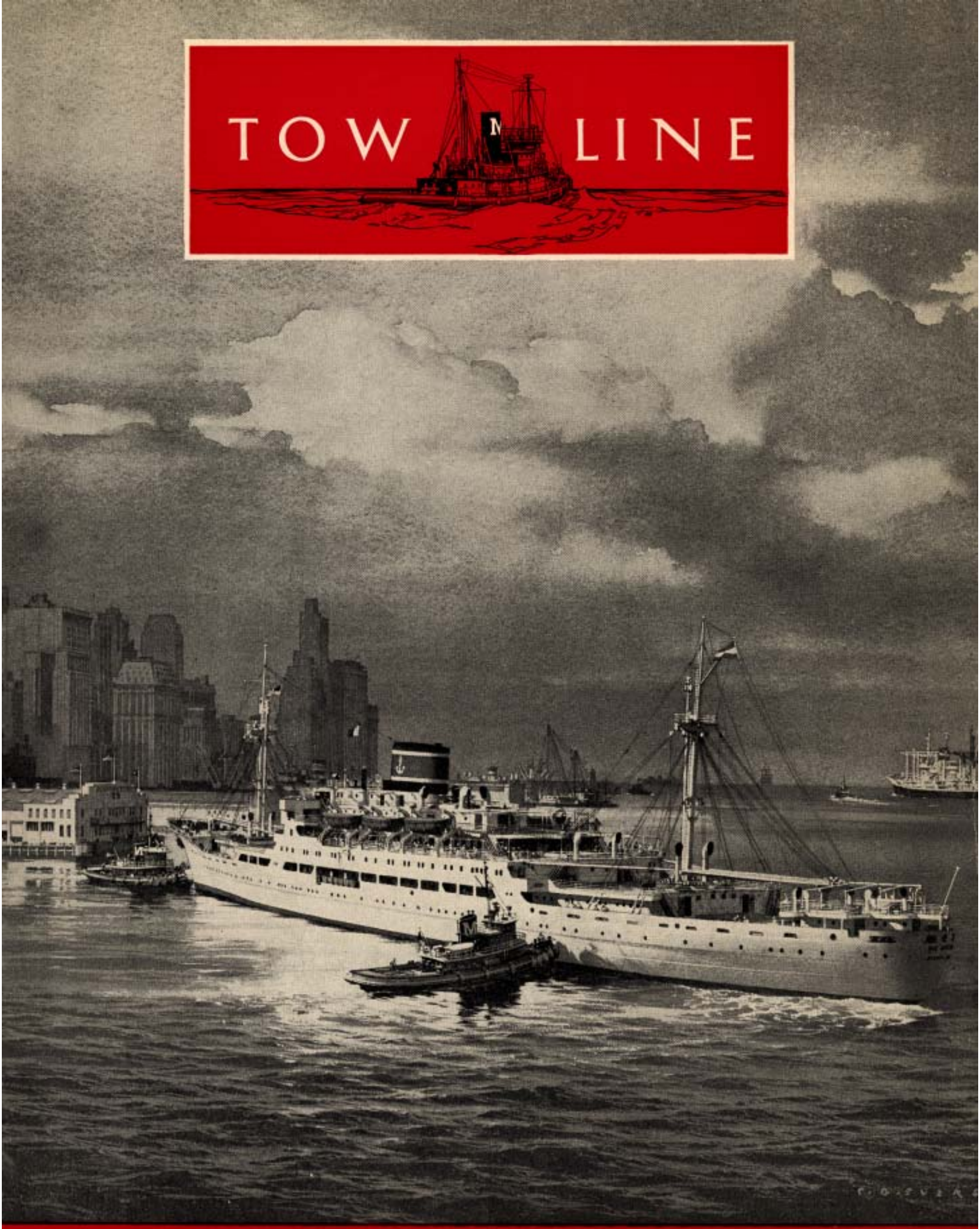
TOW LINE



AUGUST, 1958

First Arrivals . . . (Pages 8-9)

ON THE COVER—

QUITE AWHILE AGO and in another connection, Tow Line had occasion to publish a fine aerial photograph of the ship you see out front, this time in an Evers painting: Argentine State Line's *M/V Rio Jachal*. It was in our Christmas 1950 issue, one of eight pictures in a center layout headlined "World's Finest Tugs Dock World's Finest Ships"—a significant statement as true now as it was then.

The *Rio Jachal* (Capt. Evaristo J. Pereira) and her sister ships, *Rio de la Plata* and *Rio Tunuyan*, make frequent voyages between New York and South American east coast ports: Buenos Aires, Rio de Janeiro, Santos and Montevideo. They stop at Trinidad and La Guaira northbound.

When you sail as one of 116 (maximum) passengers aboard the gleaming white, yachtlike ship on this cover, a one-class vessel, you have the noteworthy comfort of complete air-conditioning throughout. In tropical latitudes this is appreciated more than elsewhere.

Our 18,000-ton subject *Rio* is 527 feet long, 65 feet wide, and her 18,400-horsepower diesels make possible a cruising speed of 19 or 20 knots. She has a bale cargo capacity of 230,000 cubic feet and 81,500 cubic feet of refrigerated space.

Mr. Evers has pictured the *Rio Jachal* sailing from the north side of Pier 25, North River, foot of Franklin Street, Manhattan, with the assistance of a couple of our first-line harbor tugs—not identifiable here, but that is not important; all of them are capable. We assume that's an American President liner at the right, also outbound.

Boyd, Weir & Sewell, Inc., 24 State Street, New York, are general agents for the Argentine State Line.

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:* Henning Astrup 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 Glässel, Altenwall 21, Bremen; *SPAIN:* Rafael Novajas Aguirre 8, Bilbao; *ITALY:* Marittima Internazionale–Marinter S.p.A., Via alla Porta degli Archi 3/7, Genoa; *GREECE:* The Saporta Agency Co., Ltd., P.O.B. 21, Piraeus.

Vol. XI, No. 3 *Published by* August, 1958
MORAN TOWING & TRANSPORTATION CO., INC.
17 Battery Place, New York 4, N. Y.
Cable Address: MORANTOW
R. M. Munroe, *Editor* Jeff Blinn, *Associate*

New Tug, Nancy Moran, Launched at Oyster Bay

A NEW DIESEL-ELECTRIC TUG, inheritor of a familiar name in the "M" fleet, *Nancy Moran,* was launched July 17 at Jakobson's Shipyard, Oyster Bay, L. I., with Moran Towing & Transportation Co. officials and other maritime industry figures in attendance. It was a perfect day.

The 100-foot, steel-hulled vessel was christened by Miss Constance E. Moore, 16-year-old daughter of Mr. and Mrs. Howard C. Moore of Manhasset, L. I. Mr. Moore is manager of Moran's construction and repair division.

Afterwards all hands – 80-odd at least – attended a luncheon given by the builder at the Manhasset Bay Yacht Club, with George Hossfeld, Sr., treasurer of the shipyard, acting as host in the absence of vacationing Irving D. Jakobson. Among the guests of honor was Mrs. George R. Vidmer of South Norwalk, Conn., the former Nancy Moran, for whom the tug is named.

Admiral Edmond J. Moran, president of the company, in announcing the launching date said that although the towing business currently is somewhat below normal, the firm feels it has a continuing obligation to shipping interests in New York and elsewhere to improve and expand its fleet of ocean, coastwise, harbor and inland waterways tugs and river towboats in order to be prepared to handle peak work loads effectively. He expects the *Nancy Moran* will be completed and put in service sometime in September.

According to Mr. Moore, the *Nancy* will be the first vessel powered by a General Motors 1,600-horsepower, Model 567-C engine to drive a five-bladed propeller through a Wichita clutch.

When the keel was laid March 10, it was announced the new tug would have a molded beam of 25 feet, 10 inches, and a designed draft of 12 feet.

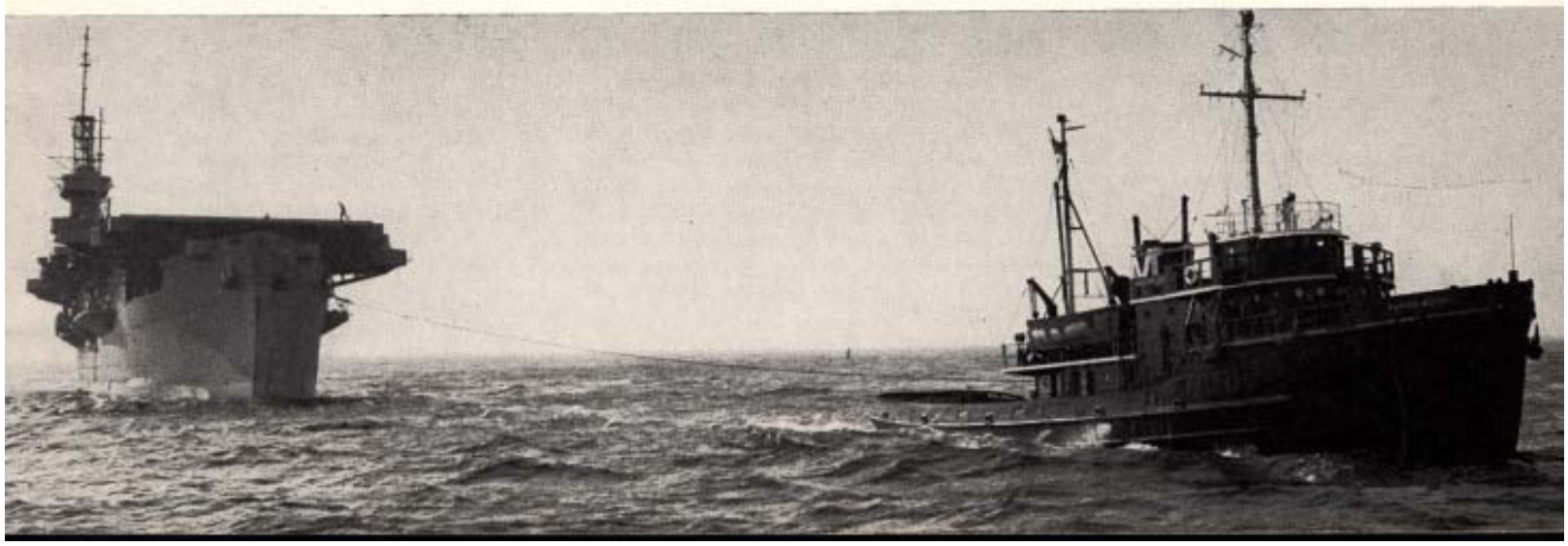
Electricity will be provided by a 25-kilowatt generator driven from a power takeoff on the main engine; also by a 30-kilowatt generator driven by a General Motors Model 3-71 diesel engine.

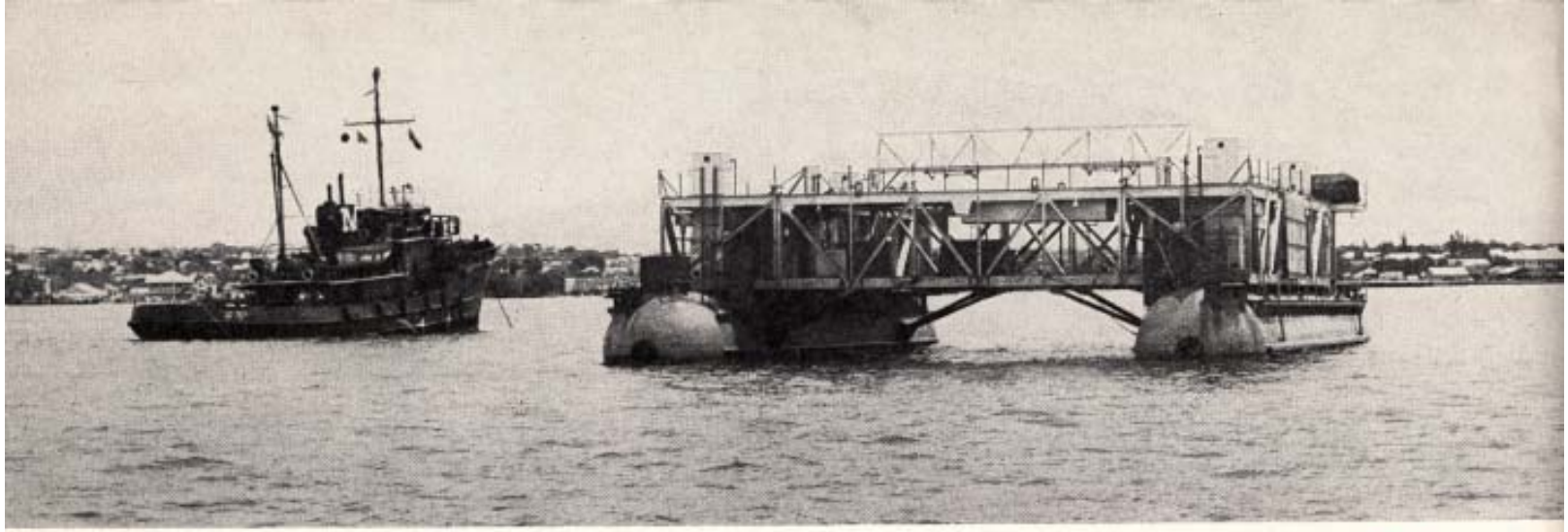
An electric-hydraulic, V-line-type steering gear will be capable of throwing the Nancy's rudder 100 degrees, hard over to hard over, in 12 seconds. The rams, mounted on the afterdeck, are connected directly with the tiller, thus eliminating steering chains, sheaves, etc.

The appearance of the new tug does not differ radically from that of the *Grace Moran* class, since she has a single mast forward and the familiar stack, although the house is somewhat longer in proportion to the overall length of the vessel.

The layout of the deckhouse is considerably different from those of recently built tugs, however. *Nancy* will have four double staterooms forward on her main deck, with a thwartship passageway to provide access to each room, also a wholly inside passageway from stairway to pilothouse (which has a captain's and mate's room aft of it) through the upper engine room into the galley, located at the extreme end of the main deckhouse.

FLAT-TOP GOES SOUTH—*U.S.S. Card,* a 495-foot aircraft carrier-escort taken out of mothballs at the New York Group, Atlantic Reserve Fleet base at Bayonne, N. J., arrived at Mobile, Ala., somewhat ahead of schedule on July 8 in tow of our ocean tug *Marion Moran* (Capt. James L. Barrow). The flat-top will be refitted in the yard of the Alabama Drydock & Shipbuilding Co. to replace two other CVE-type carriers, the *Tripoli* and the *Corregidor.* This photograph was made as the 1,900-horsepower diesel-electric tug left New York harbor on her 1,654-mile tow late in June. Nice work!





Pre-Civil War Raid Comes to Life Here

Many newspaper feature writers can make current news seem historically significant; but how often do you find one who can make history read like up-to-the-minute news?

TOW LINE staff writer Allan Keller, whose by-line is pleasantly familiar to New York World-Telegram & Sun readers, can do it—and has, in "Thunder at Harper's Ferry," a stirring hour-by-hour account of John Brown's raid, the bizarre and violent drama that nudged America closer to its Civil War. *(Prentice-Hall, Englewood Cliffs, N. J.; 282 pages, ill.)*

The opinion here is that it's a good solid book, amazingly deft in its presentation of historical events all the more tragic for comic opera overtones induced by the almost unbelievable follies of participants on both sides. In some respects, the futile raid and its military and judicial aftermath remind the reader of nothing so much as a poorly conceived and clumsily executed television epic. Yet Keller handles his material, much but not all of it as familiar to Civil War buffs as the panorama of Gettysburg, with the consummate skill of an award winning motion picture director.

The titanic, Old Testament figure of John Brown—whose soul did indeed go marching on—prophet, idealist and revolutionary, and his fanatically faithful little band of followers, including three ill-starred sons, stalks through these anything but dull pages like the shadow of doom. These men—their prayers, hopes, fears, fumbles—are followed through three fateful days of October, 1859, through the *opera bouffe* trials and executions of the ring leaders, and on into the miasmic political atmosphere preceding the Civil War. Even Robert E. Lee and J. E. B. Stuart turn up as junior federal army officers assigned to help put down the abortive "rebellion."

This thunder is recommended.

Our Faithful Public

Dear Mr. Munroe:

So that I won't miss even *one* issue of Tow Line, kindly change my mailing address . . . to 1356 Hutchinson Avenue S.E., Grand Rapids, Mich. Thank you very much. RICHARD J. TALBOT

WE'RE AGIN 'EM!—In case anyone thinks the boys aboard Moran ocean tugs see only waves, nothing beneath the surface, here is graphic evidence to the contrary: a shark of unrecorded species swimming sociably alongside our *Joseph H. Moran II* on a tow through the Caribbean. Might have been thinking about a handout from the galley—or even some choice leg-of-deckhand. Albert C. Hagy (home address, Netzahualcoyott No. 66, Vera Cruz, Mexico) of the *Joseph H.'s* deck crew, who came up with this snapshot, indicated he had no intention of accommodating Mr. Shark, personally or otherwise. You can see his point.

SPECIAL SKILLS REQUIRED — When Moran was asked to tow this bizarre looking outfit, *Creole Rigmover No. 1* (115 feet x 80 feet, with six-foot draft), from Gulfport, Miss., to La Salina on Lake Maracaibo, Ven., the assignment was not regarded as routine. Because of close tolerances of the rig when in operation shifting marine oil drilling derricks, the utmost care was essential while towing it on the high seas. Our *Marion Moran* did it in May—1,808 ocean miles without incident. This photo was made at the destination.

WHISTLES FOR BULL

(The New York Times, July 9th)

The Port of New York's ship-whistle accolade is not lightly given. The noisy welcome is usually reserved for the maiden arrivals of great ocean liners, or for chiefs of state. Its bestowal is always the result of careful planning. At any rate, nearly always.

Apparently spontaneous outbursts of whistling and tootling filled the air around the Battery just before noon yesterday. Workers in the area heard a series of three-whistle blasts and looked up to see tugs of the Moran Towing and Transportation Company saluting the United States liner *America*, inbound from Europe.

The *America* is a lovely ship, but eighteen years have passed since her maiden voyage and no head of state was aboard. The captains of other harbor craft seemingly lacked this information. They got into the spirit of the occasion and in moments the din had the Battery Park pigeons flying in frantic circles.

When quiet returned, an informal investigation showed that John S. Bull, a vice president of Moran Towing, was aboard the *America*. A Moran executive checked with the tug captains assigned to dock the *America* and discovered that they had started the whistling to welcome Mr. Bull. They had no idea, they said, that other craft would respond.

Celebrated Shipmasters

AS OF SEPT. 1, 1958, this celebrated shipmaster will be retired. Before we get done telling you about him you will have to agree he rates it—and that it's about time. The man: Capt. George H. Grant, presently master of United Fruit Company's *S.S. Comayagua,* 47-plus years at sea, more than 40 with UF, 37 of them as master.

That is longer than any man has served (actively) as master in the company, and it might be as long as anyone has been master in any company. (Do we hear an objection?)

Long a United States citizen, Captain Grant was born in Scotland Aug. 1, 1896, and when he was not quite 15 he went to sea as an apprentice for Monarch Line, Glasgow, operators of tramp steamers. In 1913 his ship, *Norman Monarch,* had one of the last major mutinies at sea. When all hands were poisoned he took the vessel into port—was awarded a sextant, the one he still uses.

The log of our skipper's World War I. service reads like—hair-raising fiction, we were about to say, but it is as factual as today's position report on the Moran fleet.

In May, 1918, he sailed in the *San Andres,* his first United Fruiter, and was chief mate aboard when she was torpedoed in the Mediterranean—stood by when her master sailed away, got towed by a trawler, later by a British Navy vessel, which finally ran the ship on a sandbank in the dark, where she sank.

Years 1918-1919: Captain Grant served in the *Ulua,* ferrying troops to and from Russia, France, Great Britain, and the United States.

Item: He was chief mate aboard the *Toloa* when she caught fire at Pier 15, North River, on the eve of a cruise in 1921. With all hands ashore, he and the chief engineer, who at first wanted to sink the *Toloa* at her wharf, controlled the fire with a steam smothering system until the New York Fire Dept. arrived. This got him an appointment as permanent master as of Aug. 1 (age, 25); but he was being married on the 4th to Helen C. Barr of Glasgow, so he did not take over as master of the *Mayari* until the 17th. (They have one son, Barry, and two grandchildren, Anne and Pamela.)

Captain Grant started writing in 1924. Four of his books, The Half Deck, Consigned to Davy Jones, The Heels of a Gale, and Take to the Boats, were published by Little, Brown & Co., Boston. He is working on another, tentatively titled Fair Weather and Foul, the story of his long life at sea. Add more than 100 magazine and newspaper articles . . .

In 1935 he made Who's Who in America—and no wonder.

Years 1941-1945: Captain Grant sailed throughout World War II in the *Musa.* He convinced the Navy that his ship and others like her were safer and far more useful as independents, out of

(Continued on Page 11)

Capt. George H. Grant

CITY FIREBOAT WELCOMED—Reporters and photographers had a field day May 13 when the new New York firefighter *H. Sylvia A. H. G. Wilks,* only municipal craft of her kind named in memory of a woman, arrived in port. This outstanding picture, made from our *Barbara Moran,* shows the *Wilks* and sister fireboats and one of several helicopters creating an aquatic show that delighted thousands ashore as the new vessel approached the Battery. Even *R.M.S. Queen Elizabeth,* inbound from Europe, added her throaty salute to the audio din. The *Wilks,* built in Camden, N. J., is 105 feet, six inches long overall; displacement, 292 tons; speed, 13 m.p.h.; cost, $900,222. Several modern improvements increase her fire-fighting potential. . . . Another new fireboat, the *Dr. Harry M. Archer,* arrived in New York July 22, and this time our *Carol Moran* got into the act as the press tug.

Pair of New Barges For Intercity Fleet

(Press release dated July 28.)

NEW YORK, N. Y.—Addition of two 3,500-ton chemical barges to a fleet which eventually will comprise the largest integrated tow on the Ohio-Mississippi River system capable of a single locking operation was announced today by J. Frank Belford, executive vice president of Seaboard Shipping Corporation here.

Seaboard's operating company in this enterprise is the Intercity Barge Corporation. Seaboard is an affiliate of Moran Towing & Transportation Co., Inc., operators of the world's largest fleet of ocean, coastwise, harbor and inland waterways tugs, and river towboats.

Delivery of the new barges was made at the Houston, Texas, plant of the builders, Todd Shipyards Corporation, in mid-July.

The chemical carriers, to be known as *Intercity Nos. 21 and 24,* are 295 feet long and 53 feet wide. Of all-welded steel construction, they will operate continuously between Bens Run, W. Va., and Charleston, W. Va., on the Kanawha River—a tributary of the Ohio—for the Westvaco Division of Food Machinery and Chemical Corporation.

Gen. C. L. Sayre, director of engineering, Robert A. Bondurant, production manager, and Edward Harrison, director of traffic, represented Westvaco in the development of this operation, which is said to be unique—the first of its kind on the western rivers.

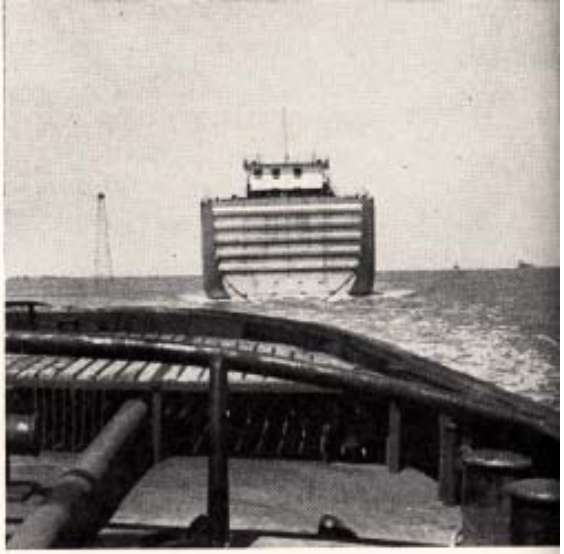
Nylon Department

Dear Mr. Munroe:

Thank you very much for the credit given to the Du Pont Company in a recent issue of Tow LINE regarding the story of nylon towing hawsers. As a testimonial to the wide distribution of and keen interest in Tow LINE throughout the entire marine industry, we have heard many excellent comments concerning the article.

In 1948 the Moran Towing & Transportation Co. pioneered the use of nylon towing hawsers and today stands as the largest marine user of nylon cordage. Captain Goodwin recently advised the writer that Moran currently has in operation at least 75 nylon hawsers.

J. W. FIELDS
(Wilmington 98, Del.)



SOUTH AMERICAN TOW—Last winter our husky seagoing tug *Joseph H. Moran II* drew an assignment to tow a midbody section taken from a "jumboized" T2-type tanker from Baltimore, Md., to Maracaibo, Ven. This section, named *Mara IV,* was to be utilized for oil storage down there. The tow was one of those familiar "without incident" things, but we give you this snapshot of it crossing the Maracaibo bar because, among other reasons, Albert C. Hagy, a member of the tug's crew, was thoughtful enough to send it to Tow Line.

Too-late-for-last-issue item: A testimonial dinner April 15 honoring Walter Hamshar, marine editor, on completion of 35 years with the New York Herald Tribune. Congrats!

Family Competition

Dear Sirs:

. . . We were most interested to read your publication and to note the very full-scale activities of your company. We keep a constant lookout now in all articles concerning Moran waters, TV programs, etc., and it has become quite a competition in our family to be the first to spot an "M" funnel. You doubtless realize that Southend is a very small town, although it has the longest pier in the world. I enclose two booklets which may be of interest to your staff in return for the kindness you have shown me.

R. S. MACMEIKAN
(Westcliff-on-Sea, Essex, Eng.)

CRUISE LINER SAILING—The Cunard Line photographer in New York might have had in mind a particular spot for this shot of *R.M.S. Caronia,* 34,183 gross tons, sailing from her North River berth May 24, assisted by one of a fleet of tugs no more difficult to identify than the noted luxury liner herself. The *Caronia's* 91 feet of breadth obscures her 715 feet of length from this angle; but if anyone has fault to find on that score, he is not with this jaded journal!

Tugboatmen Honored For War Operations

IN RECOGNITION of the quiet heroism of the tugboat crews from every Allied nation who saved thousands of American seamen and hundreds of American merchant ships in the Second World War, the American Merchant Marine Institute on the occasion of the American premiere of "The Key," first film to deal with this hazardous service, hereby expresses the lasting gratitude of the American shipping community to every member of every tug crew engaged in sea rescue.

That's what the framed scroll said, and the presentation ceremony was on the stage of the Odeon Theater, Times Square, New York, July 1.

Accepting the citation on behalf of fellow tugboatmen who served in European waters during those perilous World War II years was Capt. Frank J. Hughes, presently general manager of our operations. (He was master of the V4-type ocean tug *Gay Head*, one of 50 operated by Moran.)

Hughes Loren Baker

R. J. Baker, secretary-treasurer of the American Merchant Marine Institute, New York, presented the scroll through Sophia Loren, one of three stars of the Columbia movie, "The Key"—the others being William Holden and Trevor Howard.

On hand for the premiere was an audience of prominent service officers, shipping executives, U.N. officials, and show business people.

SCHOOL SHIP IN PORT—Just as May was about to become June, another notable visitor, the Argentine Navy school ship *Bahia Thetis* arrived in New York for an eight-day visit. She exchanged gun salutes with a First Army battery on Governors Island as she moved through the upper bay; and as smartly dressed officers and cadets of the 296-man crew stood at attention, and a shipboard band played martial airs, our tug *Diana L. Moran* escorted the 5,225-ton vessel to Argentine State Line's Pier 25, North River, and assisted her in docking. Capt. Frederick W. (Bill) Snyder was the Moran pilot in charge.

"Time Marches On!"

Dear Mr. Munroe:

Believe me, I am ashamed when I realize how much time has elapsed since I received copies of back issues of Moran calendars which you sent me in February. I assure you that my pleasure at receiving them is in direct proportion to my tardiness in thanking you for them.

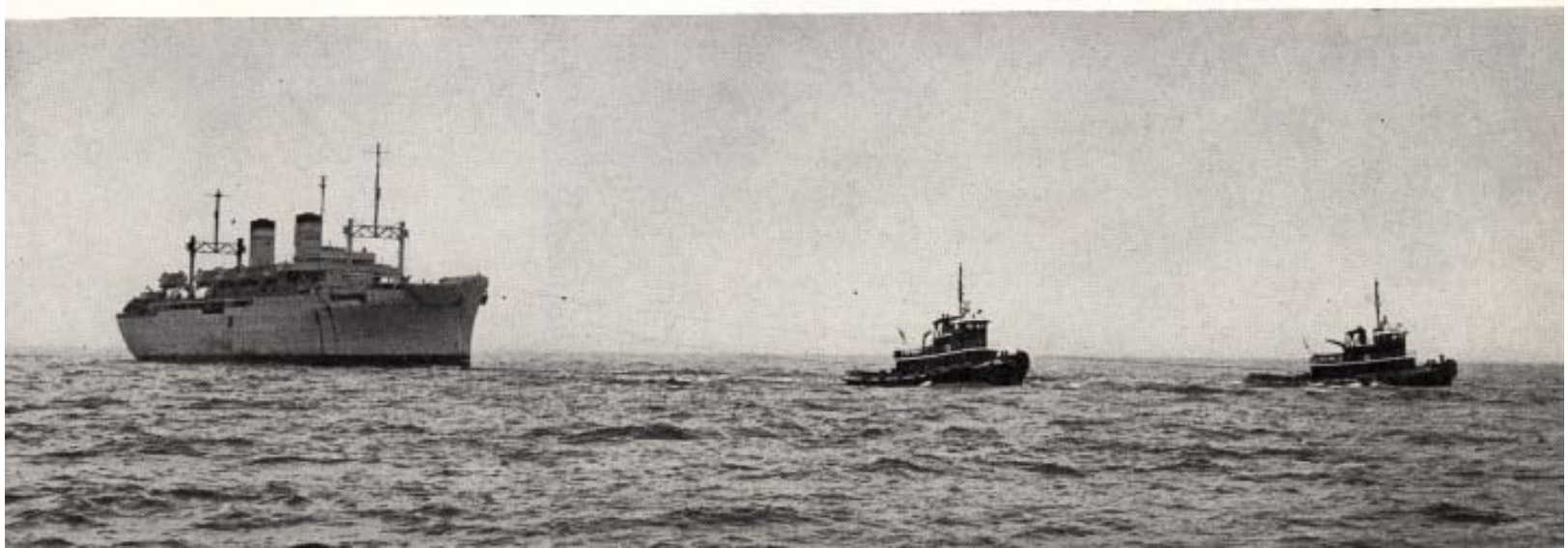
FREDERICK E. DRAKE, JR.
(*2 Front St., Bath, Maine*)

Adm. Edmond J. Moran, president of Moran T. & T. Co., has been appointed an inland waterways representative on the U. S. Coast Guard's new Safety of Navigation Committee.

HEADED FOR LAYUP—It was mid-July when our tugs *Cynthia Moran* and *Diana L. Moran* left the U. S. Naval Supply Depot, Bayonne, N. J., with the 18,000-gross-ton transport *General Nelson M. Walker*. Her destination was the yard of the Norfolk Shipbuilding & Drydock Corp., where she is being deactivated before being consigned to the mothballed reserve fleet in the James River, Virginia. Capt. Jens C. Halling of the *Diana L.* had charge of the tow.

Back in June the *General W. H. Gordon*, a similar naval transport, made the same trip towed by the same pair of "M" tugs. Capt. Alexander D. Stewart of the *Cynthia* was calling the signals in that instance.

Our information is, the *Gordon* is a sister ship of the *Leilani*, of Hawaiian Textron, Inc., ex *LaGuardia*.



M.V. Hoegh Cairn, Norwegian

S.S. Pia Costa, Italian

Welcome

TO THE PORT

SINCE TOW LINE last had an opportunity to report, photographically, on maiden arrivals in the Port of New York, these nine ships have turned up. There have been a few others, but either pictures are not available or the vessels arrived too late to be included here.

Moran Towing & Transportation Co. welcomes them, collectively and individually, and wishes for each good luck and good sailing—fair winds, following seas, and all the best.

The following paragraphs give some additional information on the nine:

M.V. Hoegh Cairn: 12,200 deadweight tons; Leif Hoegh & Co., owners; Kerr Steamship Co., Inc., agents.

S.S. Pia Costa: 16,200 DWT; Societa

M.V. Ciudad de Barranquilla, Colombian

S.S. Santa Rosa, American

M.V. Gloria Maru, Japanese

M.V. Kirkedyk, Dutch

S.S. Navarino, Liberian

F NEW YORK!

in Nome Giacomino Costa Fu Andrea, owners; J. H. Winchester & Co., Inc., agts.

M.V. Gloria Maru: 11,600 DWT; Mitsubishi Kaiun, K.K., owners; States Marine-Isthmian Agency, Inc., agents.

M.V. Kirkedyk: 5,600 gross tons; Holland-America Line, owners.

S.S. Navarino: 14,411 DWT; Compania Naviera Hidalgo, S.A., owners; United Operators Shipping Agencies Corp., agts.

M.V. Willem Ruys: 21,119 GT; N. V. Konniklijke Rotterdamsche Lloyd, owners.

S.S. Iberia: 29,614 DWT; P. & O. Steam Navigation Co., owners.

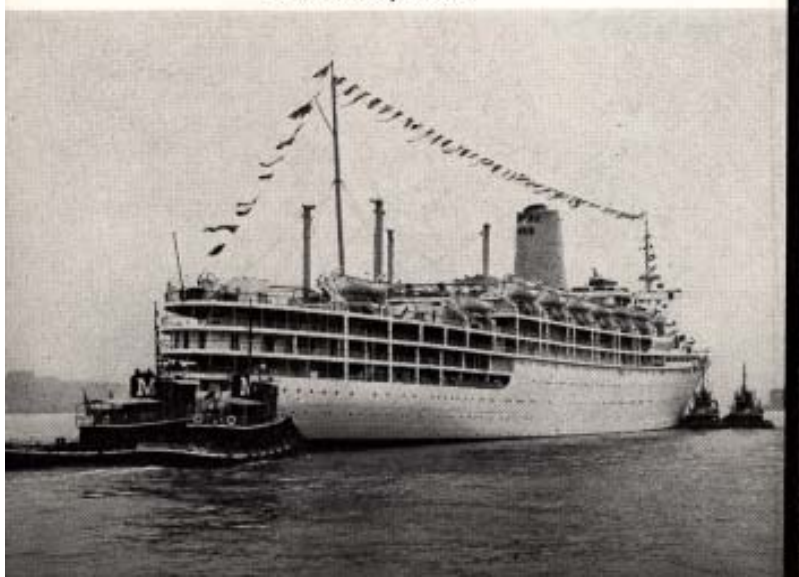
S.S. Santa Rosa: 16,000 GT; Grace Line, owners.

M.V. Ciudad de Barranquilla: 7,880 DWT; Flota Mercante Grancolombia, owners.

(Drawings by Roger Epply.)

M.V. Willem Ruys, Dutch

S.S. Iberia, British



ITEM FOR A MORAN MUSEUM, IF AND WHEN—Charlie Evers, Lili Rethi, Rockwell Brank, George Shellhase, Roger Epply *et alii* had better look to their artistic laurels, because an amateur, a fellow with almost X-ray vision, has a foot in the *Tow Line* editorial door. His is no mean talent. We give you Capt. Alfred D. Sears of Gales Ferry, Conn.

One evening in May Cap'n Al boarded the tug *Agnes A. Moran* at Saybrook, Conn.—just for a sketching trip maybe. She had the barge *Seaboard 99* for Cromwell, up the Connecticut River. Only next morning in the bright sunlight did he get around to noticing the stool in the pilothouse.

"Talk about the Bridge on the River Kwai," said he. "How about the Stool on the Agnes Ay?

"From that witch's broomstick to the masticated, mushed-up mess of rubber peeking out from under torn canvas, which combination rests on a second seat decking of obvious apple crating, to the steam-bent back probably filched from the remains of a broken vestry chair—that pilot stool is the greatest masterpiece I have ever seen or sat upon, also the most comfortable."

Cap'n Al said it had character, sketched it. We agree.

Tugboat Linen Exchange

One bright morning our roving photographer caught Edward Magnuson, 420 Ninety-ninth Street, Brooklyn, deckhand aboard the *Moira Moran*, performing one of the lesser but important functions of tugboating—exchanging ship's linen ashore. Considered by fellow tugmen to be a superior hawser-handler, Eddie has been an employee of the company since early 1950. One, two, three...

That New Grace Liner

Dear Mr. Munroe:

Thank you very much for the lovely picture of the new *Santa Rosa*. From the photos of her I have seen she looks like a proud ship. Lately I have seen many Moran tugs—sailing the *Queen Elizabeth, Queen of Bermuda, Flandre*, and others. I'll never forget the wonderful ride I had on the *Michael Moran*, when we docked the *Ile de France*.

KENT WOODMAN
(*2 Beekman Place, New York*)

WINNING THE WAR WITH SHIPS: Land, Sea and Air—Mostly Land. By Emory Scott Land. Robert M. McBride Co., New York, 1958; 310 pp., illustrated. Watch for a review, next issue.

Some 230,000 passengers crossed the Atlantic by ship from the United States and Canada to Europe during the six months ending June 30, according to the Trans-Atlantic Passenger Conference — 9.5% more, eastbound, than in the first half of '57.

(1) You're On; (2) He's Right

Dear Sir:

Would appreciate being placed on the mailing list for your magazine TOW LINE. Talking with the captain of your *Sheila Moran* today, he was under the impression that there were no charges involved. Thanks.

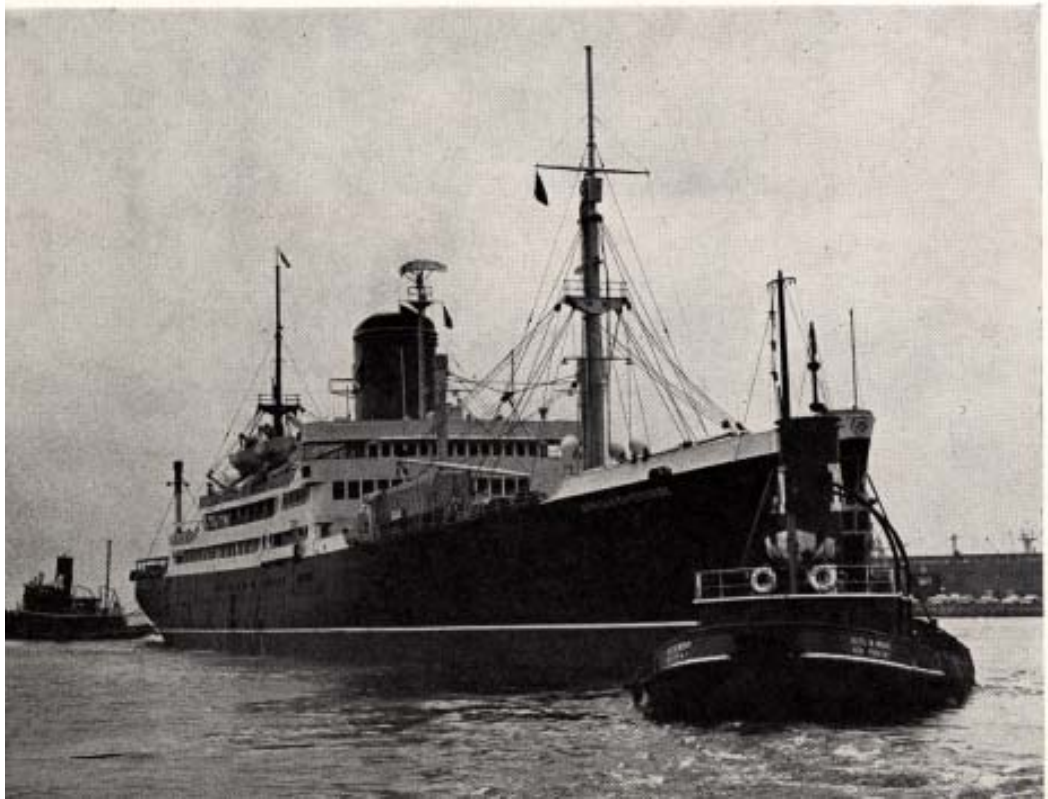
ROY MARTZ, Harbormaster.
(*NYS DPW Canals, Syracuse, N. Y.*)

VESSEL ACTIVITIES

The Maritime Association of the Port of New York has been scrutinizing 11 major seaports (first half, 1958) and asserts that New York's share of the total volume of ship traffic was 22.8%, an increase of 1.2% over the same period last year.

Thus the comings and goings:

PORTS ANALYZED	*ARRIVALS*	*DEPARTURES*
New York	6,505	6,526
Hampton Roads	3,504	3,413
Philadelphia	3,465	3,388
Baltimore	2,838	2,785
L. Angeles-L. Beach	2,642	2,642
San Francisco	2,184	2,167
New Orleans	2,301	2,299
Houston	2,127	2,144
Boston	1,195	1,132
Seattle	1,025	1,029
Portland, Ore.	899	878
Total	28,685	28,403



G. M. DIESELS FOR S. AFRICA—The Flying Camera, Inc., photo to the left is of Farrell Lines' *S.S. African Enterprise* sailing from her pier, Foot of 33rd Street, Brooklyn, late in April, assisted by the *Alice M. Moran* and the *Susan A. Moran* (aft). The interesting thing about this, according to W. D. Scrobel of the Farrell office, is that "the large cargo on deck consists of two General Motors diesel engines destined for South African Railways (which) is in the process of dieselizing all its trains." It was the second part of a very large shipment that Farrell Lines has carried to date.

Harbor Welcome For Newest German Ship

The transatlantic liner *Hanseatic,* largest vessel in the (West) German merchant marine, made her first arrival in New York July 29, initiating a new service between Hamburg and this world's busiest port. Big and little ships in the harbor, as well as aircraft and lunch hour crowds at the Battery and all along the North River waterfront, welcomed the newly rebuilt 30,029-gross-ton passenger ship with enthusiasm.

Three first-line tugs—our *Barbara, Cynthia* and *Eugene F. (Moran)* — assisted her to dock at Pier 97, West 57th Street. Another, the *Agnes A. Moran,* accommodated working reporters and photographers.

The *Hanseatic,* hull black, superstructure white, bedecked with flags for her maiden arrival here, is operated by the recently organized Hamburg Atlantic Line, represented in the United States by Home Lines, 45 Broadway, New York. She is the former Canadian Pacific liner *Empress of Scotland* (see Christmas, 1955, issue of TOW LINE), and millions have been spent on converting her into a modern tourist-class ship—except for a few "penthouse" accommodations for first-class passangers.

Capt. Paul Thormoehlen, master, said the liner encountered only about 12 hours of rough weather in crossing, and that she took this pretty much in stride.

The *Hanseatic* was partly financed by the City of Hamburg. Wholly air-conditioned, she has accommodations for about 1,000 passengers—brought 785 on her first east-to-west crossing of the Atlantic.

Moran Towing & Transportation Co., proud to have been assigned to handle the new liner here, adds this editorial salute to the previous fanfare for the *Hanseatic.*

About 850 of New York's senior citizens (60 to 90) had an all-day sail July 21 on the Hudson and East Rivers and the lower bay aboard the *Lloyd T. Seaman,* so-called "floating hospital," donated for the day by the St. John's Guild. Two Moran tugs provided the necessary power.

'WHAT DOES YOUR DAD DO, DOUG?'—Morning television viewers on June 5 were given a generous helping of Moran-type tug-boating on ABC-TV's daily feature for youngsters, Tinker's Workshop. Capt. William T. Hayes (tug *Moira Moran*) and his son, Douglas, were on the receiving end of a barrage of questions about tugs and their operations fired by Gene London, star of the show. The half hour on-camera featured, besides the participants, a scale model of the *Eugene F. Moran,* numerous still photographs of tugs in action, and motion pictures of our Texas Tower No. 4 tow, footage on an inland waterways tug entering the Welland Canal locks, and the maiden arrival in New York of *S.S. United States.* This was on Channel 7, 8-8:30 a.m. . . . A worthy, interesting show.

Shipmaster...

(Continued from Page 5)

convoy; and he must have had something there, since the *Musa* steamed 247,549 miles during the war, carried 50 cargoes, visited 172 ports, was under bomb and torpedo attack several times, but was not damaged.

During the captain's years with UF, ships under his command saved a good many lives. Witness—*San Blas:* two men rescued from a foundering fishing boat during a gale off Cape Hatteras. *Musa:* 17 men saved from a small Navy vessel sunk on the San Francisco bar. *Junior:* 83 men taken off *CGC. East Wind* when she was afire and in danger of exploding following a collision with a tanker. Also, three men rescued from a raft off the west coast of Mexico. *San Blas:* a sailor who fell overboard without being seen was picked up several hours later. (A magazine article about this is said to have saved the lives of two others.)

So-o-o, the fellow wants to retire to "a corner of 42nd Street and Broadway," or at least to live at his present home in New York. May do a bit of writing. Hopes to make some voyages to ports and places he has never seen.

What did we tell you in that opening paragraph? . . . Agreed?

BACHELOR PARTY—Freddie Coseglia of the Moran purchasing department was feted by his shoreside associates May 15 with a luncheon at Busto's, a Stone Street restaurant adequately adept at this sort of thing. The reason (excuse) was his imminent marriage to Margaret Neafsy, former secretary in Capt. Percy L. Walling's personnel department. (That occurred May 17 in the Church of the Immaculate Conception, Stapleton, Staten Island. After a wedding trip to Virginia they set up housekeeping at 49 Clove Lake Place, S.I.) That's Danny Grandone, dispatcher, being helped to the first piece of cake (left); and it appears he recently became engaged to Miss Norma Visnovits, so look for a fall wedding. . . . Is it a boom?

PIER DEDICATION — In the accompanying photograph: Thorkil Host (left), president of Moller Steamship Co., Inc., accepting the key to the new Maersk Line terminal, Pier 11, Atlantic Basin, Brooklyn-Port Authority Piers, constructed by the Port of New York Authority at a cost of $8,250,000. That's Donald V. Lowe, chairman of the P. of N. Y. A., handing over the key and a scroll. More than 1,000 public officials and industry figures attended the dedication, headed by Mayor Robert F. Wagner of New York and A. P. Moller, managing owner of the Maersk Line, which has leased the huge terminal. Others participating were Ben H. Guill, vice chairman, Federal Maritime Board; John Cashmore, president, Borough of Brooklyn; and Selden T. Williams, chairman of the executive committee, Brooklyn Chamber of Commerce. The date was June 4.

Satisfied Customer

Dear Mr. Munroe:

I should be very grateful indeed for a separate print of Mr. Evers' handsome painting of *M.V. Augustas* which appeared on the cover of the December TOW LINE. The magazine itself continues to be full of interest to me, and my file of it is now beginning to assume impressive proportions. Thank you for keeping me on the mailing list. Thank you, also, for the splendid 1958 calendar and the extra print of Mr. Evers' painting of Willemstad.

JOHN H. KEMBLE
(Department of History, Pomona College, Claremont, Calif.)

ANNUAL LIFEBOAT RACE—A crowd of sun-drenched spectators estimated at 40,000 lined the Bay Ridge (Brooklyn) shore May 30 to watch the 19th annual lifeboat race, now sponsored by the International Council on Seamen's Recreation. A crew of sturdy Norsemen from the freighter *Havtroll* led the race from Ft. Lafayette to 79th Street—one and a half nautical miles. Another Scandinavian crew from the *Oslofjord* placed second, leaving the third place spot to oarsmen representing Swedish American Line's *Kragehalm*. Rations of gruel and raw eggs aboard the tug *Moira Moran* (which see, heading the lineup in this photo) may have had something to do with the winning time of 15 minutes, 17.5 seconds.

We Have Looked Favorably

Dear Sir:

We recently came across the February and April, 1957, issues of TOW LINE. It was with considerable pleasure that we read the many interesting articles and enjoyed the fine photographs therein. Congratulations on the best company publication we have ever seen. Being in the boating business, naturally we are interested in anything pertaining to the water. We particularly enjoyed *"Marion Moran's* 1956 Record" in the February issue. We would consider it a privilege if we could be placed on your mailing list to receive future issues of your splendid magazine, and we trust you will look favorably on this request.

WILLIAM V. LOCKWOOD
(Lockwood Boat Wks., S. Amboy, N. J.)

Take a Bow, "Staff"

Dear Sir:

Would appreciate being added to your mailing list to receive TOW LINE. I have had the pleasure of reading several copies and found them very interesting. Would say you and your staff are doing a fine job. Please render billing to Wilmington Transportation Company. Many thanks.

CAPT. C. M. BOYD, Pres.
(Berth 92, San Pedro, Calif.)

The Traders

(From the New York Times)

Seawind and tide renew this beach
Each day and leave no smallest trace,
No print of man, where waves can reach
Or patient wind erase.

Tides leave instead a curious loot
Of their own choosing: sundry spoil:
Kelp, driftwood, old abandoned boot,
And timbers splotched with oil.

And gulls or men inspect this wrack
For random trophy of the wave,
Aware the sea as lief takes back
The casual gifts it gave.

FREDERICK EBRIGHT.

Notable Item: "The Carol Moran," a 40-page adventure book for boys, written and illustrated by Peter Burchard. *(The Macmillan Company, New York, 1958; price, $2.50.)*

Like Father, Like Son

Who should turn up as a member of the riding crew aboard *U.S.S. Card*, that aircraft carrier the *Marion Moran* towed from Bayonne, N. J., to Mobile, Ala., last month (see P. 3), but John Snyder, son of Capt. Frederick W. (Bill) Snyder, one of Moran's ace docking pilots. Jeff Blinn got this on-deck shot of the youngster as the tow headed out to sea. Something in the blood?

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 6, 1908—Hamburg-American Line on May 4th moved into its new building at 45 Broadway, now known as Hamburg-American Bldg. This 10-story structure, formerly Aldrich Court, has been completely remodelled since purchase in 1906.

MAY 13, 1908—*L. A. Plummer* (sch) in entering harbor of Norfolk, Va., May 5th, in tow, collided with tug *Anna*, knocking smokestack and pilothouse off latter. No damage to schooner.

MAY 27, 1908—*H. M. Whitney* (ss), from New York for Boston, which struck on Hog's Back and afterwards on Flood Rock, Hell Gate, N. Y., during dense fog night of May 23rd, remains aground, but Merritt-Chapman are preparing to float her.

JUNE 3, 1908—(Bath, Me., June 1) Str. *Boothbay* of Eastern Steamship Co. sank at her wharf today. With rising tide, she became caught under pier and filled. No one was aboard. . . . Str. *Jefferson*, at New York May 29th from Norfolk, reports that at 5:30 p.m. 28th she passed barge *Margaret* five miles off Delaware lightship. One man aboard. Offered to take him off, but he declined to leave, expecting to be picked up shortly. (Vessel was one of three barges in tow of tug *Margaret*, from Baltimore for New York.) A large four-masted schooner crossed hawser of barge on 29th and she went adrift.

JUNE 10, 1908—Mutual Co. of New York added another tugboat to their fleet in new tug *John J. Timmins*, which they received from builders at Noank, Conn., June 4th. The *Timmins* is fitted with steam steering gear, electrical plant, fire and wrecking pumps. She is named for son of president of Mutual Co. . . . *C. W. Morse* (tug), with barges in tow, fouled derrick working on wreck of *H. M. Whitney* in Hell Gate night of June 2nd, causing derrick to capsize. . . . (Boston, June 2) Captain Henshaw of str. *Admiral Sampson*, from Port Antonio, S. C., reports efforts to float strs. *Prinz Waldemar* and *Princessin Victoria Luise*, stranded near Kingston, have been abandoned and both will be blown up. Former went ashore on Plum Point, Jamaica, Jan. 18th, 1906; latter at Port Royal Dec. 16th, 1906. . . . (Vineyard Haven, June 6) Tug *Wm. E. Cleary*, towing digger *Wollaston* and two scows, rolled smokestack out and received damage to pipes in Vineyard Sound yesterday. She left tow here and went to New Bedford for repairs.

JUNE 17, 1908—Standard Oil Co.'s barges *No. 6* and *No. 57*, in tow of tugs *S. O. Co. No. 2* and *Standard*, arrived at Montreal June 9th. *No. 2* and barges are bound through Welland Canal to Lake Erie, where they will be employed carrying oil in bulk.

JUNE 24, 1908—New Fall River Line str. *Commonwealth* arrived at New York June 21st from Cramp's Shipyard, Philadelphia.

MOOREMAC PIER—Arriving for the ground breaking ceremonies in connection with a new $7,500,000 Moore-McCormack Lines pier, foot of 23rd Street, Brooklyn (left to right): Vincent A. G. O'Connor, Commissioner of Marine and Aviation, City of New York; Emmet J. McCormack, Chairman of the Board, Moore-McCormack Lines; Eugene F. Moran, Chairman of the Board, Moran Towing & Transportation Co.; and Mayor Robert F. Wagner. In case you can't make out her name, that's our *Barbara Moran* in the background, tied up to the bulkhead. The date was May 14, and this job marks the initial phase of a redevelopment program for the municipally owned Brooklyn waterfront at an estimated total cost of $24,285,000. William T. Moore, Mooremac president, predicted a bright future for the area, adding, "we have decided to tie ourselves to New York for good."

Sir, We're Delighted!

Dear Sir:

Excuse me, sir. I hope I am not inconveniencing you too much by this request; but, sir, before my marriage I was a seaman (tanker) and my hobby is collecting photographs of ships, tugboats, etc. To date, sir, I have about 3,800 photographs. Now my collection is selected for a large exhibition of ships hobbies in August. Many U.S.A. companies and ships builders heretofore have sent me photos, etc. Therefore, sir, it would give me great joy if you would help me, too, with photos of your tugs. You can make me very happy, sir. . . . The Chamber of Commerce was kind enough to give me your address.

P. DAM V.D. BREEVAART
(*Terneuzen, Holland*)

Moran Makes History, Cap'n

Sirs:

I wish to thank you for the 1958 calendar and the copies of TOW LINE. My copies are read by quite a number of boatmen in this area, as are those received by the J. P. Morgans of this city. Several of us boatmen are forming a Marine Historical Society, and all of my copies will be on file.

ROBERT G. LUKE
(*Ketchikan, Alaska*)

"A Thing of Beauty"

Dear Bob:

Mailing that aerial view of the new *Santa Rosa* was a real coup! It's a thing of beauty and a most welcome addition to my collection of maritime photos. Moran scores again! Many thanks for sending it along.

DE WITT S. DAVIDSON, D.P.R.
(*The Caples Company, New York*)

Mariner's Song

(New York Herald Tribune, June 26)

The wind dogs run with the stars tonight,
ears flopping around the Poles;
their feathery tails are streaming straight
above our salty souls.

The wind dogs worry the mackerel bones
as they lollop among the stars,
and the squalls below whip the waves to foam
and pile white seas toward war.

I'd rather stand watch on a wind-dog-night
with half of the sea inside me,
in a good stout ship that rides the fight,
with a seafaring man beside me,

than sleep becalmed with a gentle love
and a channel-bell's small warning,
and with no wind dogs to chase our sails
down the sun-wet roads of morning.

FRANCIS FROST