

TOW LINE



OCTOBER, 1935

Waterways Improvements...
(Pages 8-9)



ON THE COVER—



IF YOU FILE your copies of *Tow Line*, and an astonishing number of readers apparently do, you can turn back to the October, 1950, issue—five years, the man says!—and review one of the best photographic essays we have ever published: a step-by-step, not too technical description of the docking of this noted French liner, *S.S. Liberté*, by Moran tugs under the direction of one of our senior pilots, Capt. Anton Huseby. It was on the occasion of her arrival in New York on August 23rd of that year.

Still maintaining her exacting transatlantic schedule, and still a regular assignment of Captain Tony et Cie, this 936-foot, 49,850-gross-ton pride of the French Line was to make port here again on October 25th—even as this issue was being printed. Sailing from Le Havre, she would make a stop at Southampton westbound, and "M" tugs would ease her into her customary berth alongside Pier 88, North River.

Assuredly, that is what is taking place in the masterful C. G. Evers wash drawing distinguishing this cover, with our *Doris Moran* and some other *Grace Moran*-class tug competently doing the necessary on the port side of the sleek ocean greyhound. Note the uptown Manhattan skyline.

The master of the *Liberté* is Commandant Paul Kerharo. Don't be too surprised if he turns up in "profile" in our *Celebrated Shipmasters* series before 1956 reaches this waning quarter. He rates it—just as his famous command rates Mr. Evers.



Moran's European Agents: ENGLAND: James A. McLaren & Co., 65 Bishopsgate, London, E. C. 2; SCOTLAND: Henry Abram, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Shipping Services A/S, Fridtjof Nansenspleis 4, Oslo; Birger Gjestland A/S, Kong Oscars Gate 62, Bergen; DENMARK: Jørgen A. Rosencrans, 33 Ansløstgade, Copenhagen K.; SWEDEN: A. B. Sandström, Ström & Co., Postgatan 3, P.O.B. 73, Gårderberg; FINLAND: A. B. Lars Krogius & Co., O. Y., 5, Mägasingsgatan 4, Helsinki; BELGIUM: Wm. H. Mueller & Co., S. A., 21 Rue de la Bourse, Antwerp; GERMANY: Ernst Gilsbel, Altenwall 21, Bremen; SPAIN: Rafael Navajas Aguirre 8, Bilbao; ITALY: O.S.I.A.M., Via C. R. Ceccardi 4-38 Genoa; GREECE: The Sports Agency Co., Ltd., P.O.B. 21, Piræus.



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R. M. Munroe, *Editor* Lucille Christian, *Associate*

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TIP OF THE ISLAND—It's a lot easier to look at than to describe, this Flying Camera, Inc., aerial view of the extreme southern end of Manhattan, looking north—perhaps a little to the west of north. First, please take judicial note of our tug *Elizabeth W. Moran* escorting N. Y. K. Line's 458-foot, 7,690-gross-ton cargo liner *Eishin Maru*, which she joined off the Battery and assisted into a berth at Pier 6, Brooklyn. Off the ship's port bow, a New Haven RR. diesel-electric tug with two carfloats.

So, along the East River waterfront, beginning with Pier 4, jutting out from South Street (extreme right): the six-slip terminal used by New York-Staten Island ferries; a smaller slip for the Governors Island (Army) ferry, adjoining the site of a new Barge Office; the imposing sweep of renovated Battery Park, with its partially restored Fort Clinton (formerly the Aquarium); sightseeing and excursion boats tied up along the seawall; a municipal heliport; and, in sequence, Pier A, North River

(New York Dept. of Marine & Aviation), and Piers 1, 2 (another "M" tug off the end), and 3 (United Fruit Co.), with one of UP's foreign ships berthed alongside.

We refuse to be tricked into trying to identify those skyscrapers and other imposing structures of the financial district, but to the left, somewhat separated from the mass, are our own 20 and 31-story Whitehall Building, the tiered Downtown Athletic Club, and 21 West Street (rear). Background: New Jersey.

Add "Men at Work"



A. L. Gabrielson, 1072 Seventy-sixth Street, Brooklyn, chief engineer of the tug *Claire A. Moran*, shows his first assistant, Harold H. Smeds, 29 Primrose Place, Staten Island, that he hasn't forgotten all he used to know about sail-making. Thus started, the job—a ripped awning—presently was taken over by Frank L. Morello, 56 Grant Street, Kingston, N. Y., deckhand aboard, and *Tow Line* photographer Fred Shipley, Dobbs Ferry, N. Y., who finished it. They must have known what they were about, too, because three months later the repaired canvas was still holding.

Echo: Excellent... Helpful

Dear Sirs:

The Hydrographer wishes to express his appreciation for the accommodations and communications facilities provided Mr. John F. Ropek of this Office while he was aboard the tugboat *M. Moran* on the recent Texas Tower project. Capt. Earl Allen's excellent co-operation and helpful attitude materially aided the Hydrographic Office in providing the wave forecasting service for the installation of Texas Tower No. 2.

CAPT. H. H. MARABLE, USN
(Acting Hydrographer, Wash., D. C.)

Ships in His Blood

Gentlemen:

Today, while at Port Newark, I received from a member of the crew of the *Barbara Moran* a copy of the magazine *TOW LINE*, and as I am very much interested in reading about ships and shipping, I would appreciate it very much if you would kindly send me regularly a copy of this magazine. About 26 years ago I came to this country from Bremen, Germany, where I had worked for a time in the shipyards, so all I can say is that ships are still in my blood. Your kind consideration of my request will be greatly appreciated. At the present time I am working as a machinist at the Western Electric Co., Kearny, N. J.

FREDERICK K. MOOCK
(2571 Vauxhall Rd., Union, N. J.)

Sunset Harbor

With seas too heavy for a catch,
Winds saber-sharp and cold,
The fishing boats ride in with less
Than nothing in their hold,
And seeing clear how light they ride
The fisherman's eyes are grim
Returning shoreward, leaving behind
The sea's blue, lonely rim.

But they have brought the sunset in:
Their nets drip gold and red,
Now turquoise here, and topaz there:
Their nets are diamonded.
And as the fishermen turn to see
Their catch with wide surprise,
Glory more bright than new-found land
Lights up their weary eyes.

DANIEL WHITEHEAD HICKY
(As the *New York Times*)

Another Model Builder

Dear Sir:

If possible, please add my name to your list of subscribers to *TOW LINE*, your house magazine. The clear, graphic illustrations of *Moran* tugs at work which appear in the monthly editions of *The Log* are a great source of assistance to me in the construction of ship models. Should I be fortunate enough to receive your publication, I'll be aided that much more, and I will certainly appreciate and look forward to receiving *TOW LINE*.

PETER T. VICTORY
(73 Tremont St., Salem, Mass.)

TUGS FIGHT PIER B, JERSEY, BLAZE

Seven *Moran* harbor tugs joined fireboats, Coast Guard cutters, and other craft September 14 in fighting a spectacular blaze which virtually destroyed Pier B, Jersey City, set a freighter, the *S.S. Fort Reliance*, afire before she could be towed from a berth alongside, and spread a thick blanket of acrid smoke over the waterfront and downtown sections.

The tugs *Barbara*, *Caral*, *E. F., Jr.*, *Howard*, *Michael*, *Ned* and *Susan A. (Moran)* were assigned pumping and rescue duties. Three with the ubiquitous white "M" on their stacks, and one other local tug, got lines aboard the *Fort Reliance*—recently towed up from the Wilmington reserve fleet anchorage by one of our coast-wise tugs—and moved her to safety in midstream. Seven barges were shifted out of danger.

The excursion boat *John A. Maseck* was tied up on the south side of Pier C, and her captain was absent, so James McKenna, mate on our *Ned Moran*, boarded her and got her out under her own power.

(Coast Guard, left, and Herald Tribune photos)



E. J. Moran Selected For M.I.T. Committee

Rear Adm. Edmond J. Moran, president, Moran Towing & Transportation Co., has been named a member of the Visiting Committee for the Department of Naval Architecture and Marine Engineering, Massachusetts Institute of Technology, for a two-year term.

Each such committee is comprised of three members of the M.I.T. Corporation, one of whom serves as chairman, three alumni nominated by the Alumni Association, and three or more members nominated by Pres. J. R. Killian, Jr., who on September 6 extended an invitation to Admiral Moran.

The committees—23 in all—investigate and review periodically the activities of their respective departments, confer with department heads, members of their staffs and occasionally students, and submit reports to the corporation.

According to Mr. Killian, "Committee members bring to the department the point of view and the needs of industry and the professions; they help to bridge the gap between academic procedure and professional practice; and they afford the instructing staff expert comment and appraisal.

"In performing these functions the committee plays an important part in the maintenance of high standards, in the continual adjustment of the institute's educational program to new conditions and new opportunities, and in the formulation of policy."

Robert C. Sprague is chairman of Admiral Moran's committee. Other

members are Irving W. Wilson, David A. Wright, Alfred T. Glassett, John R. Newell, Daniel D. Strohmeier, W. Durward Leggett, Jr., William F. Gibbs, Solon B. Turman, and Joseph V. Santry.

Now Hear This!

(All Hands Ashore and Afloat)

From time to time word reaches the editorial office of Tow Line that some employee of the company is not receiving a copy of the magazine regularly.

In such instances one of only two valid reasons applies: either the individual's name has not been put on the mailing list through some oversight, or our bi-monthly issues are being sent to an incorrect address.

Everyone who works for Moran is entitled to and should receive Tow Line regularly. If you are not getting it, or if you know of someone who is not, please notify this office.

P.S. — And let us have your news items for publication.

Yachtsman's Gratitude

Dear Admiral Moran:

Being home again after this wonderful transatlantic race, I would like to take the opportunity to thank you very much on behalf of the Segelkameradschaft "Das Wappen von Bremen," and as skipper of the boat, for your kindness and for the great help which you have given to us by your organization. We also have to thank you indeed for towing the yacht gratis to City Island. It was due to the fact only that the yacht was towed to Nevins' the same night that we could be ready for the race in time.

RUDOLPH KOPPENHAGEN
(Bremen, Germany)

Foreign Shipowners Praise Our Service

Moran Towing & Transportation Co. tugs and pilots, and the routine and special services this firm ordinarily gives its customers in the Port of New York, are extremely well thought of by European ship owners regularly taking advantage of them, according to Joseph H. Moran, II, vice president, who recently talked with the managements of many foreign concerns.

Mr. and Mrs. Moran returned to New York in mid-September following a five-week visit in England, France and Germany.

In company with Moran's agents—Guy Sewell of James A. McLaren & Co., London, and Adolf Kaufmann and Ello Hudemann of Ernst Glassel, Bremen—Mr. Moran called on ship owners in London, Hamburg and Bremen whose ships Moran T. & T. Co. handle in New York. Without exception they had high praise for our equipment and personnel.

Mr. Moran also visited tug operators in those British and German ports, as well as in Newcastle, and discussed with them the latest technological developments in this field. He feels the exchange of information will be mutually beneficial.

One of the high spots of the trip was Mr. and Mrs. Moran's attendance at the launching of a new Shell tanker, the *Vola*, at the R. & W. Hawthorne, Leslie & Co., Ltd., shipyard at Hebburn-on-Tyne (Newcastle), England. The launching party boarded a special train in London the evening before the event, which provided the American visitors with an opportunity to see again old friends in Shell Tankers, Ltd., and affiliated Shell companies.

ARRIVAL, SEPTEMBER 8—Built in 1953, this 5,000-ton ship is owned by Cie de Transports Oceaniques, Paris, France, and her New York agents are International Freighting Corp., 17 Battery Place. This excellent running shot in the upper bay here was made as our tugs Susan A. Moran and Barbara Moran were about to come alongside in order to help her dock on the north side of Pier 1, Erie Basin, on the Brooklyn side. Capt. Ole Erickson was the Moran pilot in this instance. The vessel sailed September 16 for Saigon, Vietnam. Her name, which you might have a nickel's worth of trouble deciphering on the bow of the ship in this picture, is *Tahoro*—and please don't inquire here as to what that means in English.





Portuguese Fan

Messrs:

In possession of your address, I take the liberty to write to you. Excuse me for that. I'm a collector of ships and I'm interested to get *Tow Line* magazine, as you know it is my favorite pastime, my great passion; so can I get any one? Waiting and thanking you in advance,

RENATO A. M. SANTOS
(Funchal, Madeira)

CONVERTED TROOPER—The liner *Arosa Sun*, formerly the French troopship *Felix Roussel*, made a brief stop in New York early in August on her maiden voyage for the Arosa Line, a Swiss company, before going on to Quebec to start regular runs between Canada and North European ports. She discharged 340 passengers from Trieste and a cargo of cork from Lisbon after Moran tugs had docked her at Pier 95, North River, and 128 travelers were scheduled to debark in the Canadian port. The single-stack, 20,150-gross-ton ship—a \$2,000,000 conversion, according to Nicola Rizzi, Swiss banker and president of the line, who was aboard—has accommodations for 960 passengers, 100 in first class. All staterooms are outside, and many of the tourist-class cabins have private showers. — Photo by Blinn.

NBC RADIO FEATURE—The tug *Barbara Moran*, Capt. George Sahlberg, the Cunard liner *Queen Elizabeth*, and Capt. Chester A. Evans, whose turn it was to pilot the ship into her North River berth, were featured on the National Broadcasting Co. "Monitor" program September 13. NBC's veteran commentator, Leon Pearson, (holding hand microphone for Captain Sahlberg) arranged it. It was a coast-to-coast item.

Conference on Deck



Few indeed, if any, are the technical problems that cannot be solved satisfactorily through cooperative thinking and action—if we may be permitted a small editorial opinion. Here are two obviously good natured specialists conferring aboard the ocean tug *Edmond J. Moran*: Capt. Wilbur E. Baldwin, 459 Horton Highway, Williston Park, N. Y., master of the tug (right), and Irving W. Miller, 6-11 One Hundred and Fiftieth Street, White-stone, N. Y., assistant to our marine superintendent, Capt. John A. Brown. Captain Baldwin has been a Moran employee since April 16, 1938—more than 17 years. Mr. Miller came to the company in the Doughtless Towing Line deal, last March.

50 YEARS AGO

(The following items of interest were selected from files of the old New York Maritime Register by Capt. Earl C. Fether of Moran headquarters.)

SEPT. 6, 1905—(Norfolk, Va.) Steamer *Aragoa* and ocean barge *Saxon*, both lumber laden, from Georgetown, S. C., for New York, stranded two miles south of False Cape. Sept. 5. *Aragoa* caught barge's hawser in her propeller during storm and both vessels were driven ashore. Life savers rescued the crews.... *Maine* (str), bound down East River a.m. of Sept. 1, collided with barge in tow of steam lighter *Manhattan* off Pier 29. The barge sank.... (*Baltimore*, Aug. 28) Two scows lost by tug *Britannia* are now on Currituck Beach and are breaking up. They will be a total loss.

SEPT. 20, 1905—The naval tug *Iwona*, stationed at Boston, has been detailed by the Navy Dept. to destroy several derelicts on the Maine coast.... Tug *Neptune*, McLeod, which arrived at San Francisco Sept. 11 from Baltimore, made the run in 85 days, stopping at St. Lucia, Pernambuco, Montevideo, Punta Arenas, Coronel, Callao and Acapulco for coal.

SEPT. 27, 1905—The Enterprise Transportation Co. purchased the steamer *Kennebec* from Eastern Steamship Co. Sept. 19 for about \$130,000. She will run between Fall River and New York.... Steamer *Tallahassee*, recently purchased by Philadelphia Steamship Co., will have her name changed to *Parisian*.... *Cora L. Stabler* (tug) caught fire at New London night of Sept. 19 and engine room, boiler room and deck houses amidships were totally destroyed. Hull was uninjured.... *Juniata* (ss), Boston for Baltimore, returned to Boston with her foremast and smokestack carried away and starboard side badly damaged, having been in collision night of Sept. 20 with schooner *Harwood Palmer* off Chatham during dense fog. The schooner's bowsprit struck the steamer and broke off in her superstructure after demolishing the pilothouse and wrecking the staterooms on the starboard side. The *Palmer's* port anchor punched a large hole in between decks and damaged the plates for half the length of the steamer. One passenger seriously injured and several others hurt slightly. The schooner arrived in Boston Sept. 22 in tow of tug *Charles Gallagher*.... *Racer* (schr) collided with ferry *Manhattan Beach* in East River, New York, Sept. 25. The schooner drove her bowsprit into the paddle box of the ferry.

OCT. 4, 1905—Steamboat *Mera* sold at auction in Boston Sept. 29 for \$455.... Tug *William J. Daily* (wood), built at Tottenville this year, has been sold to the Panama Commission for service at Colon, for about \$58,000.

OCT. 11, 1905—*Bay State* (ss), Bay City, Mich., for Newport News with barges *Bath* and *Berkshire* in tow, arrived at Quebec and reported *Bark* collided with steamer *Univers* (Nor.) in Montreal Sept. 29. Steamer and one barge seized at Father Point by Montreal Harbor Commission, for \$50,000 each, for alleged damage to two of their dredges.



Look, Ma—No Hands!



This New York harbor landmark, the Colgate clock between Piers B and C on the Jersey City waterfront, fully illuminated and conveniently visible from far away even at night, recently required extensive repairs. The overhaul took the best part of two months, and for awhile the huge timepiece was without both hour and minute hands. Miss Margaret Brant, 358 Mt. Prospect Avenue, Jersey City, made the above snapshot from our tug Doris Moran off Harborside Terminal. The port returned to "Colgate time" August 16.

Distinguished Company

To the Manager:

I am making a collection of postcards and photographs of ships and tugs. I have ships of the Federal Steam Navigation Co., Union Steam Co. of New Zealand, and many others; also tugs of L. Smit & Co., Alexandra Towing Co., and William Watkins & Co. I would like very much if you could send me some photos of your tugs. I enclose two shillings in stamps to help cover the cost of postage. Hoping you will oblige,
Mrs. O. JOHNSON

(Huntville South, N.S.W., Australia)

INLAND WATERWAY SCENES—This quartet of New York State Barge Canal scenes, all four having to do with Moran operations on the great Empire State waterway, should be credited to Prof. Frederick C. Shipley, an whose versatile camera Tow Line learns for its best graphic exhibits of this genre—a fellow with boundless enthusiasm for tugs of all kinds, especially those familiarly known as "canalers." Left to right below: (1) The gates of Lock 6 close behind the Claire A. Moran as she starts westward at dawn with

P2-Type Transport Engineer

Dear Sir:

It is with great pleasure that I write this letter to tell you how much I enjoy reading *Tow Line*. My brother, whose son is in your employ, sends me a copy every so often. I would like to have one regularly—as often as this outstanding marine magazine is issued; and if you have a subscription rate, please let me know what it is.

I have been sailing the seas for a number of years. I was with the old Shipping Board, on the *America*, *George Washington*, *Republic* and *Leviathan*—also *Grace*, *Barber*, *A. H.*, *Matson*, *Dollar* and *American President* lines. At present I am with *MSTS*.

I've been in a few close calls, the worst in 1934, a typhoon in the Inland Sea off Japan. It lasted three days and two nights—winds up to 125 mph. at times—and the damage in Japan was very high.

Enclosed is a picture of the ship that I'm on. Since I've been sailing in the capacity of an engineer and am very interested in ships of all types, I never miss an opportunity to read about them, regardless of what the article is.

ARTHUR F. BIAGI

Editor's note: A sleek looking ship indeed is Mr. Biagi's, the *USNS General Hugh J. Gaffey* (TAP 121), and if the postcard-type print he sent along with his letter had not been in color we might have used it here. The *Gaffey* was built in 1945 at Bethlehem Steel's yard in Alameda, Calif. She is one of *MSTS*' most modern transports: 17,000 gross tons, 609 feet long, 75 feet wide, speed 19 knots. She is in service carrying troops and dependents.

NEW FIREBOAT—The New York Board of Public Works has approved a contract for a design for a new fireboat, having in view one, two or three vessels. The actual number constructed will depend on funds available.

Last-Minute Departure



When the French liner *Ile de France* sailed from New York on August 17, Hanna and Margit Hirsch and Fritzie Linke, an unwary trio, aboard to bid someone bon voyage, stayed a little too long and had to be taken off down the bay by an assisting tug, our Doris Moran. Here Miss Hanna, 7702 Thirty-fourth Avenue, Jackson Heights, descends a pilot ladder from one of the ship's port side hatches to the deck of the tug, carefully roped against a dangerous fall and aided by solicitous crewmen. At the right is Edward Magnuson, 9962 Fort Hamilton Parkway, Brooklyn, deckhand aboard the Doris.

You're Welcome, Cap'n

Dear Sir:

I would like to thank the person or persons responsible for forwarding to me your magazine, *Tow Line*. I find it of absorbing interest and look forward very much to its arrival each time.

G. H. NAISH

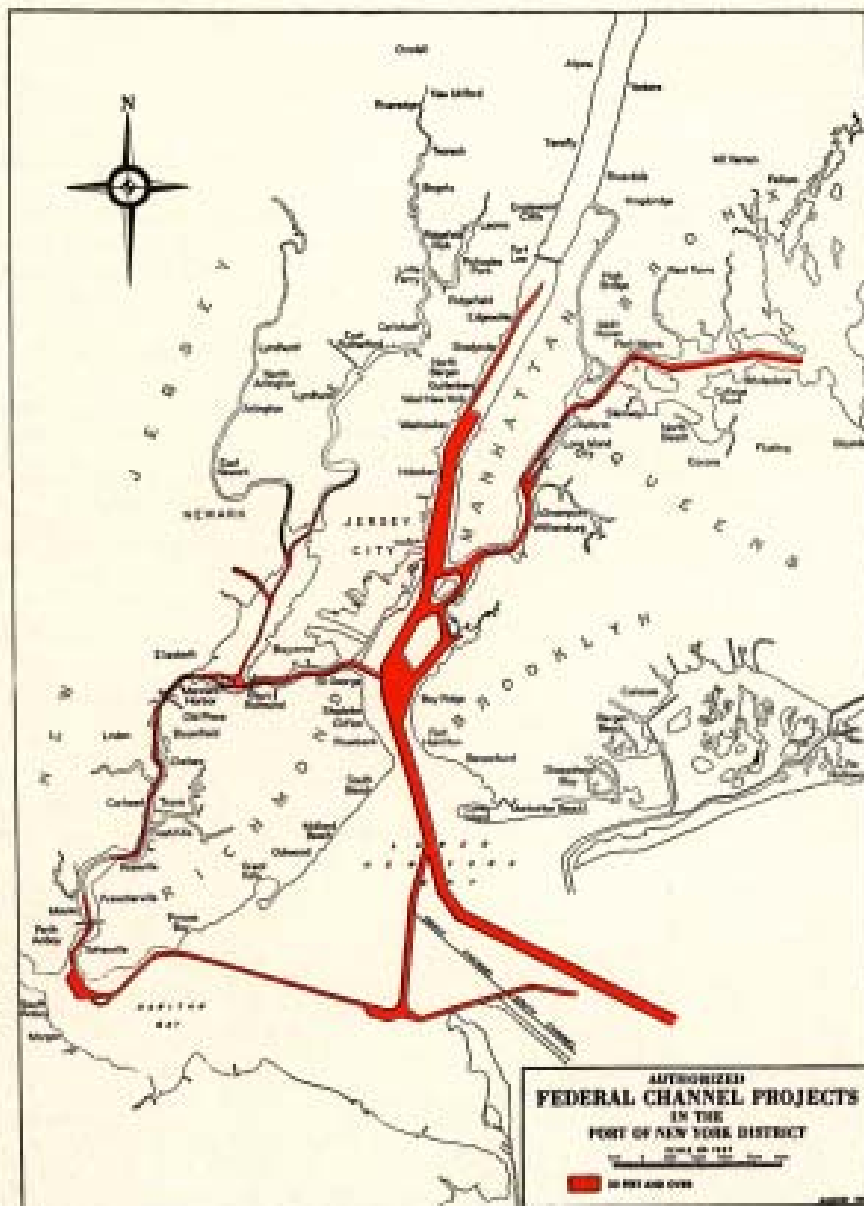
(Asst. Salvage Officer & Master
M/V Foundation Josephine, II,
Halifax, N. S.)

Texaco barge No. 398 for Ithaca. Beyond the lock, at the top of the Waterford flight, you look toward the hills beyond the Hudson River, lying some 160-odd feet below. (2) The same tow entering Lock 6, west of Schenectady. (3) Forward view of the *Clair A.* with her gasoline laden barge just below Lock 17, Little Falls, waiting for another outfit ahead to clear the lock. (4) The tow, which originated at Bayonne, N. J., transiting Oneida Lake in a late afternoon rain storm. Right background: Frenchman's Island.



Waterways Improvement

• AUTHORIZING • FINANCING • DREDGING



DO NOT make the mistake of assuming that federal improvements of inland waterways occur either (1) gratuitously, through the willy-nilly whims of reigning industrial powers-that-be, or (2) by virtue of dark and wayward political maneuvers somewhere backstage.

Such improvements are accomplished—and can *only* be accomplished, please be advised—after the proper authorities have taken two preliminary but major steps: first, authorization of a particular improvement, which means specific approval by Congress of plans for that improvement; and, second, appropriation of funds to cover the work in subsequent years.

The Corps of Engineers, U.S. Army, does not initiate proposed improvements. All federal improvements of navigable waters must originate with local people. The customary procedure is for an individual or, more normally, a group—such as the governing body of a state, county, city, trade association, or chamber of commerce—to petition a congressman for a certain improvement to be undertaken by the federal government. The congressman requests the Public Works Committee to include in the Omnibus Rivers and Harbors Bill an item calling for a careful study of the project. (Similar action also can be taken by a member of the Senate, passing the ball to the Public Works Committee of that body.)

Upon approval of the O.R. & H. Bill, the chief of the Corps of Engineers would be directed to make the requested study and to report on it.



Flying Camera, Inc., photo from 6,000 feet (looking north) of the area that is the very heart of the Port of New York.

In event that the desired improvement would be a modification of a project already authorized, it is unnecessary that it be made a part of the overall bill, to be restudied. It can be authorized merely by resolution of the Public Works Committee concerned.

If an item in the O.R. & H. Bill is approved, and sufficient funds have been made available (in the Civil Functions Appropriation Bill), the chief of the Corps of Engineers will direct the district engineer of the area involved to submit a preliminary report—utilizing available information, without resorting to extensive research or necessarily expensive field surveys. He will hold a public hearing, in the course of which local people will be requested to submit data concerning need for the proposed improvement, including figures on existing and anticipated traffic, respectively.

Following an exhaustive study of all data presented and otherwise avail-

able, the annual cost (comprised of the initial cost, usually amortized over a 50-year period, and the estimated annual cost of maintenance) is compared with the monetary benefits estimated to accrue from the proposed improvement. And if benefits appear to exceed costs, the district engineer's recommendation normally would be that the specific improvement has merit and should be studied in greater detail—his recommendation going to the next higher echelon, the division engineer, and thence to the Board of Engineers for Rivers and Harbors.

If potential benefits are estimated to exceed apparent costs, the board normally would authorize a more detailed, survey-type report, which would be based on another public hearing, careful field surveys, detailed economic analyses of current and prospective commerce, and equally detailed estimates of the cost of initial construction and future maintenance.

If benefits exceed costs by a ratio greater than one-to-one, probably the district engineer would recommend that the improvement be authorized—this recommendation proceeding upward through channels again.

The Board of Engineers for Rivers and Harbors, in evaluating reports from district and division engineers—customarily called the “reporting officers”—usually extends to local interests a further opportunity to be heard.

The board makes its report to the Chief of Engineers, U. S. Army, who, before submitting his report to the Secretary of the Army for transmission to Congress, offers the governor of the state concerned an opportunity to express his opinion regarding the project. The report also is referred to the Bureau of the Budget for comment on how the favored improvement fits into the program of the President of the United States.

(Continued on page 33)



Aerial view of the 8,000-cubic-yard, seagoing, hopper-type dredge Encyons, operated by the Corps of Engineers, U. S. Army



A typical commercial dredge of the type Gabagen Construction Co's No. 30, 4,500 h.p. steam turbine, 27' discharge

One of Our Staunch Inland Waterways Tugs Causes a Stir in Windy City Public Prints

"Tugboat Annie's in Town," screamed a 30-point headline over a three-column picture of our inland waterways tug *Anne Moran*, a two-column map showing her regular seasonal route with tows between Maine and Illinois ports, and the following feature story—all in one of the Midwest's leading newspapers, the *Chicago Daily News*, in its editions of Saturday, September 24. "Twenty-three Day Trip Slow, but Fun," and "Lots of Scenery from Here to Maine," a couple of sub-heads proclaimed. The photo and the route map below are *Tow Line* versions of the *Chicago* illustrations.—Editor.

FOR variety, scenic and aquatic, few boats can equal the route of the tug *Anne Moran* of New York.

Eight times a year, this squat, powerful little ship makes the long voyage from an American port on the east coast to Chicago and back again.

"We, so to speak, cover the waterfront," says the tug's captain, Percy Walling, of East Orange, N. J.

"Oceans, rivers, lakes, sounds, straits, canals—almost everything but cisterns, wells and puddles—are on our route."

The tug starts its 1,807-mile trip with a 2,000-ton barge load of paper at Bucksport, Me.

Chugging down the Penobscot River, she enters the Atlantic, and proceeds southward along the coast, through the Cape Cod Canal to Long Island Sound.

Proceeding through the sound, the tug passes Hell Gate, through New York's East River, around the Battery in New York harbor, and on up the Hudson River, to Troy, N. Y.

Here she passes through the first of 30 sets of locks as she goes through the Mohawk River, the New York State Barge Canal, Oneida Lake and down the Oswego River to Lake Ontario.

From there the route reads: Lake Ontario to Lake Erie, Detroit River,

Lake St. Claire, St. Claire River, Lake Huron, Mackinac Straits, Lake Michigan, Chicago River.

"It's some of the nicest scenery in the country," said Captain Walling. "With great variety."

He told about the boat's route as the *Anne Moran* lay moored at Navy Pier waiting for engine repairs.

Her diesel-electric power plant became disabled Sunday as she started the return leg of her journey, her barge loaded with corn for Troy, N. Y.

"We've been making this trip about eight times a year, while the lakes are open, for the last five years," he said. "It's worked out pretty well, because there's very little cargo damage."

He explained that the paper is loaded at the mill and not touched till it's unloaded in Chicago.

The tug is owned by the Moran Towing and Transportation Co. of New York.

The barge, the *N. L. Wallace* of Belfast, Me., is one of two owned by the Time-Life enterprises to transport paper.

The barge is specially built with a notch in the stern for pushing. The tug's bow fits right into it.

"In rough weather, we get around in front and tow, using our 8-inch nylon hawser," said Captain Walling.

Average round-trip, totaling 3,600 miles, takes 23 days.

"It's not fast, but its very economical," he said.

"And the only other water route—by the St. Lawrence waterway—is a lot longer, though you wouldn't believe it to look at a map."

The other inland-waterways-type Moran tug assigned to the Bucksport-Chicago run in season is the *Harriet Moran* (Capt. Meredith E. Connor). Her Time barge is the *C. L. Stillman*.



ANNIVERSARY PARTY — The date was September 13. The occasion was the fourth anniversary of the resumption by Mitsui Line of its world-wide services. The invitations were to a buffet and cocktail party aboard *M/S Hadokasan Maru*—she was on her maiden voyage at the time—at a pier at the foot of 30th Street, Brooklyn. The photographer assigned to cover the festivities came up with this shot, among others. Left to right: Jiro Gonda, United States representative of Mitsui Co., Ltd., Tokyo, Japan; Mrs. Gonda, Mrs. Lester Wolfe, and Mr. Wolfe, president of William J. Rauntree Co., Inc., New York, general agents in the United States for Mitsui Line.... A very nice party, our reporter said.

Maltese Collector

Dear Sir:

Last week a well known German ship-owner sent me an old copy of your magazine, *Tow Line*. It is a very interesting magazine for us who are fond of the sea, and so I would like to receive it regularly if possible. I hope you would be so kind as to send me the subscription rates per annum of the said journal. I would also appreciate it to have any old specimen issues of your magazine, as well as any advertisements, or some sort of calendar. In case you collect postage stamps and you would like to have some of Malta, I would be too pleased to send you some. . . . My hobby is collecting pictures of ships, everything that deals with the sea and shipping.

VICTOR L. WICKMAN
(Valetta, Malta a., Europe)





N. Y. Port Authority Elevates E. F. Moran

Eugene F. Moran, Sr., perennially spry octogenarian chairman of the board of directors, Moran Towing & Transportation Co., on September 15 was elected vice chairman of the Port of New York Authority, succeeding Bayard F. Pope, who retired July 6. He has served as a port commissioner since 1942.

For 47 years Mr. Moran has been a member and chairman of the Committee on Rivers, Harbors and Piers, Maritime Association of the Port of New York, and has written many articles and given innumerable talks on this port, including the continuous extension and improvement of its vast network of channels.

Mr. Moran has served his country both as a naval officer and as a civilian consultant to the U. S. Navy — as a member of a special board of purchase to fit out United States patrol craft for duty abroad in World War I, as an aide to the late Admiral Louis R. de Steiguer in fitting out mine sweepers on the Atlantic coast, and as a director of Army and Navy floating equipment in New York harbor.

For an interval in 1950 he was a member of the New York City Transit Authority.

Commissioner Moran was born in the Red Hook section of Brooklyn, now resides at 45 Ocean Avenue, Bayshore, Long Island, N. Y.

MORANTOW: Liberty tanker, Mobile, Ala.—Jacksonville, Fla., 993 miles.

↑ VISITING ITALIANS SEE WORLD'S BUSIEST PORT—When the Hon. Achille Lauro, mayor of Naples, Italy, and his party visited New York this month some days didn't seem to have nearly enough hours to accommodate a sightseeing and entertainment schedule laid out by federal, state and city officials, business associates, and other friends. Nevertheless, Mayor Lauro, who also is a prominent Italian shipowner, wanted to have a look at New York harbor, and did—the most advantageous way, from the deck of a tug. Moran Towing & Transportation Co. officials had the party, including a number of well known local shipping people, for luncheon and a necessarily abbreviated tour of East River and North River waterfronts aboard one of the company's most modern diesel-electric harbor tugs, the *Barbara Moran*, which several of the visitors obviously regretted having to leave in order to keep a following engagement. A baker's dozen of the convivial party lined up for this photo, forward on the *Barbara's* upper deck, before coming ashore at Pier 1. Left to right: E. F. Moran, Jr.; Ernest Meyer of Dickmann, Wright & Pugh, Inc.; William Rudrow, president, D. W. & P.; Mrs. Gaetano Fiorentino; Maria Garcia of Garcia & Diaz; the Hon. Prof. Raphael Chiarolanza, M.P.; Vincent A. G. O'Connor, New York Commissioner of Marine & Aviation; Mayor Lauro; the Hon. Sen. Gaetano Fiorentino; Mrs. Lauro; Joseph H. Moran, II; Capt. Granville Conway, president, Cosmopolitan Shipping Co.; and William F. Giesen, general manager, Maritime Association of the Port of New York. The date was Friday, October 7.

Cruises for Oldsters

Dear Mr. Moore:

May I express my deep appreciation to you, personally, and to the Moran Towing Company for your very generous contribution of tugs in connection with our summer boat rides for older people? Our senior citizens enjoyed them so much. It is still a topic of conversation.

HARRY LIVINGE, *Consultant*
(N. Y. C. Department of Welfare)

M/V CITY OF MARACAIBO — A sleek looking ship is this 3,947-gross-ton unit of the fleet owned by Cia Anon. Venezolana de Navegacion (Venezuelan Line) of Caracas, Ven. Just as a Flying Camera, Inc., operative happened along, our busy harbor tug *Molra Moran* was assisting her to sail from the south side of Pier 9, North River, with Capt. Alfred C. Rowohl, 43-43 One Hundred and Ninety-third Street, Flushing, as pilot aboard. The *Ciudad de Maracaibo* is on the increasingly important run between New York and such Venezuelan ports as Puerto Cabello and Maracaibo. . . . Fair winds and following seas, mariners!

CASUALTY PICTURE—Only 13 American-flag vessels, totalling 16,394 gross tons, foundered or were missing, burned, wrecked, in collision, or lost last year, against 26 ships totalling 27,978 gross tons in 1953.



Naval Reserve Ensign



Shipmates insisted this snapshot of Patrick D. Mahoney, 4 Elam Place, Buffalo, N. Y., deckhand aboard our inland waterways tug *Claire A. Moran* at the time, indicated he was about to go fishing. However, Tow Line staff photographer Fred Shipley attests Pat was on the point of "setting" the end of one of his tug's steel cables—"and a good job he made of it, too," Fred adds. A graduate of the U. S. Merchant Marine Academy, King's Point, and an ensign in the Naval Reserve, Pat has a third mate's license. He left the *Claire* about August 15, planning on taking a few days off before reporting for his two years of active duty in the Navy, but his last words were to the effect that he intends to return to tug-boating—thinks there is a real future in it.

Signal from Down Under...

Dear Sir:

Having read of your company in many shipping journals, I am wondering if you have available any photos or literature concerning your activities. I am very interested in ships and shipping, so anything will be most welcome.

K. LUNNEY
(Belmore, Sydney, Australia)

NEW YORK-FLORIDA HAUL—When you see a Moran tug heading out of her home port with a tow like this it's permissible to wonder what her destination may be. The arctic or the tropics? In this instance it was West Palm Beach, Fla., and the job was for Gohagan Construction Co. Here is our *Peter Moran* (Capt. Vine S. Chapman,

Moran Boat in Trade

(Upper Ohio River news item, number, '35, "issued every Saturday Waterways Journal, first September issue, 1935, "issued every Saturday for sixty-eight years" in St. Louis.)

Clarington, Ohio, August 31
—The *David E. Moran*, first of the Moran river fleet, made its appearance here on August 22 upbound with one barge of gasoline and one of oil, and returned down three days later with four empties. The boat, formerly the *Frank W. Banta*, has been done over in dark red paint, the same color used on the Moran tugs along the coast, while there is a large white "M" on the stack. Capt. Oren Russell was in command of the *David E. Moran*, with Capt. Robert Jacobs, pilot.

Satisfactory Cruise

Dear Mr. Moran:

The cruise of the Delaware Camera Club on your tug, the *Doris Moran*... in New York harbor was a highly successful venture, and I wish to thank you for making it available to us. As expected, we saw innumerable interesting sights and shot up a lot of film. If the final results measure up to expectations, we should have some fine prints, and quite likely you will receive a few in due course. Not only did we find it a challenging photographic tour, but a very pleasant cruise as well, thanks to the thoughtful hospitality of Miss Christian and Captain Johnson and his crew. The tug was extremely neat and well kept, and your people were all very congenial. We carried away with us a very high regard for the Moran organization.

J. E. CARNAHAN
(907 Liftwood Rd., Wilmington, Del.)

Cuppa Coffee, Anybody?



Rare indeed is the galley range aboard a working tug that doesn't have a pot of man-strength java simmering on a back burner. Here, Robert Frey, 535 Edmonds Avenue, Drexel Hill, Pa., (right) and Dagfinn Jonassen, 901 Statish Street, Brooklyn, deckhands on the *Margat Moran*, each enjoy a cup of their dolly quota during a quiet interval as the tug awaits a signal from the pilot aboard a ship being shifted from one North River pier to another. Frey is another of several young men from the Harvard Graduate School of Business Administration who worked on Moran tugs during their summer vacations this year, thus activating a basic training program for future employees of the company, with the school cooperating fully.

... One from South Florida

Dear Bob:

The August, '55, edition of *TOW LINE* is a beauty—one of the best of any publication I've ever seen—intensely interesting. Beautiful color-printing, excellent photography, fine subject matter—all wrapped up in a well written bundle. BILL WISHAR, Capt. USCG (Ret.)
(3025 Toledo St., Coral Gables, Fla.)

Noank, Conn.) with a 150' x 49' x 12' deck barge, the SC 1099, loaded with dredge pontoons and miscellaneous equipment, including a small tug, negotiating the Ellis Island Channel in New York harbor after picking up her tow at a Jersey City terminal. Operations says the voyage was made at an average speed of six knots.



Fleet Safety Record

The following captains and mates had no damages charged against them during the months of July and August, 1955:

Agnes A., H. Taft; *Alice M.*, E. Hoffman; *J. Cummings*; *Anne*, P. Walling, G. Hayes; *Barbara*, G. Sahlberg, A. Blagi, H. Woe; *Barlow*, F. Jonasson, E. Batscheller, G. Halvorsen; *Betty*, T. Miller; *Carol*, R. Hayes, A. Rowohl, L. Thorsen, H. Pedersen; *Catherine*, J. Costello, E. Freeman, H. Vermilyea; *Cathleen E.*, S. Nelson; *Chesapeake*, J. Jaques, H. Becker; *Christine*, R. Jones, J. Halling, A. Jorgensen; *Claire A.*, F. Duffy, F. Noel; *Dawnless*, A. Edland; *David E.*, O. Russell, P. Lemke, R. Jacobs; *Devis*, J. Johnson, M. Grimes, C. Valley, P. Gaughran; *Edmond J.*, W. Baldwin, F. Schwiegel, W. Mason; *E. F. Moran, Jr.*, G. Drysten, T. Tobiasen; *Elizabeth*, T. Ball, J. Johansen; *Eugene F.*, E. Allen, V. Chapman; *Harriet*, M. Connor, F. Perry, J. Morin; *Helen B.*, T. Sorensen, G. Pedersen, R. Salverson; *Howard M.*, H. Jacobsen, J. Todesky; *Joseph H.*, II, P. Jessey, M. Scott, R. Fiske; *Julia C.*, C. Hightower, H. Kroll, G. Ackerman; *M. Moran*, L. Goodwin, J. Goodwin, E. Bergsted; *Madelyn J. Meseck*, T. Shubert; *Margaret A.*, J. Jorgensen, E. Carlson; *Margot*, D. Bodino; *Marie S.*, J. Peterson, J. McConnell; *Marion*, E. Dexter, J. Shaw, J. Barrow; *Martha*, H. Sixton, H. Thorsen; *Mary*, M. Rodden, J. Driscoll; *Michael*, G. Sanschagrin, L. Foley, J. Monahan, H. Sigmom; *Molra*, W. Hayes, J. Cray, R. Poissant, W. Morrissey; *Nancy*, M. Sullivan, E. Prendergast; *Neel*, B. Decley, H. Prime; *Pauline L.*, W. Morch, J. Smith, C. Sheridan, R. Hayes; *Peter*, H. Dickman, L. Geitzler, J. Fagerstrom; *Polly*, L. Richardson; *Shella*, T. Sweet, J. Chartrand; *Susan A.*, K. Buck, C. Shannon; *Walter L. Meseck*, P. Bogovich; *William J.*, A. Munson, E. Knutsen, I. Nordberg; *Relief Crew No. 1*, O. Erickson, H. Olsen; *Relief Crew No. 2*, C. Westervelt, J. McKenna.

Waterways...

(Continued from Page 9)

The report, with all these comments, finally goes to the Public Works Committee of the House, which, by normal procedure, holds additional public hearings; and the committee's recommendations comprise the Omnibus Rivers and Harbors Bill—approval of which authorizes as federal projects the various items included.

The foregoing—believe it or not!—is the regular, routine and only procedure by which desired improvements are formalized into federal projects.

NEATNESS AND DISPATCH — On September 8 four company tugs shifted this 19,000-ton, five-section drydock from the south side to the north side of Pier J, Todd Shipyards, Hoboken, N. J., in order to clear the way for some routine dredging. So speedily and efficiently was this accomplished, and ditto the opposite move, that the slip had been deepened and big No. 11 was back at her customary location by nightfall of the following day—"prima-facie evidence of the skillfulness of Moran operations," according to a Todd official. Our staff photographer, Jeff Blinn, made this step-by-step sequence of photos, and said the tugs involved were *Alice M.*, *Barbara*, *Molra* (Moran), "and one other." (Seems a pity so many marine magazine editors are merely chair-borne.)

The O.R. & H. Bill does not carry appropriations for various projects; it merely authorizes them. In the normal course of events, depending on budget limitations, specific appropriations are made to cover physical accomplishment in subsequent years.

Usually, there is a large number of outstanding authorizations for which funds have not yet been appropriated; and each year, under current budgetary limitations, funds are provided for a few projects on which no work has been done previously.

Although this procedure for authorization appears involved and might be considered cumbersome, the process insures extremely thorough review of all proposals—and it is interesting to note that more than 50 per cent of proposed improvements are rejected as not having sound economic basis. In other words, costs would exceed benefits.

The whole process has evolved over the years, at the specific direction of Congress. Is it not a little difficult to understand, then, that with such thorough engineering review and expert analysis the authorizing vehicle continues to bear the commonly derisive label, "Pork Barrel Bill"?

In a subsequent article or two, appropriately illustrated, **Tow LINE** will undertake to make clear how the actual (physical) work of original dredging, or widening or deepening, inland waterways—specifically, the channels of the Port of New York—is done, not only by the Army's sea-going, 8,000-cubic-yard *Excavators*, but by various types of equipment owned and operated by commercial contractors.

Editor's note: For most of the foregoing information we are indebted to J. F. Groendyke, Jr., Chief of the Operations Division, New York District, Corps of Engineers.





Miss Marion Thomson, sales department secretary, was married October 1 in St. Michael's Church, Brooklyn, to George T. McNulty, and as this issue of Tow LINE goes to press the couple is on a honeymoon motor trip through the Great Smoky Mountains of North Carolina and Tennessee. (Distaff side reporter's note: "The bride wore a white Italian silk gown, with an antique lace yolk, and a fingertip veil falling from a crown of seed pearls. She carried white sweetheart roses surrounding a white orchid. Her bridesmaid, her young sister, Catherine, was attired in royal blue taffeta. She carried sweetheart roses.") Upon their return George and Marion will make their home in Brooklyn.

Proficient Operator



Another new (and pleasant) face at company headquarters is that of Miss Myra M. Broods, 348 East Ninety-second Street, Manhattan, who joined Moran on September 1 as a bookkeeping machine operator in the accounting department. A graduate of Girls' Commercial High School, Brooklyn, her first job was clerical, at New York University, but more recently she was employed in the bookkeeping department of Barclay's Bank Dominion Colonial and Overseas, 120 Broadway, New York. She says her foremost interest is travel, preferably by automobile—although one gets the impression that she wouldn't hold out too long for that particular method of getting about.

It's a boy for Mr. and Mrs. Vincent Gallagher, little Cornelius (seven pounds, 10 ounces) having arrived in the finest fettle, according to all accounts, at Horace Harding Hospital, Elmhurst, Long Island, September 21. Mrs. Gallagher, *nee* Rosemary Ryan, was private secretary to Rear Adm. Edmond J. Moran, president of the company—an exacting position which did not, however, deter our charming and efficient colleague from being of great help to Ye Editor on many occasions. From all hands at Moran HQ: Congratulations!

Harold Skoat, deckhand aboard the *Carol Moran*, an employee of the company since July, 1948, was married October 1 in Minneapolis, Minn., to Miss Doris Bjerken. The couple honeymooned in Canada, and presently will be at home to friends in Palisades Park, N. J. . . . Congrats here, too.

There is a brand new baby boy at the Capt. Frederick Dezendorf's home, it seems. Peter Nelson (fighting weight on arrival, 10 pounds) was born October 2 at Muhlenberg Hospital, Plainfield, N. J. The energetic, competent and popular Cap'n Freddie, our personnel manager since he has been "on the beach," and Mrs. D. have four other children, two boys and two girls. They make their home in Westfield, N. J. . . . And here.

Sotto voce to perennially welcome droppers-in on either official or personal business: The editorial sanctum of Tow LINE has been moved—masthead, deck and keel—from the far reaches of the accounting department, on the remote steppes of our far-flung Moran HQ, to the easternmost cubicle of the southern tier of private offices. Through the double door as you debark from an express elevator on the 25th floor, Whitehall Building, 17 Battery Place, turn left, walk as far as you can. It's a *cul de sac*; you can't miss.

Meet the '55 Girls!

(A Roll Call of Twisters)

The reference is to this year's crop of debutante tropical storms and full-fledged hurricanes. In either instance, if you have actually encountered one of these meteorological whirling dervishes the chances are you have no intention of preserving your after-the-ball recollections of her by jotting them down in any perfumed memory book.

Thus the seasonal sequence—which Tow LINE merely lists, without taking the slightest responsibility for the (we hope) irrelevant choice of names:

<i>Alice</i>	<i>Flora</i>
<i>Brenda</i>	<i>Gladys</i>
<i>Connie</i>	<i>Hilda</i>
<i>Diane</i>	<i>Ione</i>
<i>Edith</i>	<i>Janet</i>

Katie

In the eastern hemisphere such usually too bouffante and otherwise overdressed charmers are called typhoons, but are given equally innocent sounding feminine names.

As we write, *Katie* is still in circulation—we mean circulation, too!—in the Caribbean tropics, "and you can have her," as the saying goes.

CAPT. GEORGE S. BULL, Whiteingham, Vt., father of John S. Bull, vice president of Moran Towing & Transportation Co., died September 26 in Long Island College Hospital, Brooklyn, after a long illness.

Captain Bull was born in Oslo, Norway, August 21, 1878, went to sea when he was 11 years old, and obtained his master's license in square-riggers at the age of 19. He followed the sea for 30 years.

Emigrating to the United States in 1904, he saw service in American-flag ships until the outbreak of World War I. After being an officer in the U. S. Navy throughout the war, attaining the rank of lieutenant commander, he retired from the sea in 1920.

A year's duty with the U. S. Shipping Board in New York was followed by Captain Bull's appointment as principal surveyor for the United States Salvage Ass'n, and his connection with that organization spanned another 30-year period, until his retirement in 1951.

The funeral service was held September 29 in Norwegian Seaman's Church, Brooklyn.

To know Captain Bull was to respect and admire him. Everyone did.

Capt. Thomas L. Ball, 2 Kensington Avenue, Jersey City, N. J., one of Moran's pilots and master of the tug *Elizabeth Moran*, recently was named by Gov. Robert B. Meyner of New Jersey and confirmed by the state senate as a member of the New Jersey Board of Pilot Commissioners. Each commissioner serves a three-year term.

E. F. Moran, Sr., and his daughter, Mrs. Helen Warren, sailed October 16 from Jersey City on the brand new American President Lines Mariner-class cargo liner, *S.S. President Jackson*, on a cruise to the Pacific coast. The *Jackson* was scheduled to transit the Panama Canal October 20 and arrive at Los Angeles October 26. Mr. Moran and Mrs. Warren planned to fly back to New York.

No Shelf For Him



Technically, Edward M. Fitzsimmons, 120 West 183rd Street, The Bronx, is retired. For 30 years an employee of Great Lakes Dredge & Dock Co., 17 Battery Place, New York, and office manager for half of those years, compulsory retirement from the firm caught up with him October 1, 1954. He didn't feel his age then—still doesn't, he tells you emphatically—and certainly didn't feel like being "shelved" permanently, so after a little he began snooping around, trying to find out where and how a young fellow might make himself useful. One day he happened to meet Eddie Walsh, Moran's chief accountant, and—bingo! that was it. Since September 12 he has been working under Ray Brauchle in our payroll department, getting along just fine, thanks. Mr. Fitzsimmons reads a lot in his leisure hours, gets some enjoyment out of watching TV, and only the space restrictions of an apartment prevent him from being up to his ears in do-it-yourself projects.

Off for Shore Leave



Deckhand Frank L. Morello, a Moran employee since June, 1939, eagerly steps ashore from his tug at Lock 24, Baldwinsville, on the New York State Barge Canal, for a week at home with his wife and daughter, Susan, in Kingston. A veteran canaler, "Frankie," a member of the crew of our *Claire A. Moran*, holds a pilot's license. Observe the cautionary sign posted "by order of the Supt. of Public Works" regarding the limiting width factor of this lock on the Seneca River.

This is no stop-the-press item, to be sure, since it should be dated July 23, but *Tow LINE* only came into possession of it in mid-October:

George Brown, a mechanic at Moran's maintenance and repair base, Port Richmond, Staten Island, and Mrs. Brown are the proud parents of a baby girl, Valerie Georganne. Weight, six pounds, four ounces, when she arrived at Shore Road Hospital, Brooklyn. The Browns make their home at 6818 Vista Place in that borough, and they have another child, Stephen, two years old. . . . Our compliments, late but sincere.

Visitor at Plattsburg

Gentlemen:

I wish to express my appreciation for the visit which I had aboard the *Sheila Moran* a few weeks ago while on a vacation cruise on Lake Champlain. Your tug was moored at Plattsburg at the time we visited it. Capt. Charles Parslow was most gracious to our party and took us on a tour of inspection of the ship, which impressed all of us. For many years I have watched the tugs working around New York harbor and had wished for a chance sometime to go aboard one. I am, therefore, very grateful to have had this opportunity.

MRS. ARTHUR D. FOLMAN
(133 Eighth Ave., Brooklyn)

Short Splices

NICE to read of the establishment of a Robin Line Scholarship at Yale in memory of Arthur R. Lewis, Jr. . . . ¶ Congratulations to N. Y. K. Line, which this month is celebrating its 70th anniversary. . . . ¶ As *Tow LINE* goes to press, our Moran team stands third in the Steamship Bowling League. Captain Ericksen leads with a 194 average. Bringing up the rear are prospective groom Gormley and Captain (The Dodgers!) Dowd. Ranging in between are Brauchle and Balicky (Payroll), Ross and Morgana (Billing), Johnson (Scows), and M. Bodlovic (Operations). . . . ¶ Bill Sauer, ex-J. P. Whitney, now with Naess Shipping. . . . ¶ Hope to get in a few more barber shop quartet sessions with Pete Lannig (Robin Line) before he retires. . . . ¶ Good to see Harry Dillon (Lloyd Brasileiro) back home from his trip to Spain and Italy. . . . ¶ Captain Dezendorf (Personnel) now tied with Joe Meseck and Your Correspondent (Sales). Each has five chillun. . . . ¶ Capt. Bob Bennett (Overseas Navigation) has joined the sailing fraternity with a 26-foot sloop, the *Pelorus*, out of Lindenhurst, N. J. Happy sailing! . . . ¶ Glad to hear Tom Lenihan (Norton Lilly & Co.) is back on the job. . . . ¶ Many favorable comments received by Ye Editor and others at Moran HQ on the front cover of our October *Tow LINE*, the photograph in full color of that Texas-towertype radar platform moving out of Boston harbor. Towed by whose tugs? ¶ . . . So enthusiastic was passenger reaction to a 1955 around-the-world cruise of Swedish American Line's *M/S Kungsholm*, and so great has been the demand for accommodations for the liner's 1956 voyage, a similar globe-circling cruise has been scheduled for the winter of 1957. That's really looking ahead. . . . ¶ Our inland waterways tug *Anne Moran* hits pay dirt in the field of national publicity. Besides sparking a Chicago Daily News feature reprinted in this issue, she was prominent on the front cover and three inside pages of *The Flying A*, (Vol. 6, No. 5) a nifty magazine published by Aeroquip Corporation.

J. B. M.

