.S. Atlantic* being maneuvered by a Moran tug in New York harbor. I knew the *Atlantic* when she was the *Matsonia* of the Matson Navigation Co. and operated, from 1927 until 1948, between the west coast and Honolulu, Hawaii. I also appreciate receiving *TOW LINE*, which is a fine publication and of considerable interest as far as I am concerned. It ranks "tops" with me.

JOSEPH TRUNK  
(Concord, California)

## Netherlands Tugboatman Leaps Language Bar

Best Sirs:

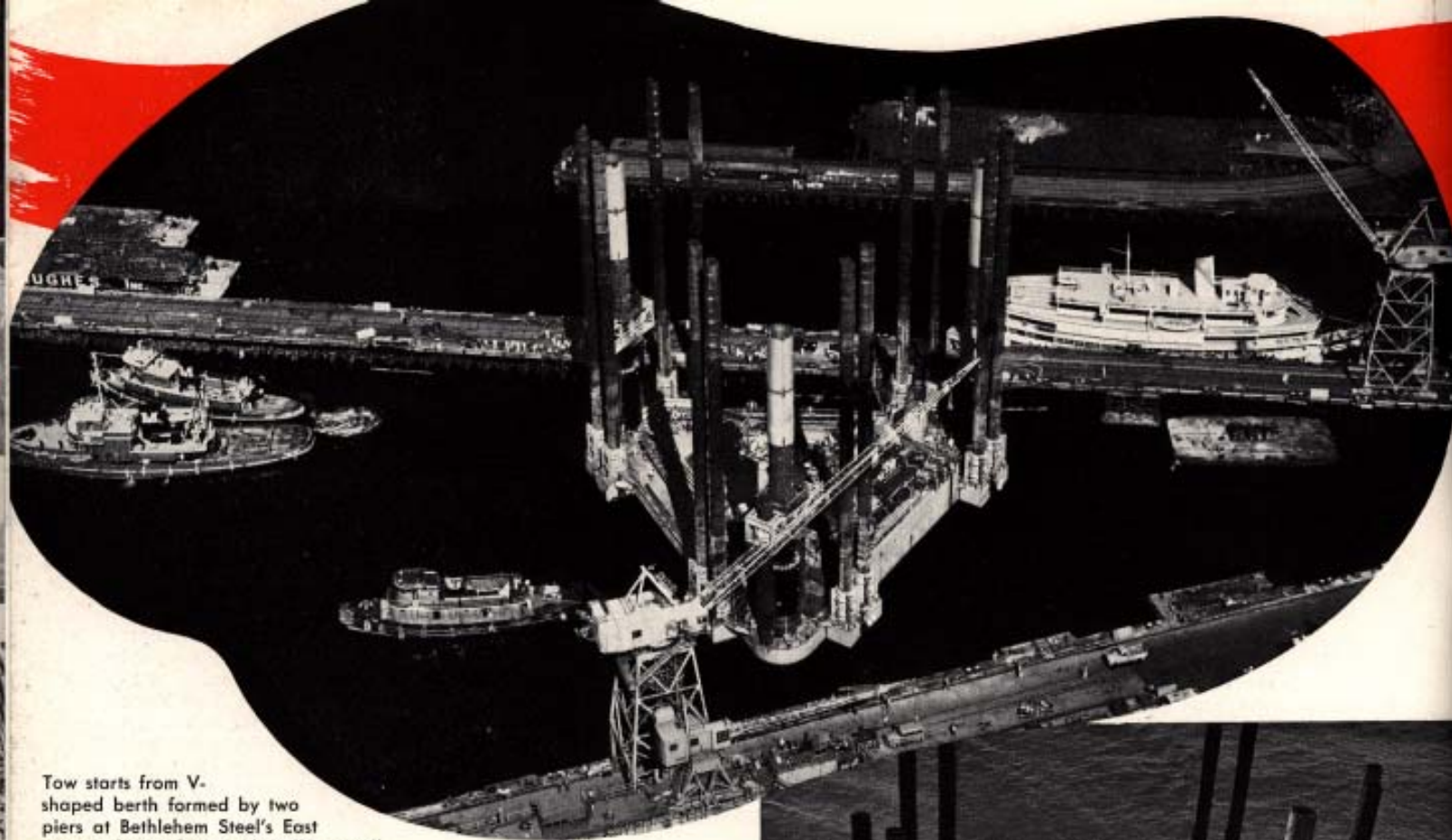
When I will asked you have you not pictures of your tugs when I gether this. I am also werking on a tug in the harbour of Rotterdam. I am 15 years old. My ship is 80 horses-force. The name is *Cornelis*. I have read your advertisements in the book *The Blue Pennant*. For profit I thank you verre much.

JAMES E. J. VERWEY  
(Mr. Arendstraat 20B,  
Rotterdam)

Editor's note: We appreciate young Mr. Verwey's interest, and if he does not find herein "M" tug pictures to suit his cosmopolitan taste, or not-enough of same, it will be a pleasure to make others available. While we're at it, here is an on-deck snapshot our correspondent was kind enough to enclose.







Tow starts from V-shaped berth formed by two piers at Bethlehem Steel's East Boston shipyard. Tug Mars "steering"



With two local tugs assisting Moran's ocean tugs, tower moves slowly into main ship channel



Near-vertical view of tow under way, showing on deck variety of machinery to be used in erecting tower at ultimate location

**Boston to Georges**



# VITAL DEFENSE TOW...

Forward view. (See description of full-color photo on front cover.)



Bucking flood tide, tugs move through entrance to inner Boston harbor at speed of about  $1\frac{1}{2}$  knots, past Deer Island Light

Ungainly tow making nearly three knots 25 miles east of Cape Cod.—Photo by John Van Arsdale, Provincetown.



Bank



## Volunteer Service Photographers Cruising Party Aboard Doris Moran, Ignoring Rain, Shoots Everything in Sight

(Hale Williamson, in the New York World-Telegram & Sun, June 28)



DeWitt Davidson photo for Tow Line

Nothing dampens the ardor of the real camera fan. Just like the mailman who leaves our magazines lying on the porch right out in the open every time it rains, the intrepid shutterbug pays little attention to the weather, except to adjust his exposure accordingly.

Take the 125 or so fellows and girls who went on the Volunteer Service Photographers fourth annual tugboat cruise in New York harbor Saturday. The weatherman broke his promise of "fair and warmer," some time before the sailing hour when he drew a curtain of grey clouds across the sky.

Then in the early evening as the party aboard the tug *Doris Moran* was merrily "dieseling" along off the Brooklyn army piers, it started to rain. But nobody cared. They just took "rain pictures."

Despite the weather, the cruise was a success. The photographers aboard got a lot of pictures, enjoyed an excellent box supper and had a good time talking shop, while Jean Lewis, executive secretary of the VSP, reported the affair a financial success. Proceeds will be used to help carry on the work of the VSP among hospitalized veterans and civilians.

Miss Lewis, incidentally, did everything but steer the boat. She checked in all the food, checked in the members of the party, gave out prizes, served coffee and posed for a couple of pictures.

The tug *Doris*—the advertised sister vessel *Barbara Moran* was busy elsewhere—cast off from Pier 1 at 4:15 p.m. and headed up the East River. The East River bridges were shot from various angles, as was the Brooklyn Navy yard and the eastside skyline. The U. N. buildings burned up a mile or so of film and the turnabout was made just above the Queensboro Bridge. Cameras were turned on the Brooklyn waterfront as far south as Bay Ridge, and the return northward gave us a chance to shoot the piers on Staten Island. We doffed our hats to Miss Liberty and sailed up the North River to 60th St. or so. By that time any pictures taken were real rainy day shots. About 8:30 found the *Doris* back at her starting place.

A number of gangplank prizes were given out and more prizes will be distributed when Frank Soracy and Floyd Lewis, respectively, finish judging the black and white prints and color slides. . . .

## Integrated Tow . . .

(Continued from Page 3)

barrels of petroleum or other liquid products.

It is expected the joint Moran-Seaboard venture on the mid-continent inland rivers will go into operation about July 15—depending on how soon the barges are completed, minor alterations in the towboat are made, and the integrated tow can be moved up the Mississippi to the Ohio.

"For some time both Moran and Seaboard have contemplated feasible expansions of this kind, and we are happy indeed to become active in the midwest area," Rear Adm. Edmond J. Moran, president of both concerns, said in making the announcement. "Our experience elsewhere has been

so varied and extensive, and our equipment is so modern and efficient, we have every confidence in the success of the Ohio River operation, as well as in others of its kind if and when further expansion is indicated."

He added that a towing contract already in hand calls for transporting petroleum products in capacity lots.

The route of the initial towing operation will be between Mount Vernon, Ind., and Coraopolis (Pittsburgh), Pa., a distance of 819 miles. Transiting of 41 locks with limiting factors of 600 feet in length and 110 feet in width will be involved in each one-way tow. Distances between locks range from 4.8 miles to 65.4 miles. Even during the dry season, the navigable depth of the river channel is at least nine feet, according to Moran's operating department.



"BOUNDING MAIN" INDEED!

—An ironical axiom of the U. S. Coast Guard lifeboat stations is to the effect that "the book says you have to go out, but it doesn't say you have to come back." In the ocean rescue end of Moran operations it is even more important to come back with whatever you go out after, especially a disabled and otherwise helpless ship, sometimes when scores of lives and millions of dollars' worth of property are at stake. Not infrequently during a stormy season in the North Atlantic it can be almost a full-time job just to stay aboard an ocean tug while performing a crewman's routine duties. Here is our faithful Edmond J. Moran reconnoitering to get her hawser to a crippled vessel so the long tow to "the nearest safe port" can get under way. . . . Anyone for badminton?

## Veteran Moran Deckhand

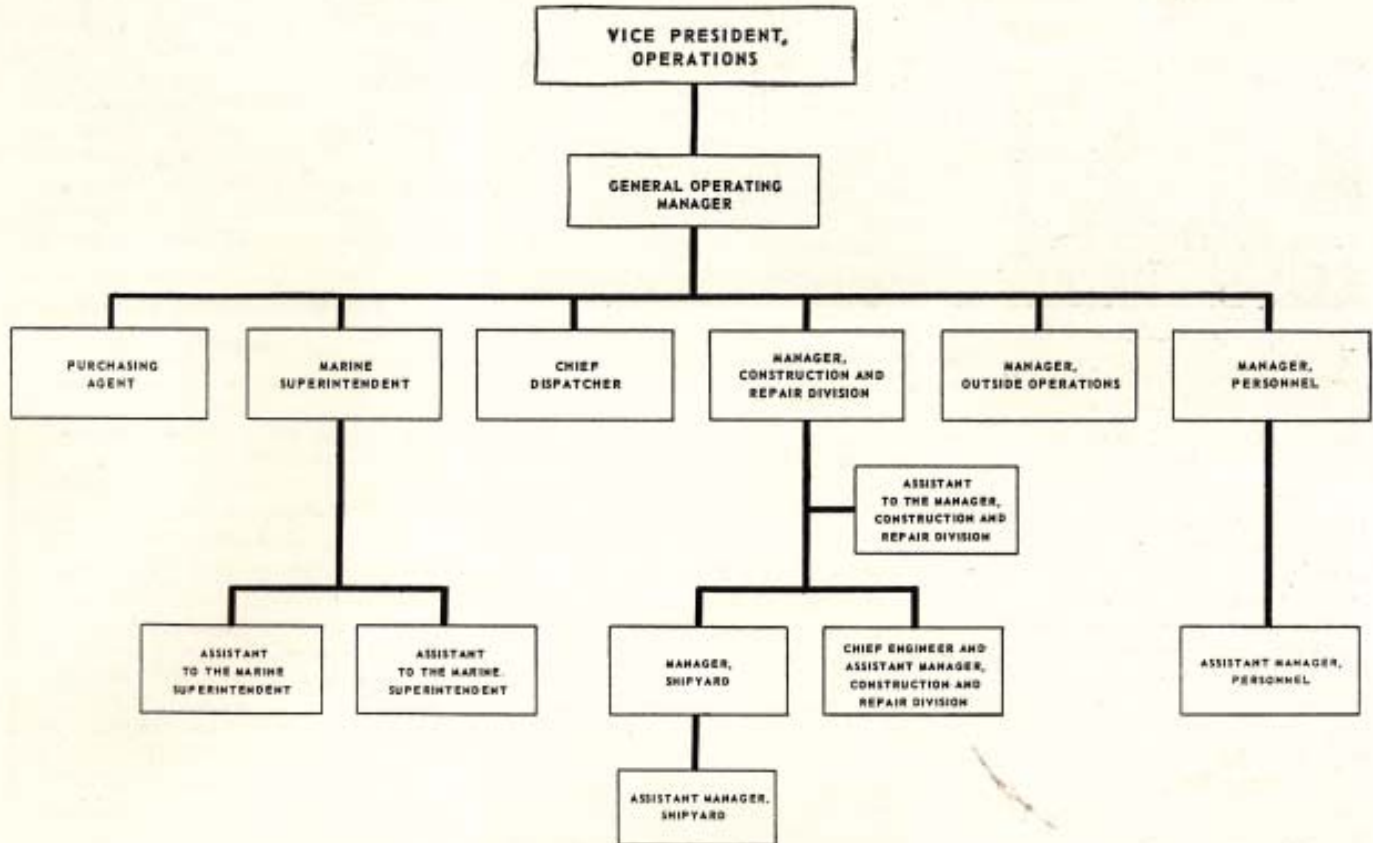


Come November 2—only a few days more than two months off now—and Raymond H. Carella, 89-35 One Hundred and Twenty-seventh Street, Richmond Hill, Queens, will have been an employee of Moran Towing & Transportation Co. for thirteen (repeat, 13) years. He is a thoroughly experienced deckhand, and this action shot by one of Tow Line's roving photographers shows him performing competently a routine, but none the less important, task aboard his tug, the *Moir* Moran. Personnel and equipment fully adequate in all circumstances is the without-which-not ingredient of successful operations.



# Organization Chart: Moran Operating Department

(Moran Towing and Transportation Company, Inc., August 15, 1955)



With the assistance of Cresap, McCormick & Paget, a well known firm of management engineers (New York, Chicago and Washington), Moran company officials have established the foregoing new organization chart covering our operating department. Herewith, then, the various individuals concerned, whose names do not appear in the 15 panels of the chart as reproduced above.

Vice President, Operations: JOHN J. METZNER; General Operating Manager: FRANK J. HUGHES; Purchasing Agent: JOHN L. TEDALDI; Marine Superintendent: JOHN

A. BROWN; Ass't Marine Supt.'s: IRVING W. MILLER and THOMAS BISHOP; Chief Dispatcher: NICK BODLOVIC; Manager, Construction and Repair Division: HOWARD C. MOORE; Ass't Mgr., HOWARD NIELSEN; Manager, Maintenance and Repair Base: ELMER D. WALLING; Ass't Mgr.: THOMAS STIELER; Chief Engineer and Ass't Mgr., Construction and Repair Division, HUGH L. MESNARD; Manager, Outside Operations: C. M. DEVINE; Manager, Personnel: FREDERICK K. DEZENDORF; and Ass't Mgr.: MICHAEL BODLOVIC. . . . All hands please take note.

**TRANSATLANTIC TOW** — From Charleston, S. C., to Blaye, France, a Gironde River port 15 miles below Bordeaux, is 3,960 miles—via Bermuda and the Azores, where diesel fuel is available. Our ocean tug *Joseph H. Moran, II*, (Capt. Dan Halpin) departed June 1, towing a 300 ft. x 90 ft. x 13 ft. De Long-type tramway barge, with another barge, a 100-ton crane, a 35 ft. tramway tower, and lots of other gear on deck, and arrived at the Gironde sea buoy July 11. After some unavoidable delay in delivering her tow to the U. S. Army Transportation Corp in France, the "Joe" shoved off (light) for New York, where she arrived August 7. Total mileage: approx. 7,900!







## Fleet Safety Record

The following captains and mates had no damages charged against them for the months of May and June, 1955:

*Agnes A.*, E. Costello, E. Chartrand, H. Taft; *Alice M.*, E. Hoffman, J. Cummings; *Anne P.*, P. Walling, G. Hayes, J. Guinan; *Barbara*, G. Sahlberg, H. Wee, J. Sahlberg; *Bartow*, F. Jonassen, G. Halvorsen, E. Batcheller; *Carol*, R. Hayes, R. Poissant, L. Thorsen, H. Pederson; *Betty*, W. Karwoski; *Catherine*, J. Costello, E. Freeman, H. Vermilyea; *Cathleen*, W. Waxin, H. Stensland, S. Nelson; *Chesapeake*, J. Jaques; *Christine*, R. Jones, V. Chapman, J. Fagerstrom; *Claire A.*, F. Duffy; *Dauntless*, A. Edland, C. Neilson, H. Becker; *David E.*, O. Russell, P. Lemke; *Doris*, B. Scherer, C. Valley, P. Gaughran; *E. F. Moran, Jr.*, T. Tobiasson; *Edmond J.*, W. Baldwin, F. Schwiigel, W. Mason; *Elizabeth*, T. Ball, J. Johansen; *Eugene F.*, C. Hightower, J. Halling, G. Ackerman; *Harriet*, M. Connor, F. Perry, J. Moran; *Helen B.*, T. Sorensen, G. Pedersen, A. Salverson; *Howard*, H. Jacobsen; *Joseph H., II*, D. Halpin, E. Gronvold, R. Fiske; *Julia C.*, E. Bergsted, A. Jorgensen; *M. Moran*, L. Goodwin, J. Shaw; *Margot*, W. Erickson, J. Kennelly; *Madelyne J. Meseck*, T. Shubert; *Marie S.*, A. Yell; *Margaret A.*, C. Westervelt, J. Jorgensen; *Marian*, J. Barrow, E. Dexter, P. Jessey; *Martha*, H. Sixten, H. Thorsen; *Mary*, M. Rodden, J. McConnell, Sr., J. Driscoll; *Michael*, L. Foley, J. Monahan, H. Sigmon; *Moirra*, A. Rowohlt; *Nancy*, E. Allen, H. Dickman, E. Prendergast; *Ned*, B. Deeley, H. Prime; *Pauline L.*, C. Sheridan, R. Hayes; *Peter*, A. Kroll, G. Gantz, A. Sullivan; *Polly*, L. Geitzler, L. Richardson, T. Kivlan; *Sheila*, C. Parslow, T. Sweet, J. Chartrand; *Susan A.*, K. Buck, L. Larsen; *Walter L. Meseck*, P. Bogovich; *William J.*, A. Munson, E. Knutsen, I. Nordberg; *Relief Crew*, O. Erickson, H. Olsen, J. Johnson, G. Shannon.

Overheard in a Whitehall Building express elevator on one of the hottest days in August:

Passenger (reading aloud a headline on the marine news page of the New York Herald Tribune): "96 Degrees Given by Kings Point."

Kibitzer (undoubtedly the office wit): "Good grief! As if we didn't have enough trouble with the weather bureau!"

## Studious Thailander



All the way from Thailand—to New York from a two-semester stay at a vocational school in Milwaukee, Wis.—came Suban Suvanaloet, a civil engineer with the Department of Fisheries in his far-eastern country, to have a look-see at the diesel engines installed in Moran Towing & Transportation Co. tugs, particularly with an analytical eye to their maintenance. Here he is (right) with Elmer D. Walling, manager of the company's maintenance and repair base, Port Richmond, S. I., closely observing a precise operation in the machine shop of the yard. Mr. Suvanaloet is in the United States under the auspices of the International Cooperation Administration. He took off for Boston after he had seen what he came here to see, late in July.

← YES, WE HAVE BANANAS! — Met by our tug Nancy Moran as she arrived in New York July 12 from Guayaquil, Ecuador, with a full cargo of you-know-what, Standard Fruit & Steamship Co.'s time-chartered refrigerator ship *Argentinian Reefer* was assisted in docking on the south side of Pier 13, North River. In this instance our Capt. John A. Bassett was the pilot aboard. Commissioned in 1945, the twin-screw, 2,826-gross-ton vessel is owned by J. Lauritzen of Copenhagen, Denmark. She sailed for Guayaquil again on August 4. — Photo by Jeff Blinn.

## The Bells Down Under Amalfi

Listen with faith, you too will hear their chime,  
Between the sunset and the starry light,  
Drifting away into the elder time,  
When lamps on marble walls suffused the night,  
And here a pale sweet face bestowed a smile  
On upturned lips that parted, softly sang,  
Until the great, broad city throbbed, the while  
The strings of one small lute with ardor rang.  
Listen, and you shall hear the sweep of oars,  
And catch the hot, sharp scent of Palestine,  
Borne by the venturing ships that seek these shores  
Laden with unguents, scimitars and wine.  
Ah, but a dark wave rolls, the bells are still,  
And ocean's avenues with shadows fill!

JOHN ACKERSON

(In the New York Times)

## Vacation Highlight

Gentlemen:

A long blast on the whistle and a hats-off salute to my friend *Susan A. Moran*, the best little ship in the harbor. My heart-felt thanks also to Capt. Alfred Rowohlt and Clarence Shannon, mate, for their most hospitable reception, and to Frank Knight, in his seat on top of Manhattan, who so ably dispatched us on our way. Little did I know when my friend McLeod Maurice of G.M.A.C., New York, made arrangements for John Hale and me to have a morning aboard one of your tugs, that it would be the highlight of my vacation week, which also included Bermuda and Nassau. It was a thoroughly delightful morning we spent with you . . . and both Mr. Hale and I want to express our appreciation to all of the people at Moran Towing for your hospitality and the wonderful opportunity to see how you operate. It is our sincere hope that at some future date we may be back with you to see the "big ones" brought in.

WESLEY N. GORDON, Dist. Mgr.  
(U. S. Steel Supply, Pittsburgh, Pa.)



## Moran Nylon Hawser Excites Charleston

(Charleston News & Courier, July 26, 1955)

One of the newer innovations in the shipping industry—nylon rope—made an appearance in Charleston harbor yesterday morning. The tug *Marion Moran*, owned and operated by the Moran Towing and Transportation Co. of New York, arrived here with the mothballed Navy auxiliary *Lycoming* in tow by synthetic-fiber rope.

The *Lycoming* was towed here from the James River Atlantic Reserve Fleet near Portsmouth, Va. for routine overhaul at Charleston Shipyards, Inc.

The *Marion Moran's* hawsers, reported ideally suited for ocean tows, allow considerable elasticity in lines and are able to absorb sudden shocks common to ocean towing problems, according to the vessel's crew.

Towing industry spokesmen have said that such action not only permits a smoother tow, but also allows an extra margin of safety.

According to tests and practical application, the Moran firm, owners of the largest fleet of modern diesel-electric tugs in the world, has found that an eight-inch nylon hawser has the strength of 11 to 12-inch manila hawsers (large size rope is measured by circumference, smaller size by diameter). The resultant size and weight reductions, the firm says, allow for ease in handling lines.

Chances that the Charleston waterfront will utilize the synthetic-fiber hawsers are problematical. Waterfront observers here say the nylon rope's elasticity works to the disadvantage of harbor tugs. The tugs, when using the nylon rope, necessarily have to work close to a handled vessel because of the rope's elasticity, they report, and their ability to berth and unberth ships is seriously curtailed.

Tests of the nylon rope as mooring lines for liners, freighters and tankers have been conducted, by the DuPont Corporation, manufacturers of the filaments which are made into rope by cordage manufacturers—Plymouth Cordage Co., North Plymouth, Mass., and Columbian Rope Co., Auburn, N. Y., for example. Thus far, terminal facilities here do not use such lines, South Carolina State Ports Authority spokesmen said.

### Harbor Night

Even the gulls grow tired when day is ending  
And the young stevedores' last weary cries

Drift over the harbor in forgotten music  
And the new tide comes in with quickening sighs.

Eyelids of lanterns like slow fireflies flutter

Along the silent pier, and whippoorwill  
From drowsy willow trees across the river  
Strike one high note and hold it, stubborn and shrill.

Like an old drunken sailor now the sun,  
Deserting the harbor, pockets his gold and goes

To some far salty tavern beyond the night,

A tavern whose dark address nobody knows.

DANIEL WHITEHEAD HICKY

(In "Never the Nightingale,"  
Tupper & Love, Inc., Atlanta, Ga.)

### "Highlight of the Course"

Dear Joe (Moore):

I should like very much to thank you, and through you Admiral Moran and Mr. Bull, for the very great courtesy and consideration shown by the Moran Towing & Transportation Co., Inc., to the Economic Geography Section of the School of Commerce, New York University, in the harbor trip of June 30. The general comment of the members of the group was that the trip on the *Doris Moran* was the highlight of the course the students were taking in the geography of the metropolitan area. The trip was enjoyable and educational at the same time, and we appreciated the interest of your representative, Mr. Edward J. Hennessey. Everyone on board the *Doris Moran* was eager to be of assistance to the group in adding interest to the trip. Dr. A. M. Nielsen, head of the Economic Geography Department of the university, joins me in this expression.


G. W. STRETCH

(Furness, Withy & Co., Ltd., N. Y.)

### Fast Action Forward



Competent deckhands seem to provide colorful subject matter for a good many typical on-the-job photos for Tow Line. Here is one, John E. Donnell, 442 Annadale Road, Staten Island, in the midst of a familiar operation as his harbor tug, our *Bartow*, comes alongside a loaded tanker scheduled for docking far up the East River. He has been performing such chores hereabouts since April, 1952.

ERIE BASIN DOCKING—This Flying Camera, Inc., aerial photo of Matson Navigation Co.'s S.S. *Hawaiian Banker* being docked at the Isthmian Steamship Co. terminal, Erie Basin, could leave the uninitiated with an impression of extreme congestion in that area of the Brooklyn waterfront. "It ain't necessarily so," as the popular song writer said. That's the Erie Basin plant of Todd Shipyards Corp. spread over almost the entire background; but Isthmian's recently expanded L-shaped installation, only the northern corner of which is visible, is a model marine facility of its kind. Our tugs *Elizabeth W. Moran* (at stern) and *Maira Moran*, under the direction of Capt. T. L. Ball, pilot, maneuvered the 7,920-gross-ton ship alongside Shed 4-5 without difficulty. 





# ASHORE



# AND AFLOAT

Fred Schilling, treasurer of Moran Towing & Transportation Co., and Mrs. Muriel Edwards were married July 2 in Malverne, Long Island. They are living in New Hyde Park, but when their new home has been completed they will reside in Garden City.



Meet our Miss Frances Loretta Carroll, daughter of Mr. and Mrs. Francis J. Carroll, 170 Jackson Street, Brooklyn, who joined the Moran organization late in

June as construction and repair division secretary. Frances was in the graduating class at St. Joseph's Commercial High School, Brooklyn, this spring, and has previously worked as typist and file clerk in the Pacific Fire Insurance Co. office, New York. A pleasant girl, Miss Carroll—no doubt a big help to Howard C. Moore, Howard Nielson, and Hugh L. Mesnard in that department.

From an American Waterways Operators news release for morning newspapers of August 18:

"A mill on the Penobscot River in Maine ships paper by barge 1,810 miles to a magazine publisher in Chicago. The route follows the New England coast to the Cape Cod Canal, through Long Island Sound to the Port of New York, up the Hudson River to Troy, N. Y., west on the New York State Barge Canal to Buffalo, N. Y., over the Great Lakes to Chicago, and through the Calumet-Sag Canal to the warehouse."

Comment: (1) Time, Inc., owns and operates the barges, two in number; (2) each cargo of 2,000 tons of coated paper, in rolls, is for use by Life magazine; (3) Moran tugs propel the barges; and (4) the tows move via Oswego, N. Y., through Lake Ontario, instead of via Buffalo.

Capt. Markur H. Andersen—"Henny" to his co-workers and other friends—sailed July 6 aboard the liner *Oslofjord* for a long (and well deserved) vacation in his native Norway. He joined Moran in February, 1927, and during the intervening years has been master of many "M" tugs—latest, the *Bartow*. This is the first time he has been "home" since leaving Norway originally. Captain Andersen resides at 1041 Carroll Street, Brooklyn.

Another passenger aboard the outbound *Oslofjord* on that voyage was Capt. Ole Thorsen's 17-year-old daughter, Thorun, who was given the trip on the occasion of her graduation from high school. She is visiting her grandparents (on both sides of the family) in Arendal, Norway, and is scheduled to return September 14.

Joseph Jones, 2434 Jefferson Street, East Meadow, L. I., assistant engineer aboard the *Barbara Moran*, became a father for the fourth time July 31, when his Kenneth (seven pounds, four ounces) arrived at Brunswick General Hospital, Amityville, L. I. Score at the end of four innings: three boys, one girl.



He's here again—this summer for the third successive year—young Mr. Raymond T. Collins, 18, son of Mr. and Mrs. Thomas F. Collins, 2010 Newkirk Avenue, Brooklyn, increasingly well thought of around Moran HQ as one of two office boys. Since our last report Ray has graduated from St. Francis Xavier High School, Manhattan, and now has his sights trained on St. Peter's College, Jersey City, where he will go in for electrical engineering. Don't be surprised, though, if he stays in the marine business when he is through school.

"The poor man's Bea Lillie," we have heard plainly irreverent persons hereabouts say, referring to another new face at company headquarters, that of Miss Maureen



Doyle, another Brooklynite, currently receptionist, doubling from time to time as a relief switchboard operator. (*Sotto voce*: The opinion here is, she is potentially talented as a comedienne, but that may be neither here nor there.) Miss Doyle, a June graduate of St. Edmund High School, Flatbush, is the daughter of Mr. and Mrs. William J. Doyle, 36 Seventy-first Street, in the borough "over the river," and this is her first job. A course in the New York Telephone Co.'s PBX Training School helped to prepare her for her duties.

A recent and always welcome visitor at Moran HQ was John Blaha, formerly a member of the crew of the *Nancy Moran*, who was compelled to knock off a couple of years ago because of ill health. Doctors have pronounced him back in condition, and he says he is anxious to get back to work. He will be reporting aboard the *Nancy*, as mate, just about as this issue goes to press.

Miss Joan Harkins of our billing department will hop off September 9 on a vacation jaunt to Los Angeles (Hollywood!), Frisco, Grand Canyon.

Saddening indeed to those at Moran HQ who knew him, as well as to his other friends and business associates in New York, was a formal announcement that Henry Kerr Abram, chairman of Henry Abram, Ltd., 163 Hope Street, Glasgow, C.2., Scotland, died suddenly May 26, 1955.

The Abram firm has functioned for many years as one of Moran's European agents, and Mr. Abram himself, an occasional visitor to these shores, was highly esteemed by many, not merely as an astute business man, but as an invariably charming guest.

His family and colleagues on the other side of the Atlantic have our sincerest sympathy.





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## Sixth Annual Outing at Bear Mountain



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Here, too late for the June issue of *Tow Line* (which, however, contained a spot-news report of the festivities), is an incomplete pictorial summary of the 6th annual outing for Moran's shoreside employees and guests at Bear Mountain State Park, 40-odd miles up the Hudson. Thus, by the numbers . . .

1 — Winners of various races (l. to r., front row): E. Balicky, H. Johnson, H. Nielson, and F. Morgana; (back row) M. Bierweiler, R. Carnivale, F. O'Connor, M. Murray, N. Lascari, and B. Ferraro. 2 — Winners, girls' tug-of-war (l. to r.): B. Danohue, J. Harkins, Mrs. Lascari, and Misses Murray and Carnivale. 3 — Close harmony on the excursion tug *Barbara Moran*. 4 — Two softball teams, with substitutes, managers, umpires, kibitzers, including E. J. Hennessey, ass't vice president (extreme right). 5 — Group of well-knowns (l. to r.): Madison A. Moore, vice president, Central Wharf Towboat Co., Portland, Me.; John J. Metzner, Moran vice president; Mrs. Moore, Mrs. Muriel Edwards (now Mrs. Fred Schilling), and Mr. Schilling, treasurer. 6 — Mrs. Nick Maino, hoop race contestant, and Mr. Hennessey. 7 — H. Johnson, winner, sack race. 8 — Miss Carnivale, winner, kiddie car race. 9 — E. Balicky (l.) and F. Morgana, winners, 3-legged race. 10 — J. Masi and Miss Murray, "dancers." 11 — Mrs. Lascari, winner, girls' egg-and-spoon race. 12 — H. Nielson, winner, boys' egg-and-spoon race.



