

# TOW LINE



JUNE, 1955



## ON THE COVER—



URNESSES LINES' *Queen of Bermuda* probably has carried more Americans than any other luxury cruise ship. She makes weekly voyages between New York and Bermuda, and is a familiar sight in this harbor each Saturday afternoon as she leaves for the Coral Isles. Moran tugs handle the 580-foot three-stacker as she docks at and sails from Pier 95, North River, West 55th Street, Manhattan.

Built especially for the Bermuda service, all of the *Queen's* public rooms are air-conditioned, and every stateroom has its own private bath. Her registered tonnage is 22,575 (gross), she has a top speed of 21 knots, and she carries 700 passengers.

Capt. L. P. Banyard, master of the *Queen of Bermuda*, has a record during his years of service of bringing an ocean-going vessel into New York more times than any other captain in active service. He completes approximately 40 voyages each year.

Charles G. Evers has done another outstanding job for us, we think, with this June cover. Besides the *Queen* outbound, you see one of United States Lines' C2-type freighters, inbound and unidentified as to name, and a pair of our *Grace Moran*-class harbor tugs, one alongside a Seaboard Shipping Corp. petroleum barge, also headed upstream in the Hudson.

(Dream up your own description of that skyline, please.)



---

*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 Nansensplass 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 Glüssel, 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.





Vol. VIII *Published by* No. 3  
MORAN TOWING & TRANSPORTATION CO., INC.  
17 Battery Place, New York 4, N. Y.

R. M. Munroe, *Editor* Lucille Christian, *Associate*  
*(Unless otherwise noted, material published herein, if originated by this magazine, may be reprinted with the usual credit line)*

## Fordham University, Maritime Association Honor Edmond J. Moran, Company President

**T**WICE THIS MONTH, Rear Adm. Edmond J. Moran, president of Moran Towing & Transportation Co., has been notably honored by academic and business associates. At its 110th annual commencement exercises, June 8, Fordham University awarded him an honorary degree of Doctor of Laws; and 700 persons (from every segment of the shipping industry) paid their respects to him and to Newbold T. Lawrence, vice president of United States Lines, Admiral Moran's successor as head of the Maritime Association of the Port of New York, at a luncheon June 15 at the Hotel Waldorf-Astoria.

His Eminence Francis Cardinal Spellman presided at the Fordham ceremonies. The Very Rev. Joseph J. McGinley, S.J., president of the university, presented degrees to 1,300 graduates, undergraduates and others, and made the commencement address.

Besides Admiral Moran, those given honorary LL.D. degrees were the Most Rev. Joseph M. Pernicone, Frank A. Christensen, J. Peter Grace, Cornelius F. Kelley, and Edward B. Schulkind.

At the same time, Fordham awarded honorary degrees, Doctor of Humane Letters, to the Rev. John J. Considine, M.M., and Sister Loretto Bernard.

G. Joseph Minetti, member of the Federal Maritime Board, formerly

New York Commissioner of Marine & Aviation, was guest speaker at the testimonial luncheon, over which Lewis A. Lapham, vice president of the Maritime Association, who recently was elevated to the presidency of Grace Line, presided as toastmaster.

The Admiral's friends presented him with a silver serving tray bearing a striking etching of one of his company's most famous ocean tugs, named after him, and the inscription, "A token of appreciation from the members to Admiral Edmond J. Moran, President of the Maritime Association of the Port of New York, 1952-1955."

**UP THE RIVER**—James Hughes, Inc., and Moran Towing & Transportation Co., are proud to have been selected to perform this highly specialized, important inland waterways transportation job.

Three hydraulic turbine runners turned out by Baldwin-Lima-Hamilton Corp., Philadelphia, for the Garrison hydroelectric plant on the Missouri River near Riverdale, N. D., are the largest of their kind in the world. Eighteen and a half feet in diameter, nine feet high, and weighing 173,000 pounds, each, they are the largest Francis-type runners ever cast in one piece. (Maximum horsepower rating, 134,000—limited by a generator loading of 115 per cent.)

Because of their size, the runners had to be shipped by inland waterways from Baldwin's Eddystone Division plant to the Corps of Engineers, U.S. Army, flood control and power generating project, by barge up the Hudson River, via New York State Barge Canal, through the Great Lakes to Superior, Wis. A special railway car built by Baldwin carried them from there to the dam site.

Here our tug *Martha Moran* (Capt. Herbert C. Sixten) is shown towing a Hughes barge with two of the runners aboard upstream in the North River, May 5, en route from the Ira S. Bushey & Sons, Inc., shipyard and drydock, Brooklyn, to Cohoes, N. Y.—a first leg on the extended river-canal-lake-rail voyage. (Photo by Blinn.)





# National School Newspaper Details Moran Story

(From Current Events, New York Edition, Vol. LIV, No. 14, 1955.)

By PHIL WASS

**T**UGBOATS! Tugboats! Everywhere you look in New York Harbor you see them. Tugging, pushing, or marching singly along the waterfront, they are a picturesque part of the harbor scene.

Tugboats fascinate many people — and I am no exception. Getting a firsthand story for CURRENT EVENTS seemed like an excellent chance to learn more about these “eager harbor beavers.”

Everyone who has watched our harbor tugboats becomes aware that many of them have a big block **M** on the stack. This **M** stands for the Moran Towing and Transportation Co., Inc.

Looking out over the harbor from an upper floor at 17 Battery Place, is the Moran tugboat headquarters. Moran is a family name. The company was started back in the Erie Canal days by Michael Moran, who got tired of plodding behind a mule. He came to New York City and started tugboating about ninety years ago. I decided Moran's would be the best place to get information.

Making an appointment with the head of public relations at Moran's proved no problem. From my visit, I learned a great deal not only about Moran's but also about New York Harbor shipping in general.

## World-wide Operation

From the large number of **M** marked tugs, it is easy to judge that the Moran outfit handles a big share of New York's “tugging business.” But its business does not end with New York City. Moran operates all over the world. Moran boats towed a tin dredge 13,000 miles to Indonesia.

Moran's greatest concentration of tugs is, of course, in New York. Seventeen are assigned to pushing heavily laden barges through the New York State Canal. Two of them make a regular run to haul barges loaded with paper from Bucksport, Maine, to Chicago. Each barge carries two thousand tons of paper used by *Life* magazine. Canal tugs have specially designed deckhouses and stacks low enough to get under all the bridges between Albany and Buffalo. (Photo page 111.)

If tugboats appear to hold their bows high and strut a little as they travel about the harbor, they have a right to. They are a vital key to the welfare of our city and the nation. During 1952, for example, New York tugs towed over 27 million tons of petroleum to locations within the harbor and up the Hudson to Albany. The figure on coal for the same period was 10 million tons. The exports and imports of oil moving in and out of New York each year are valued at over \$250,000,000. Shipping is one of our biggest business enterprises. It employs about 12 per cent of all workers in New York City. Each month sees an average of 1,000 ships headed for ports scattered over the globe. These ships never approach or leave a pier without tugs, except in emergencies.

## Workboat Tasks Varied

In addition to the more glamorous work of docking the Cunard Line *Queens* and ocean-going freighters, tugs do many other chores. The railroads own 125 tugboats, which work

full time ferrying barges carrying freight cars loaded with food and merchandise across the Hudson from New Jersey to Manhattan.

There are also clean-up chores to do. Barges loaded with chemical wastes, for example, must be towed to approved dumping grounds, far beyond Ambrose Lightship. Ashes have to be dumped, and mud has to be removed each year from New York Harbor to make it deep enough for large ships to move safely to their piers.

To get some firsthand information on how tugs operate, I hesitantly made a simple request, “Would it be possible for me to go out on a tug?”

The prompt answer was, “Certainly.”

Leaving the main offices, we went to a large room on the waterfront side of the building. Here we met the tugboat dispatchers. They are the men who plan the tugboat moves in New York Harbor.

Tugboat dispatchers, in their nautical chess game, play against time, tide, wind, and high expenses. It costs \$700 per day to keep a tugboat in operation. Every hour lost by not having each tug, at each moment, where she is most needed is wasted money. This job requires the ability and skill of a naval genius.

## At the Drop of a Hat

To meet competition with other tugboats, a dispatcher must be prepared to accept all jobs at a moment's notice. At the same time, he must also handle his company's long-term towing contracts. Dispatchers operate on a pre-planned schedule. They know when ships are expected to appear off Ambrose Lightship heading for the harbor. They know when ships are planning to leave port. They also can depend on the exact time for the ebb and flow of tides. But the weather is the undependable element.

In calm weather, the *Queen Mary* has been docked with five tugs. But sometimes high winds arise quickly. Then the dispatcher must be able to summon as many other tugs as are needed to do the job. If a *Queen* — or any large passenger ship — has to halt

(Continued on Page 5)

## 'Steady As She Goes'



When our *Nancy Moran* assists in docking or sailing a ship in New York harbor, oftener than not it's her skipper, Capt. Mitchell C. (Mike) Sullivan, calling the signals—in this instance handling his tug with the after controls. As of last April 15, he had been a Moran-man for eight years, and continuously growing in professional stature. If anyone were trying to reach him at his home, the required address would be 37 Main Street, Talcottville, Conn.; but what Mike knows about the legendary wooden nutmeg dodge is no concern of ours.





**FIRST INTO OGDENSBURG**—Spring weather was still definitely on the chilly side April 22 when an enterprising pair of Moran tugs arrived in the northern New York inland waterways port of Ogdensburg. Our *Marie S. Moran* (Capt. Jack Peterson) and *Agnes A. Moran* (Capt. Earl Costello) delivered needed cargoes of petroleum, and George V. Hess, Ogdensburg Times staff photographer, recorded the first two tows of the 1955 New York State Barge Canal season to arrive there. The *Agnes A.* had Seaboard Shipping Corp.'s barge

*Panhandle*, loaded at Bayway, N. J.; the *Marie S.* had Texas Co.'s barge No. 397, loaded at Albany after having been transported from Newburgh, N. Y. Above, left: The two tugs—note hydraulically operated pilothouses elevated—docked for the night at the U. S. Customs dock, with the Texaco dock and Notre Dame Church in the background. That ice along the bulkhead tells the story, doesn't it? Right: *Marie S.* with her tow, heading up the St. Lawrence River, with the village of Prescott, Ontario, in the background.

## School Paper...

(Continued from Page 4)

outside the harbor, or is delayed an hour or two in landing, thousands of dollars are lost. Ships earn no money when docked. Their objective is to land their freight and passengers, get a new load, and be off again as quickly as possible.

Storms at sea also "foul-up" carefully planned schedules. Ships due to arrive at Ambrose several hours apart may arrive at the same time. This, the dispatchers say, is what turns hair gray.

My guide introduced me to one of the dispatchers and asked if there were any boats in "tugboat alley"—Pier 1. The dispatcher replied that the *Nancy Moran* would be in shortly and then she was going on a short job in Hoboken. Dispatchers can communicate directly by radio telephone with any tug in the fleet.

### Calling Nancy Moran

Soon I heard the dispatcher calling, "17 to *Nancy*, 17 to *Nancy*. We're sending down an editor for CURRENT EVENTS. He wants to get a story."

I had no difficulty in locating the *Nancy*. Her name appeared boldly on her bow. I went aboard and met the captain and we talked about his tug. He proudly told me that the *Nancy* is 106 feet long, has an all-steel hull, and is powered with a 1,200-horsepower

diesel-electric motor. She looked solid and strong enough to handle any job in any weather.

With the powerful motors throbbing under the deck, we were off. In a matter of minutes, we had crossed the Hudson River and "come alongside" a large freighter. Riding low in the water, she was a British ship with a load of scrap iron.

### Taking All Precautions

After looking over the job, the captain called back for another tug to assist him. A ship with this type of cargo requires delicate handling. If she crashed even lightly against the pier, it might damage her hull.

When I got aboard the *Nancy*, I had noticed that I was not the only passenger. At least I judged the man standing on the deck was a passenger because of his well-tailored blue suit with matching straw hat. But I soon learned different. This well-dressed man was a most important figure. He was the docking pilot. When we reached the freighter, he climbed a long ladder and went aboard. It was he who had requested a second tug.

Within a very short time, another tug appeared. Then with much whistling, tooting, pushing and tugging, the freighter slowly and gently moved away from her pier. Tugs and ships talk to each other in whistle language. The docking pilot directs the work of the tugs . . .

This looked like a tense job, yet the crew moved easily through its routine. The tugboat captain whirled the tug's wheel, tooted his whistle, and carried out his orders with great ease.

If you have ever wondered why tugboats look as if they have beards, here is the answer. Their "beards" are heavy rope bumpers. They can push with all their might against the rustiest freighter or the shiniest liner without doing any damage.

Soon the freighter was in mid-stream on her way to Japan. Looking at her, sliding majestically down river, headed for Far East ports, I could not help but wish I were aboard.

Our sister tug went alongside and I saw the docking pilot climb down the ladder, his job well done. Back at the dock, I said good-bye to the captain and crew. As I walked away, I thought, "Tugboat men are very important people."

### FOR DISCUSSION

1. Does anyone in your family do work connected with shipping? Tell the class about it. In this way you can learn more about our fascinating harbor.
2. What are some of the tug dispatcher's problems?
3. Why are large ships concerned about time lost in docking?
4. Why do large ships not dare approach or leave a pier without tugs?
5. What skill and knowledge do you think a tugboat captain and docking pilot must have?
6. How important is shipping to the economy of our city?



## Bound For Europe



Displaying her neat cruiser-type stern, the 4,406-gross-ton, twin screw, diesel-powered Danish freighter *Asbjorn* (D/SA/S "Myren"; Holm & Wonsild, Mgrs.) eases out into the stream from her berth on the north side of Pier 2, Prospect Terminal, 17th Street, Brooklyn, with the aid of our tug *Carol Moran*. The vessel is engaged in the transatlantic trade, and shortly after this picture was made, March 10, she was reported as having sailed from Philadelphia for Hamburg, Germany. U. S. Navigation Co. are her New York agents. That's Capt. Lars O. Thorsen, 1065 Seventy-fourth Street, Brooklyn, manning the after controls of the *Carol*, unmindful of lurking photographers.

### You're Quite Welcome, Sir

Dear Sir:

Thank you very much for your fine calendar and for the magazines you have sent me. I am sorry I am unable to pay back, but your favours are most appreciated, indeed. I am very late in thanking you, but having suffered from a severe concussion of my brain since medio January, I have not been allowed to write to you before now. Please accept my apology. With the best of all good wishes for your company and your good selves.

MOGENS JUUL PETERSEN  
(Copenhagen, Denmark)

**Echo**, from a news story by James Edmund Duffy in the New York World-Telegram & Sun: "While Moran tugs, known by the big white 'M' on the smokestacks, are well known in New York harbor and adjacent waters, they have gained a world wide reputation for their successful deep-water towing, which has taken them to all points of the world."

## What Is the Moran Fleet Doing Today?

June 9, 1955

### (DAILY POSITION SHEET)

#### HARBOR WORK

<i>Barbara</i>	<i>Moira</i>	<i>Alice M.</i>	<i>Richard J. Barrett</i>
<i>Carol</i>	<i>Pauline L.</i>	<i>Elizabeth</i>	<i>Ned</i>
<i>Doris</i>	<i>Michael</i>	<i>E. F., Jr.</i>	<i>Chesapeake</i>
<i>Eugene F.</i>	<i>Bartow</i>	<i>Susan A.</i>	<i>Walter L. Meseck</i>
	<i>Anne</i>		<i>Margaret A.</i>

#### DAY OFF

*Madelyne J. Meseck*  
*Dauntless*

#### BAREBOAT CHARTER

*Eugenia M.*  
*Kevin*      *Peter*

*Claire A.*.....Ithaca, N. Y./Albany, N. Y.  
(0900, Lock 14, Fort Plain, N. Y.)

*Sheila*.....Albany, N. Y./Plattsburgh, N. Y.  
(0230, Lock 12, Tribes Hill, N. Y.)

*Martha*.....Detroit, Mich./Shadyside, N. J.  
(0335, Lock 19, Utica, N. Y.)

*Catherine*.....Buffalo, N. Y./Perth Amboy, N. J.  
(0930, passed Schenectady, N. Y.)

*William J.*.....Syracuse, N. Y./New York City  
(0930, off Waterford, N. Y.)

*Mary*.....Cleveland, Ohio/New York City  
(Estimated time of departure, 1000)

*Marie S.*.....Lackawanna, N. Y./New York City  
(Left Lackawanna 0300)

*Helen B.*.....Perth Amboy, N. J./Clarkson, Ont.  
(0930, off Toronto, Ont.)

*Cathleen*.....Lackawanna, N. Y./New York City  
(0930, off Thirty Mile Point, Lake Ontario)

*Harriet*.....Toronto, Ont./Toledo, Ohio/Albany, N. Y.  
(1200, due Toledo, Ohio)

*Margot*.....Bucksport, Me./New York City  
(1000, off Portsmouth, N. H.)

*Nancy*.....Jacksonville, Fla./Shadyside, N. J.  
(0900, 102 miles NEXE Savannah lightshp)

*Edmond J.*.....Sayreville, N. J./Sea/Return

*Joseph H., II*.....Charleston, S. C./La Pallice, France  
(0800, 260 miles north of Bermuda)

*Julia C.*.....St. Croix, Virgin Islands/Savannah, Ga.  
(Left St. Croix June 5)

*Polly*.....Cleveland, Ohio/New York City  
(1000, Yonkers, N. Y.)

*Betty*.....New York City/Lackawanna, N. Y.  
(Estimated time of departure Albany, N. Y., 1200)

*Christine*.....James River, Norfolk/Jacksonville, Fla.  
(Tug, 0900, 180 miles south of Port Everglades, Fla.)

*M.*.....Charleston, S. C./Goose Bay, Lab.  
(0800, 50 miles NE Belle Isle, Newfoundland)

*Agnes A.*.....Quebec, Canada/Detroit, Mich.  
(1030 June 8, Lock 15, Cornwall Canal, Ont.)

*Marion*.....Charleston, S. C./Sondrestromfjord, Greenland  
(0800, 85 miles east of Belle Isle, Newfoundland)



## Docking, Undocking Routine for Moran

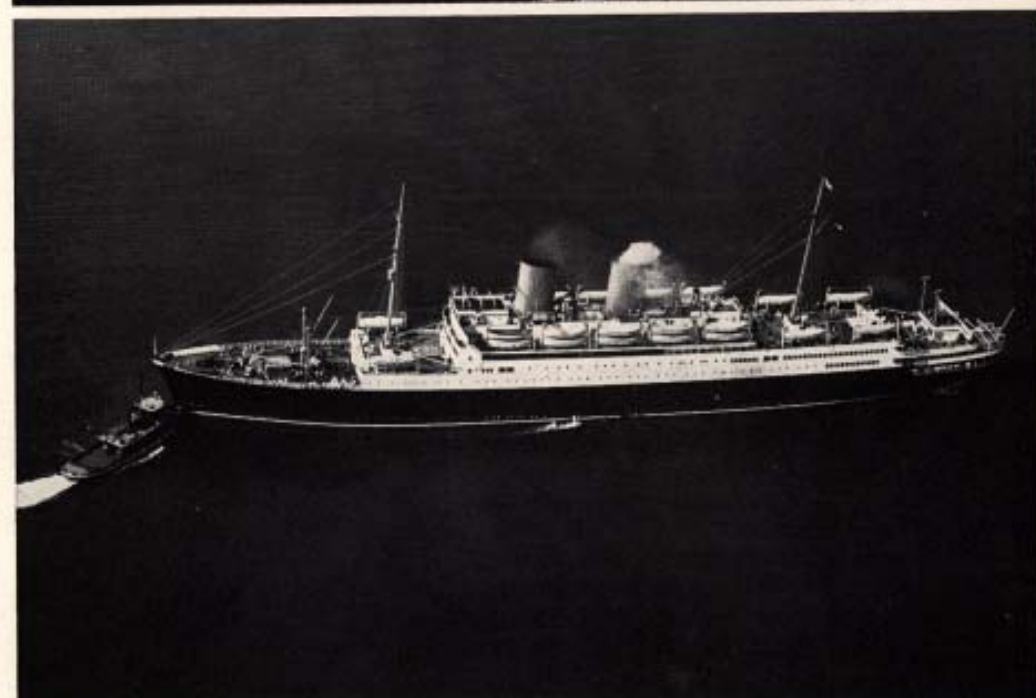
In the course of an average publishing year (six issues) *Tow Line* sees an astonishing number of printable photos of ships, in various interesting aspects, principally entering or leaving the Port of New York. We receive requests—from owners, agents, captains, engineers, firms serving the vessels here, agents of underwriters, and many others, especially that sometimes feverish contingent self styled “ship-lovers”—to publish many of these. (Even the amateur photographers beat a path to this editorial cubicle with their frequently arresting solon-style prints.) And we try to oblige . . .

This appears to be as good a time as any to let go with a two-column barrage of aerial views recorded by Flying Camera, Inc., The Bronx, New York, all of which (quite incidentally, of course!) show Moran harbor tugs in action. Thus (right, from top to bottom) a minimum of information concerning the trio:

*M/S BLACK TERN*, Black Diamond Line—5,101 gross tons, 439 feet long, oil engine, cruiser stern. In this instance she was being docked at the Black Diamond terminal, Court Street, Brooklyn, by our tug *Susan A. Moran*, with Capt. Grover A. Sanschagrin functioning as docking pilot. The picture was made around noon on March 19. Latest report available as we write: Sailed from Hamburg, Germany, May 28, for Hampton Roads, Va.; arrived at Antwerp, Belgium, May 29.

*M/S BERLIN* (ex-*Gripsholm*), Swedish American Line, agents—18,600 gross tons, 587 feet long, twin screw diesel, 16,500 horsepower. On May 4 our tug *Carol Moran* assisted her to sail from Pier 97, North River, Manhattan, at mid-morning, with Capt. John A. Bassett as pilot aboard. Latest report available as we write: Sailed May 21 from Bremerhaven, the port at the mouth of the Weser River, Germany, for New York, where she arrived May 31.

*M/S WESTERDAM*, Holland-American Line—12,149 gross tons, 496 feet long, twin screw, oil engine, built by N. V. Wilton-Fijenoord, Schiedam, The Netherlands. At noon March 19 our tug *Carol Moran* was assigned to help her sail from the foot of Fifth Street, Hoboken, N. J., and on this occasion Capt. Chester A. Evans was the pilot in charge. Latest report available as we write: Sailed from Rotterdam May 28 for New York, where she arrived June 6; was scheduled to depart June 11.







**OSWEGO HARBOR INSPECTION**—Seven boatloads of shipping and other industrial executives were given a first-hand look May 4 at facilities that Oswego, N. Y., hopes to develop into the "Port of Central New York." What the city on Lake Ontario called its "Payloads Conference" informed 300 interested persons what is being done in preparation for the opening of the St. Lawrence Seaway. A Tow Line spy in that latitude turned up this Syracuse Post-Standard photo of one group debarking from a U. S. Coast Guard craft following a tour of the harbor; so who should be among the visitors but Robert J. Robinson, vice president of Seaboard Shipping Corp., New York, (left-hand arrow on forward covering of boat), conferring with an unidentified Coast Guard commander, and C. M. Devine (arrow, right), manager of outside operations for Moran?

**Echo**, from a report issued by the U. S. Army Corps of Engineers, covering 131 inland waterways: 46 navigable rivers and canals in the United States are now carrying more than 1,000,000 tons of freight annually. The Detroit River leads in tonnage.

**Echo**, from a feature story in *Ships and the Sea* magazine: "Moran's off-shore work has reached such proportions that most of it is now regarded as routine by the company."

### Visiting Georgian Impressed

Dear Captain Palmer:

I would be remiss indeed if I failed to thank you and Moran for the kindnesses shown me on my recent visit to New York. Needless to say, I was impressed by the skill of your dispatchers and by the fine quality of the men on your vessels, notably the *Moirra Moran*, to which I happened to be assigned. TOW LINE had given me an advanced sampling of what I was to expect. The end product was far better than the sample.

FRANK ROSSITER

(City Editor, *Savannah Morning News*)

### You're Welcome, Chief

Dear Sirs:

This morning I had a pleasant surprise: finding your nice photographs and technical description of the *Caltex Bintang* (ex-*Grace Moran*) on my desk. These photographs are of great value to me, as you know, because my son sailed in her as a wireless operator on the long voyage from New York to Singapore. All I can say is, thank you very much!

S. H. C. DE VRIES

(Chief Eng., *M/V Noordam*)

## 'The Marie S. Moran Really Did a Job on the Fire, Preventing More Serious Loss'

**I**N A NOTE accompanying the picture reproduced here, J. K. Moore, a photographer for the Albany Times-Union, saved us the trouble of figuring out a headline for this 3-col. box. His eye-witness opinion, quoted above, of the prowess of this Moran inland waterways tug as an emergency firefighter may be assumed to be at least as competent as the next fellow's, probably more so—in any case, good enough for us.

So here is Capt. Jack Peterson of New City, N. Y., master of the *Marie S. Moran*, reporting on the incident unofficially:

"At approximately 0900 May 19, Mr. H. Hansen of the Texas Company was driving across the Albany highway bridge when he saw a puff of smoke rise from the center abutment of the New York Central Railroad bridge about a quarter of a mile north of him. Seeing the *Marie S.* tied up at the dock just below the bridge, he rushed down and told us of the fire, which by then was a sizable blaze. We immediately cast off and headed for the scene, en route hooking up our fire hose, which was throwing water by the time we got there. In the meantime, I had called Albany Fire Department HQ on our mobile radiophone and let them know that we were there to render any assistance we could.

"The city firefighters had not yet arrived when we started pumping water on the fire. We placed the tug under the span of the bridge and played our hose on the machin-



ery, trying to keep the flames from spreading across the span. After a while we put a ladder from the pilothouse up on the bridge, and three city firemen came aboard with a land line to supplement our hose. About 1100 the fire was under control and the fire chief in charge dismissed us.

"During the fire, all hands were on deck lending a hand, including the crew off watch. A list of the crewmen who helped (and took a lot of wetting in the process)

includes: Amos Yell, mate; Frank Hickman and Fred McHale, engineers; and William Erikson and George Farmer, deckhands.

"I am enclosing clippings from the Albany newspapers pertaining to the fire, with the hope that these and what I have told you will give you all the information you need..."

Captain Peterson's report and Mr. Moore's photo did the trick, and our thanks to both!



## Our Staff Reporter Investigates Tugs To See What Is Savory in Their Galleys

By LUCILLE O. CHRISTIAN

It's no secret that the Moran fleet enjoys a preponderance of excellent chefs among its various tugs—as witness pictures of sumptuous holiday tables we have published from time to time. Also, it is no secret that often “as the cook goes, so goes the tug;” and as any woman can tell you, a well-fed man feels better, works better, has a better disposition.

However, aside from special holiday spreads, the cook on a tug works quietly behind the scenes, and leaves the superlatives to the rest of the crew. He must budget the “grub” money wisely, plan three good meals a day, keep his galley spotless, and at the same time satisfy an always hungry crew with his culinary abilities.

As to the budget problem, for example, a typical double-crew transport tug is advanced \$240.10 in grocery money for a 14-day period. Quick figuring shows this to be an average of \$1.225 per day, per man. The average housewife couldn't feed her family at that price, not to mention stretching it to victual a crew of hard working men. It must be added, of course, that quantity buying aids the cook in making the most of each dollar; but the shrewd, capable tug cook, by planning well ahead and using ingenuity, almost performs miracles as part of his daily routine.

Everyone has his favorite kind of food. It is the cook's job to try to placate the various tastes on his particular

tug as often as feasible. Most of the crew members will be the first to tell you their cook is “the best in the fleet”—no matter which tug you're aboard when you ask the question, if you do. Judging from some of the recipes we have wrested from a few, this opinion would appear to be justified.

Seth Nelson, a Moran cook since 1947, presently on the *Moira Moran*, whips up a mean pickled herring, and not out of a can either. The following should whet anyone's appetite:

Wash, fillet and skin six medium Iceland herring. Soak for about three hours (thus removing most of the salt). Cut herring into small pieces and combine with the following:

3 medium onions, sliced thinly

3 bay leaves

4 or 5 whole cloves

black pepper and sugar (about 2 tsps.) to taste.

Place all ingredients in a half-gallon jar, having a tight cover.

Cover with a mixture of half water and half vinegar. Let stand from two to three days. (The longer the herring marinates, the better.)

Chris Hilland, with the company since 1939, and with the *Catherine Moran* for the past five years, has a special way with a veal cutlet. Chris soaks his cutlets in a mixture of egg, milk and salt to taste, in the tug's ice-box for about two hours. He breads the cutlets with cracker meal, then fries them in vegetable oil just long enough to reach a golden brown on each side. They are placed in a Dutch oven and steamed for about an hour. He covers the cutlets with a can of whole tomatoes and steams them again, long enough to heat the tomatoes thoroughly. The result is sweet, succulent, tender enough to cut with a fork.

**PORT IMPROVEMENT**—On June 1 the largest electrically operated elevator in the world was opened on Pier 32, North River, by Vincent A. G. O'Connor, New York Commissioner of Marine and Aviation, and officials of Moore-McCormack Lines. The new 30-ton-capacity lift was built by the city for approximately \$183,000 as part of its pier rehabilitation and modernization program. Left to right: Emmet J. McCormack, Mr. O'Connor (cutting tape), E. F. Moran, Sr., Commissioner of the Port of New York Authority, and Capt. Hewlett Bishop of the Federal Maritime Board.

Carlos Garet, who started with the Meseck company in 1942, (merged with Moran in October, 1954), now on the *Elizabeth Moran*, stars in the pastry department. His cream puffs would satisfy any crew member's sweet tooth. Here's how:

To one cup of almost boiling water, add ¼ lb. butter or margarine. Bring the mixture almost to the boiling point, and add one cup of flour slowly. Mix thoroughly until the ingredients form a ball, pulling away from the sides of the pan. Add three eggs, one at a time, beating thoroughly after each. Place on a cookie sheet, in mounds about two and a half inches in diameter. (Carlos uses a pastry bag, but a tablespoon will suffice.) This recipe will make about one dozen cream puffs. Bake in a hot oven, about 450 degrees, for about fifteen minutes, then lower the heat for the next twenty to twenty-five minutes. Carlos states that, unlike cakes, you can peek at the puffs to see that they reach just the right golden color. Let cool, and fill with either custard or whipped cream.

As an interesting variation, Carlos sometimes fills them with butterscotch pudding or lemon pudding.

Time and space limit us in listing specialties of some of the other cooks in the fleet. However, it can be seen from the samples above that Moran crews do very well in the “chow” department. As a matter of fact, the above three, rounded out with potatoes, a vegetable, salad, and some of that good tugboat coffee, would pass for an excellent dinner *anywhere*.

**Echo**, from a new release issued by American Waterways Operators, Inc., Washington, D. C.: “Waterborne commerce in New York Harbor exceeds Suez Canal traffic by 37 million tons.”



Talented cook, Joe Vlasich





## Magazine Explains Tugs' Role in Port

Routine operations of Moran tugs in the Port of New York—in particular, our *Moirra* and *Nancy* assisting the French liner *Ile de France* to sail from Pier 88, North River—provided subject matter for a two-page, lavishly illustrated feature article in the May issue of the D.A.C. Journal, published monthly by the Downtown Athletic Club of New York, Inc.

"On the Water Front" was the title of a piece by William P. Kelgard, resident member of the club, who makes no secret of an extravagant fondness for the sights, sounds, and even the smells of New York harbor.

Photographs of Capt. Anton Huseby, who briefed the author on his role as pilot in the *Ile de France* sailing, of a couple of tugs actually assisting the ship on another occasion, of the *Moirra* running light in the Narrows, and an aerial view of the Cunard liner *Britannic* being maneuvered into her customary berth enhanced the story.

"To me this was a thrilling experience, but the crew of the *Moirra* just took it in stride as a routine job, one of many which the Moran fleet does day after day, safely and efficiently," Mr. Kelgard wrote in conclusion. "When you see tugs chugging about the harbor, it is interesting to remember that they are an important part of our deep water commerce. Like a shepherd's dogs, they guide the great liners and freighters to piers, move them out to begin their long voyages, and keep river traffic moving in orderly fashion. The Journal offers its sincere thanks to the Moran company for a grand opportunity to observe, from the pilothouse, the operations of a great shipping organization."

### Tugboats: North River

Bucking the tide, the small, tough  
tugboats go  
Like busybody nursemaids with their  
charges  
Tied to a towline, half a dozen barges,  
On their prosaic errands to and fro.  
And now an ocean liner, fumbling, slow:  
A white-plumed whistle with incessant  
urge  
Warns all the ferryboats that are at  
large,  
"Hurry, make way for the magnifico!"  
Summoned by magic, tugboats rally  
'round,  
Nuzzle the giant to her waiting pier—  
An expert and coordinated team!  
They linger till the gangplanks touch the  
ground,  
The passengers are gone, the decks are  
clear,  
And tired boilers utter sighs of steam.  
CANDACE T. STEVENSON

### Chief Mate Is 'Subscriber'

Dear Sir:

I would like to know if I could be put on the mailing list of your magazine *TOW LINE*. I am in possession of an old copy and I am very interested. I am a merchant marine officer (chief mate) and have had your tugs alongside on many occasions during stopovers in the port of New York. I will gladly pay you for the subscription and mailing cost, and would appreciate it if you would consider my name.

JOHN E. ROARK

(24 Maryland Ave., Lowell, Mass.)

### ADDENDUM: 50 YEARS AGO

June 28, 1905—C. M. Burt, general passenger agent of the Central Railroad of New Jersey, announced that the Whitehall Terminal properties having been acquired by the City of New York, the company's ferry service between Jersey City and the foot of Whitehall Street, Manhattan, was discontinued at the close of business on June 24th.

## Annual Field Trip For Student Group

Another annual Moran-CCNY field trip for students taking Prof. John I. Griffin's Baruch School of Business course, "The Port of New York," came off successfully.

This time the touring group consisted of 30 City College students, half of whom were Germans in New York under a U. S. Department of State grant for study—such cities as Dusseldorf, Bremen, Kiel, Mannheim, Bremerhaven, and Nuremburg being represented. Prof. Frank A. Thornton was in charge of this contingent.

At 1000 the group boarded the tug *Moirra Moran* at Pier 1, North River, and forthwith proceeded downstream to observe the docking of a ship at Bayonne terminal on the New Jersey side which was followed by a transport operation which moved a T2-type tanker from Stapleton, Staten Island, to 138th Street, East River.

The itinerary afforded the enthusiastic students a comprehensive picture of operations in the harbor. In particular, it provided Alfred Knispel, from the Free University of Berlin, with essential information for his Ph.D. thesis on the general topic, "The Port of New York."

Reluctantly, the group returned to Pier 1 about 1700, full of admiration and praise for Capt. Ole Ericksen and his crew, described in an official letter of thanks as "perfect hosts."

**VENEZUELAN LINER**—First of four new Nordberg-diesel-powered vessels constructed for C. A. Venezolana de Navegacion's expanded and improved cargo service between United States ports and Venezuela, *M/V Merida* sailed from New York March 18 on her maiden voyage to Maracaibo, Guanta and Puerto Sucre (Cumana), after having called at Baltimore inbound from The Netherlands, where she was built. Equipped with the most modern radar and other safety devices, and with air-conditioned accommodations for 12 passengers, the *Merida* is 353 feet long, 52 feet of beam, with a dead-weight capacity of 4,800 tons, a loaded speed of 15 knots, and a cruising range of 5,000 miles. Running time, New York to Maracaibo: 5½ days. All four of the new C.A.V.N. ships are expected to be in service by the end of this year. Transportadora Maritima Venezolana, S.A., are the *Merida's* general agents here.—Photo by Blinn.





## Attention All: Another Yachting Season Is With Us!

"The laws of right-of-way afloat must be tempered with common sense on the part of the boatman. Stubborn insistence on legal right-of-way over larger vessels often leads the small boat owner into serious trouble."  
—Rear Adm. Halert C. Shephard, USCG, chief of the Office of Merchant Marine Safety, referring to small boat handlers who try to "do battle" with tugs, tankers, ocean liners and other less maneuverable large craft.

Yachtsmen are appreciative of the courtesy displayed by shipping interests, especially towing organizations, whose tugs and tows have repeatedly gone off their courses to give right-of-way to a racing fleet, an unofficial group of yachts, or even a single boat; but Admiral Shephard's warning is being emphasized by yacht clubs for the safety of their members, as well as that of non-member boatmen.

It is increasingly important for the commercial skipper to realize the amazing growth of interest in recreational boating has brought thousands of newcomers onto the water—many of whom, although they may have had some rudimentary instruction, probably are all too ignorant of the behavior of heavy laden craft, relatively unable to maneuver in short distances.

Great understanding and patience by both parties is indicated. In the long run they will pay off, since it will help to avoid unfortunate situations, some of which might entail loss of life.

### From Duckcreek Boone TWP. School, Rt. 1, Elwood, Ind.

Dear Sir:

I am a teacher of a sixth grade in central Indiana. Although our class has not seen the ocean or a large boat or ship, yet we are learning about these things as much as possible. One of the types we are most interested in is the tugboat. We have seen a few pictures of them and our interest is aroused. So, on the suggestion of a New York photographer who has ridden on your boats, a Mr. Low, we are writing to ask if you could send us a calendar with a picture of a tugboat on it and a copy of your magazine, *Tow Line*. He suggested writing to a Comdr. Robert —, but we could not read the last name on the scratch paper. Thank you very much, and you can be sure that the class will learn a lot if you can fill our request.

CLELAND PHELPS, Teacher

*S.S. INDEPENDENCE SAILS*—"Dear Mr. Editor," began the note in neat feminine handwriting, "why don't you print pictures oftener of those perfectly bea-uti-ful American Export liners? How I would love to—," but let that pass. Here, then, is a Stanley Rosenfeld version of an *Independence* sailing from the north side of Pier 84, North River, and *Tow Line's* correspondent is free, of course, to imagine she is aboard, outward bound for Gibraltar, Genoa, Naples—or she can name her own Mediterranean port. Let her take judicial note of two *Grace Moran*-class tugs assisting in this routine operation. (No commission, no charge whatever for our ex officio services as a travel agent.)

### Questions-Answers Dept.

To the Editor:

You seem to have, or to be able to get quickly, quite a bit of miscellaneous information. From time to time I hear about an organization called, I think, "The Committee of American Steamship Lines;" but how does one get in touch with it, if indeed I have the name right?

T. H. HUXLEY  
(Providence, R. I.)

Our correspondent's information is correct, as far as it goes. The C. of A.S.L. may be addressed at 1701 "K" Street N.W., Washington 6, D.C. The membership: American Export Lines, Inc., American Mail Line, Ltd., American President Lines, Ltd., Farrell Lines, Inc., Grace Line, Inc., Gulf and South American Steamship Co., Lykes Bros. Steamship Co., Inc., Mississippi Shipping Co., Inc., Moore-McCormack Lines, Inc., Pacific-Argentine-Brazil Line, Pacific Far East Line, Inc., Pacific Transport Lines, Inc., Seas Shipping Co., Inc., Oceanic Steamship Co., and United States Lines Co.  
EORR

## Hawaiian-born Sailor Named Seaman-of-Year



Mr. Chin

Jarrett H. Ah Chin, 32, Hawaiian-born boatswain, presently serving aboard the Moore - McCormack Lines freighter *Mormacrio*, on May 23 received from Sen.

Warren G. Magnuson, chairman of the Interstate and Foreign Commerce Committee, a plaque commemorating his selection as Seaman-of-the-Year for 1955.

The presentation was made at The Battery, New York, as a feature of a Seamen's Day observance scheduled as part of World Trade Week. It was sponsored by the United Seamen's Service.

On three occasions Mr. Chin risked his life in treacherous seas to save fellow seamen, his latest feat occurring April 5 in the course of loading operations at Buenos Aires, Argentina, when he dove between his ship and the dock to rescue a man who had been knocked overboard.

*Echo*, from a by-line article by Mayor Robert F. Wagner in a special Port of New York supplement to the European edition of the New York Herald Tribune: "The City of New York owes much of its preeminence as the commercial and industrial hub of the world to its fortuitous location at the head of a natural harbor which has been developed into the busiest port on the globe."





## Fleet Safety Record

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

*Agnes A.*, E. Costello, H. Bickle, E. Chartrand; *Alice M.*, E. Hoffman, J. Cummings, J. Jorgensen, E. Carlson; *Anne*, P. Walling, G. Hayes, J. Morin; *Barbara*, G. Sahlberg, H. Wee, J. Sahlberg, P. Gaughran; *Bartow*, F. Jonassen, H. Anderson, G. Halvorsen; *Carol*, R. Hayes, L. Thorsen, R. Poissant; *Catherine*, J. Costello, E. Freeman, H. Vermilyea; *Cathleen*, W. Waxin, H. Stensland; *Chesapeake*, H. Becker; *Christine*, R. Jones, E. Thorsen, J. Guinan; *Claire A.*, F. Duffy, F. Noel, A. Duffy; *Doris*, B. Sherer, M. Grimes, K. Buck; *Edmond J.*, W. Baldwin, W. Mason; *Elizabeth*, T. Ball, J. Johansen, C. Westervelt, C. Shannon; *Eugene F.*, E. Allen, V. Chapman, E. Prendergast; *Gay*, P. Watson, L. Nordberg, J. Monahan; *Harriet*, M. Conners; *Helen B.*, T. Sorenson, R. Salverson, G. Pedersen; *Joseph H., II*, D. Halpin, P. Jessey, H. Hendricksen; *Julia C.*, E. Bergsted, J. Halling; *M.*, A. Jorgensen; *Madelyn Meseck*, P. Bogovich; *Marie S.*, J. Petersen, J. McConnell; *Martha*, H. Sixten, H. Thorsen, H. Hansen; *Mary*, J. Driscoll, W. Karowski; *Michael*, G. Sanschagrin, L. Foley, H. Sigmon, J. Fagerstrom; *Moir*, A. Biagi, R. Rowholt, W. Morrissey; *Nancy*, M. Sullivan, H. Dickman; *Ned*, B. Deeley, H. Prince; *Pauline L.*, W. Morch, J. Smith, C. Sheridan, R. Hayes; *Richard J. Barrett*, J. Johnson; *Sheila*, T. Sweet, J. Chartrand; *Susan A.*, H. Jacobsen, C. Valley, J. Todesk; *William J.*, J. McKenna, R. Fiske.

"We had an almost perfect damage record during March, and the record for April was about as good. I do not see how we can expect to do much better.

"Congratulations to all hands. The results must be due to all of you thinking about safety and using your skills to avoid difficulties. Let's try to keep up this fine work."

JOSEPH H. MORAN, II

## Sincere Appreciation

Dear Admiral:

I certainly can't begin to tell you how much the members of the Ocean Race Committee, and more specifically the skippers and crews of the three visiting yachts, appreciate your cooperation and generosity in connection with delivering them from shipside to City Island last Friday night (June 3). As you probably know, they got in three or four days late due to engine trouble on the passage over, so that it was particularly gratifying that the unloading and subsequent delivery to City Island went off smoothly and at the earliest possible moment. Also, from the standpoint of one who is attempting to help with arrangements, it certainly was a pleasure to deal with your organization, where I found that everything had been clearly laid out and where they were completely ready to go ahead just as soon as the yachts were put into the water. . . . We all deeply appreciate what you and your organization have done to help with this international event.

ROGER STEPHENS, JR.  
(New York Yacht Club)

**Echo**, from Vol. I, No. 1, of TOW LINE, dated December, 1947: "It is hoped that you (men on the tugs) feel to some extent compensated for your extra efforts by the knowledge that we are in such good shape as a company. It is also hoped that the publication of TOW LINE will help bring together all the members of Moran and, at the same time, that it will give those who employ us a better understanding of our functions."

S. S. KAMIKAWA MARU—Owners, Kawasaki Kisen Kaisha, Ltd. Home port, Kobe, Japan. Dimensions, 479 feet long, 64 feet wide, and 30 feet deep. Tonnage, 6,966 (gross). Built in 1951. This Rosenfeld photo shows the ship being docked by Moran tugs at Hoboken, N. J. Latest report available at press time: in the Panama Canal, westbound for Yokohama and Manila, having sailed from Baltimore May 19. Gen. Agts., Kerr S.S. Co., New York.

## 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.)

**MAY 10, 1905**—*Aransas* (Joy Line str.) collided with barge *Glendower* on May 7 a mile and a half SSE of Pollock Rip lightship. Steamer sank. One woman passenger was drowned; balance of passengers and crew, 65 in number, reached Vineyard Haven in lifeboats. . . . A mud scow in tow of tug *Fred Fenner* broke adrift May 4, and tug had hawser in her propeller. Scow was picked up by tug *M. Moran* and towed into New York. The *Fenner* was towed into Canarsie. . . . *John C. Gregory* (schr.), from Norfolk for Picton, N. S., with load of piling, was run down in dense fog at 1:45 a.m. May 4, 12 miles W of Gay Head by str. *Ontario*, from Boston for Norfolk and Baltimore. Captain Barnes and crew of seven were picked up by the *Ontario* and landed at Norfolk. Stern of the *Gregory* was still afloat when abandoned. . . . *Maryland* (rr. transfer boat) collided in East River night of May 8 with Fulton ferryboat *New York*. Transfer uninjured, but ferry had hull badly holed. . . . *Moonbeam* (bge.), New York for Providence in tow of tug *Gertrude*, sank in gale night of May 3 off Pt. Judith. Captain Ackers, steward, engineer, and two children of captain were drowned. . . . (Boston) Wreck of steamer *Spartan* was sold at public auction May 4 for \$475.

**MAY 17, 1905**—Tug *Murrell*, Captain Haley, is leaving Boston for Montreal to tow two whaleback barges down the St. Lawrence to the coast. Morrison Coal Co. purchased four of these barges on the Lakes. They will transport coal from Hampton Roads to Boston.

**MAY 24, 1905**—Steamers *Buckman*, 1,237 tons, and *Watson*, 1,237 tons, built at Toledo, Ohio, in 1901 for the fruit trade, have been sold to San Francisco. They will be employed by Matson Navigation Co. in towing oil barges on the Pacific coast. . . . (Portland, Me., May 20) Steamer *Frank Jones* has been sold to a line operating between Fall River and New York. Service between Portland, Mt. Desert and Machiasport, which has been maintained for many years, will be discontinued Friday.

**MAY 31, 1905**—The North German Lloyd steamship *Neckar* arrived in New York May 25 from Naples and Genoa with 2,641 passengers in her steerage. This is the largest number of immigrants from Mediterranean ports ever brought in on one ship. **JUNE 7, 1905**—The Joy Line Steamship Co. filed a libel in U. S. Court June 3 against tug *Patience* and barge *Glendower* for damages amounting to \$68,061 for sinking of steamer *Aransas* by collision off Pollock Rip on May 7.

**JUNE 14, 1905**—*George T. Hay* (Br. ship), while being towed to discharging berth in East River, had her main topmast broken by striking Brooklyn Bridge.

**JUNE 21, 1905**—*James Hughes* (tug) was burned and sank June 15 while between Bartlett's Reef and Gull Island, L. I. Sound.





## Twenty-two High School Boys, Girls Will Enjoy Voyages as Essay Contest Winners

**S**EVEN high school girls and 15 boys, from 22 American cities, have won trips on American-flag vessels as top writers in the Harold Harding Memorial Essay Contest, sponsored for the twentieth year by the Propeller Club of the United States.

The Propeller Club conducts the competition, which is approved by the National Association of Secondary School Principals, as a means of broadening the education of the teenager and acquainting the younger generation with the necessity for a stronger American merchant marine "to insure our national security and economic prosperity."

Approximately 12,000 essays on the subject, "American Ships for Trade, Travel and Defense," were submitted by students to their high school teachers who, after screening them, submitted them to contest judges in 34 competing Propeller Club "ports." The best essay in each locality was submitted to national headquarters of the club, New York, for final judging.

The following list of winners and prize trips represents a cross-section of the organization's 125 local clubs here and overseas, with students from all over the United States, as well as San Juan, Puerto Rico, and Yokohama-Tokyo, Japan, turning in top essays:

Carolyn Gale Morgan, Baton Rouge, La.; New Orleans-Caribbean cruise, Lykes Bros. Steamship Co.

D. Kevin Duff, Malden, Mass.; round trip, New York-Havana, New York & Cuba Mail S.S. Co. (Ward Line).

William Edward Lokey, Brownsville, Texas; round trip, Ashland, Ky.-New Orleans, winner and companion, Ashland Oil & Refining Co.

"NEAREST SAFE PORT" — Roughly comparable to threading a needle's eye, and certainly not without great hazard in rough weather, negotiating the narrow harbor entrance at St. George's, Bermuda, calls for expert seamanship, especially in the navigation department. Here is our ocean tug *Marion Moran* (Capt. James L. Barrow) making port there with *M/V Schwanheim*, out of Bremen. Picked up April 12, drifting at 26°00' N. 71°06' W., the disabled German ship found herself safely in St. George's April 16th, none the worse for that disquieting interval during which she was helpless and the tug was proceeding at full speed to her assistance from a point off Norfolk.—Picture from Photo House, Bermuda.

Peter Richard Corradi, Charleston, S. C.; round trip, transatlantic (South Africa) or intercoastal, States Marine Corp.

Donald Parsons, Vermilion, Ohio; round trip, New York-South Africa, Seas Shipping Co., Inc. (Robin Line).

Fred Trulson, Detroit, Mich.; New York-Hawaiian Islands, Isthmian Steamship Co.

Fred Emerson, Galveston, Texas; round trip, New Orleans-west coast of Africa, Mississippi Shipping Co. (Delta Line).

George Verrall, Gulfport, Miss.; round trip, New York-South Africa, Farrell Lines.

Jennie Sneed, Houston, Texas; round trip, New York-South America, Moore-McCormack Lines.

Joan Fredericks, New Orleans, La.; 16-day cruise, New Orleans-Mobile, Ala., visiting Jamaica, Venezuela, Trinidad, Dominican Republic, or Curacao.

Sally Macfarlane, Newport News, Va.; round trip, New York-Caribbean, Grace Line.

Gerald W. Grumet, New York, N. Y.; round trip, New York-Mediterranean, American Export Lines.

John Page Garrett, Portsmouth, Va.; round trip, Hampton Roads-United Kingdom (or European continental ports), South Atlantic Steamship Co.

Tonie Mae Connelly, Fort Lauderdale, Fla.; round trip, New York-Caribbean, Grace Line.

Lawrence Laben, Portland, Me.; round trip, New York-Australia, United States Lines.

Jose E. Villares, Caguas, P. R.; 14-day cruise, New York-Puerto Rico and return to Mobile, Ala., Waterman Steamship Corp.

James Dal Bon, San Rafael, Calif.; coastwise trip, Pacific coast ports, Pope & Talbot, Inc.

### Public Relations

Excerpt from a talk by Helen Delich of the Baltimore Sun at the American Merchant Marine Conference in Miami, Florida:

"Public relations goes through your whole organization, from the girl at the switchboard, through the salesmen, and on up to the man in the president's chair. It means that any outsider who asks a question should be given, not only a civil answer, but a complete answer.

"You can say public relations is the art of getting along with people or getting people to like you. Commercially, it means, 'public relations is the art of getting people to like your company and your product.'"

William Elten Titgemeyer, Savannah, Ga.; coastwise trip, New York and Atlantic ports, Marine Transport Lines.

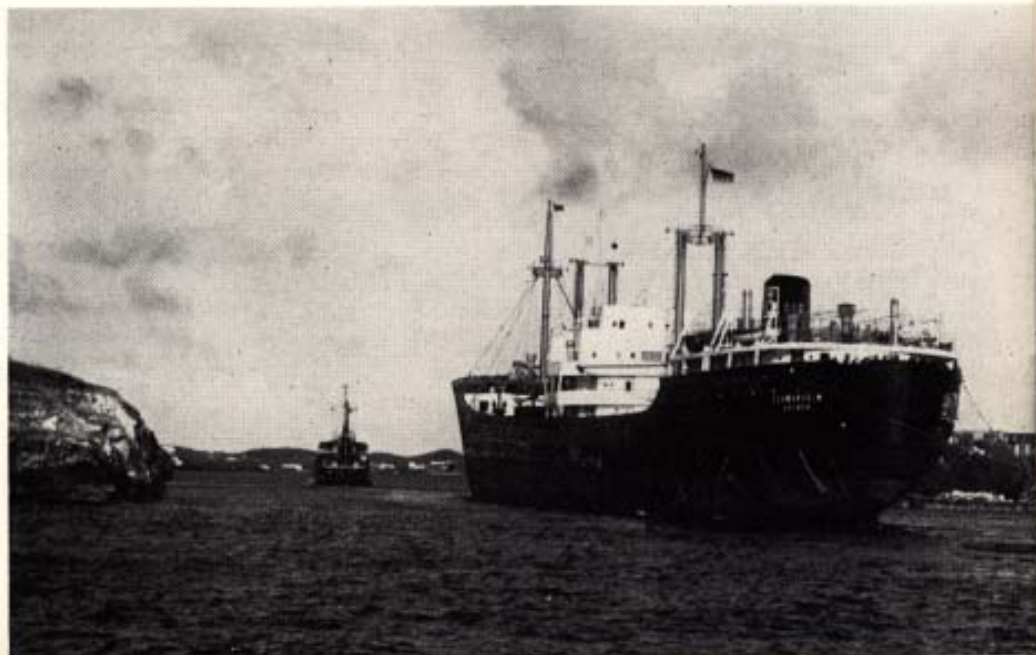
David Doupe, Bellevue, Wash.; coastwise trip, Pacific ports, Pope & Talbot, Inc.

Christine Louise Hager, Tacoma, Wash.; round trip to Honolulu, T. H., Matson Navigation Co.

Michael Edward Murphy, St. Paul, Minn.; round trip, St. Louis, Mo.-St. Paul, *M/V Delta Cities*, Lake Tankers Corp.

Sandra Bolt Webber, Yokohama, Japan; round trip, San Francisco-Orient, American President Lines.

The following were awarded honorable mention citations: John M. Corboy, Honolulu, T. H.; Charles Young Coghlan, Louisville, Ky.; Colleen Dillon, The Sabine, Texas; Catherine Ferke, University of Pennsylvania, Pa.; Lila Fisher, Bellingham, Wash.; James Dennis Hare, Camden, Ark.; James Smith Price, Paducah, Ky.; Helen Satterthwaite, San Diego, Calif.; John Kay Sleeman, Huntington, W. Va.; David Weiss, Albany, N. Y.; Jerry Willis, Los Angeles-Long Beach, Calif.; and Mavor Etta Smith, Palm Beach, Fla.







It's gratifying to be able to get this department off to a nice start with a comparatively recent wedding report—in this instance the marriage of Irene Xenia Sennstrom, attractive daughter of Mr. and Mrs. Bernard Sennstrom, 321 Hillcrest Avenue, Wood Ridge, N. J. (Her proud pop is assistant engineer aboard the *Carol Moran*, a company employee since April 11, 1951.) On April 16 Miss Irene married Robert Thorpe Hitner of Santa Barbara, Calif., a Prudential Insurance Co. underwriter, in First Presbyterian Church, Wood Ridge, with Rev. William A. Carhart officiating. The bride, a graduate of Katherine Gibbs School, is a Standard Oil Co. secretary. The couple will reside in Sherman Oaks, Calif.—and good luck to them!

An extra low and deferential bow to H. P. Maxton of the Offshore Company, Baton Rouge, La., who noted in our February issue that multiple sclerosis victim John L. Male, Schenectady, N. Y., is a wood carver and modeler. Mr. Maxton sent him a supply of balsa wood for his wheelchair projects, and offered him more whenever that runs out—for free, too.



Edward J. Johnson, Jr., son of the manager of our barge-scow operations, 14 years old August 30, graduated this month from Sacred Heart Parochial School, Cambria Heights, L. I. The Johnsons plan to move to Massapequa within a month or two, so young Eddie probably will enter Amityville High School in the fall. (See following page for athletic exploits by another Johnson boy, Harold, 16, on the *Moran* outing.)

Joyce Lewis, 17-year-old daughter of Elwood J. Lewis, company controller, and Joann Christian, also a student at Bronxville High School, won first place in the third annual Table Arrangements Contest conducted by B. Altman & Co., April 30. The girls' prize setting was for a "Sweet 16" party, and each received an award of a monogrammed linen set from the store. Miss Joyce graduated from high school June 24, and plans to attend Wheelock College, Boston, in September, majoring in education.

We may have forgotten to mention before that Capt. Earl C. Palmer, assistant vice president of Moran T. & T. Co. (sales), was re-elected in mid-February for another one-year term on the 15-man board of directors of the Steamship Historical Society of America, the membership of which passed the 1,000 in 1954.

It's a girl for the Otto Beygangs. Little Margaret arrived at Midwood Hospital, Brooklyn, May 18, weighing seven pounds, seven ounces. Otto is chief engineer aboard the *Eugene F. Moran*—off Charleston, S. C., en route from Baltimore to New Orleans with a carfloat in tow as this item is being typed, June 17. The Beygangs reside at 1519 E. 56th St., Brooklyn.

The crew of the *Eugene F.* seems to be doing all right. Belated good news from Leif Breivik, deckhand, and Mrs. B., 608 Ninetieth St., Brooklyn, advises TOW LINE of the birth of their Thomas Steven, also seven pounds, seven ounces, April 8, in Shore Road Hospital, same borough.

Welcome aboard, as usual, to Mrs. Margaret Keller, 68-24 Sixty-second St., Brooklyn, equally attractive and efficient relief telephone operator who graces *Moran's* two-place switchboard during vacation periods and in occasional emergencies. As we go to press,

## Add 'Men at Work'



No jack-of-all-trades, since even his routine work is highly specialized, a good deckhand aboard a tug acquires a wide variety of skills nevertheless—and frequently he is glad he has them. One of *Tow Line's* staff cameramen surprised Sigurd E. Andersen of the *Doris Moran's* deck crew up a boarding ladder, securing a corner of the canopy over his tug's boatdeck. Nothing extra-special about it; just a typical action shot of a competent man at work. An employe of *Moran* since June, 1952, Mr. Andersen resides at 155 Woodvale Avenue, Staten Island.

Marge is sitting in for veteran operator Lillian Harrison, who is holidaying upstate.

Rear Adm. Edmond J. Moran, president of Moran T. & T. Co., and Mrs. Moran, Darien, Conn., announced on June 17 the engagement of their daughter, Margot, to Richard Danis, son of Dr. and Mrs. Peter G. Danis, St. Louis, Mo. Miss Margot is a graduate of Marymount College, Tarrytown-on-Hudson, N. Y. ('55). Mr. Danis is a student at St. Louis University School of Medicine, where his father is a professor and chairman of the department of pediatrics.

**Echo**, from a letter from William L. Smith, retired, Sailors' Snug Harbor, Staten Island, N. Y.: "My admiration for *Moran* is so deep that words are not known to me that will fully cover it. I am disabled with multiple sclerosis and do my sailing in a wheel chair, but that is not the point. I was sailing as such while working for *Moran* as a radio operator! I shall always be profoundly grateful to *Moran* for its many favors to me."



## Shoreside Employees, Guests Journey to Bear Mountain for Sixth Annual Outing

**M**ORAN shoreside employees and their guests—86 strong, not counting the equally festive crew of the tug *Barbara Moran*, assigned to transport the party upriver—got off at 1000 June 14, on the sixth annual outing of its kind, again at Bear Mountain State Park. Judging from comments the following day, including wry remarks about muscles unaccustomed to anything more strenuous than operating a pencil sharpener, the excursion was as much of a success as ever. An eyewitness report on the proceedings:

En route to the picnic spot: coffee, cake and other refreshments, professional entertainment—even a little dancing on deck. On arrival, 1400: hot dogs, “cokes,” etc., preceding scheduled games, official results of which were:

**KIDDIE CAR RACE, girls, seniors:** Molly Bierweiler; *girls:* Rita Carnivale.

**HOOPLE RACE, boys:** Fred Morgana; *girls:* Florence O'Connor.

**THREE-LEGGED RACE, boys:** Fred Morgana, Eddie Balicky; *mixed,* Harold Johnson, Barbara Ferraro.

**POTATO RACE, boys:** Harold Johnson; *girls:* Muriel Murray.

**SACK RACE, boys:** Harold Johnson; *girls:* Rita Carnivale.

**EGG AND SPOON RACE, boys:** Harold Nielson; *girls:* Nora Lascari.

**TUG-OF-WAR, boys:** Operating Dept. Team, Art Gormley, John Masi, Jim Drudy, Eddie Balicky, and John Boyle.

**TUG-OF-WAR, girls:** Accounting Dept. Team, Joan Harkins, Nora Lascari, Barbara Donohue, Muriel Murray, and Rita Carnivale.

**SOFTBALL:** Teams captained by Joseph Meseck, Jr., and Danny Grandone played seven innings to a 7-7 tie.

For dinner (*al fresco*, of course) there were roast chicken, baked beans, potato salad, corn on the cob, coffee or soda, cookies, and ice cream.

On the way home, following the Bear Mountain festivities, Capt. Joe Dowd, costumed as a farmer, presided over a “grab bag” of miscellaneous prizes. (“Prizes,” he says!)

A number of tired, but happy, voyagers elected to disembark from the *Barbara*, skippered by Capt. J. Sahlberg and P. Gaughran, at 125th Street, Manhattan—and had to stay there until a posse of *gendarmes* arrived to let them off the closed and padlocked pier! Most of the remainder of the party got off the tug at Pier 1, North River, where the expedition started, but a few enjoyed “special delivery” to Jersey City.

## Towage Service Satisfactory

Dear Sirs:

May we at this time express to you our sincere appreciation for the very excellent work performed by your tug *Joseph H. Moran, II*, in towing our *M/V Canadian Challenger* from Granada, B.W.I., to Trinidad, Port of Spain, and thence to Halifax? It was most unfortunate that bad weather during the early part of April delayed the passage to Halifax, inasmuch as the whole venture up to that time had proceeded quite smoothly. We have not yet received a report from the master of the *Canadian Challenger*, but we have no doubt the manner in which the towage services were performed were also to his satisfaction.

A. R. CAMPBELL, Gen. Claims Agt.  
(*Canadian National Steamships*)

## Note from Pago Pago, Tutuila, American Samoa

Dear Sir:

While ashore at Nukunono in the Tokelau Group, I saw several copies of *TOW LINE*. This magazine is sent occasionally to Sister Julien at Nukunono by a Mr. T. O'Connor of your company. Would you kindly pass the word that I saw her...and that she is well, although anxious for a change after having spent almost four years on this lonely atoll? Would like to receive your excellent magazine, having done considerable deep sea towing during the war, and still do now and then, although I am not able to say “I worked for Moran”—which should be a feather in any seaman's cap.

ROBERT C. PAYES  
(*Master, M/V Mantua Tele*)

## Capsule Introductions to Four New Employees of Moran Towing & Transportation Co., Inc.

**1.** Miss Regina Ann Daly, daughter of Mr. and Mrs. B. J. Daly, 45-24 Forty-second Street, Long Island City, secretary to Rear Adm. Edmond J. Moran, president. A graduate of St. Michael's High School and the Katherine Gibbs Secretarial School, Manhattan, she was previously employed by Socony-Vacuum Oil Co. and Standard Brands, Inc., and started with Moran on April 25. Likes dancing, swimming, roller skating, bowling. Miss Daly is a decorative and welcome addition to our HQ staff.

**2.** Outnumbered, outflanked and surrounded here, but apparently unabashed, Arthur J. Gormley, son of Mrs. Alice Gormley, 336 Ninety-fifth Street, Brooklyn, a diligent worker in our billing department since April 18. A graduate of Fort Hamilton High School, and a night student at Pace (business) College, he came to Moran via Guaranty Trust Co., Manhattan, where he was head of the control cage. Hobbies: Basketball, bowling. Is engaged to be married October 29, girls.

**3.** Miss Dolores Harvey, daughter of Mr. and Mrs. J. P. Harvey, 43 Vanderbilt Avenue, Brooklyn, assistant to John Tedaldi, purchasing agent. A graduate of Bishop McDonnell Memorial High School, she was formerly employed by Rockwood & Co. (chocolate and cocoas) in the same capacity. And “it ain't necessarily so” that our Miss Harvey is as solemn as this informal office snapshot, below, represents her to be. Likes swimming, reading, dancing, the usual feminine pursuits.

**4.** Miss Joan Donzella, daughter of Mr. and Mrs. James Donzella, 1479 Thirty-ninth Street, Brooklyn, deft operator of a bill posting machine in our accounting department. A graduate of New Utrecht High School in the Borough of Churches, she came to Moran T. & T. Co. May 16 from a similar position with Metropolitan Life Insurance Co. “What do you do for fun, Miss D?” “Oh, I like to swim and fish and go ice skating!”—This photograph and the others by H. J. Blinn, Brooklyn.





