



**TOW LINE** *Christmas 1958*

## ON THE COVER—

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**E**VERY YEAR at this season we encounter the same problem: how to do justice in cold type to a C. G. Evers cover painting in four colors. It must be acknowledged, though, it is a lot easier assignment (for this writer anyway) than either the gorgeous watercolor or the hypothetical ocean rescue it depicts. At least it is not impossible.

Let's say then that the Moran tug you see "doing what comes naturally" is a vessel of the *Marion, Joseph H. II, Kevin and Eugenia M. (Moran)* class. That would make her 143 feet long, with 1,900 horsepower (diesel-electric)—and, of course, all the essential features of a thoroughly reliable seagoing tug, including a cruising capacity of 30 days or more, depending on towing conditions.

Identification of the ship being rescued, even by type, will not be undertaken here. It doesn't matter. Big or little, new or old, if she is disabled and in need of assistance into the nearest safe port it is a Moran job.

We'll guess the latitude and longitude of this scene to be about 30°N, 60°W.—say southeast of Bermuda. It must be just before sunset of a winter day. The sea might be described as moderately rough. The swell from a dying easterly storm is still in evidence, but there is every indication of a fresh gale making up—agreed? But from the way the tops of those high ones are breaking, the wind must be east, or possibly a little northeast.

As an estimate, the tug's skipper has out at least 2000 feet of two-inch wire, possibly with a "pennant" consisting of 100 fathoms of eight-inch nylon hawser as an auxiliary shock absorber, so his towing machine is not being subjected to undue strain.

 An inspiring scene anyway. . . . In lieu of the customary Moran calendar picture, who would like to have for framing a white-bordered art print of this one? 

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*Moran's European Agents.* ENGLAND: James A. McLaren & Co., 65 Bishopgate, London, E. C. 2; SCOTLAND: Henry Abraham, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Henning Astrup A/S, Fridtjof Nansens plass 4, Oslo; Birger Gjestland A/S Kong Oscars Gate 62, Bergen; DENMARK: Jorgen A. Rasmussen, 33 Amaliegade, Copenhagen K.; SWEDEN: A. B. Sandstrom, Stranne & Co., Postgatan 2, P.O.B. 93, Gothenburg; FINLAND: A. B. Lars Krogius & Co., O. Y. S. Magasinsgatan 4, Helsinki; BELGIUM: Wm. H. Mueller & Co., S. A. 21 Rue de la Bourse, Antwerp; GERMANY: Ernst Glassel, Altenwall 21, Bremen; SPAIN: Rafael Navajas, Alameda de Recalde 30, 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, Pireaus.



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## Moran Acquires Curtis Bay Towing Companies

**T**HE MORAN INTERESTS have acquired all equipment and other physical assets of the Curtis Bay Towing Company in Baltimore, Philadelphia and Norfolk. The transaction was concluded November 17 in Wilmington, Del.

Properties included in the purchase are those of Curtis Bay companies incorporated in Delaware, Maryland, Pennsylvania and Virginia, and the Baltimore Towing and Lighterage Co., Baltimore.

In announcing October 23 that negotiations had reached the purchase contract stage, Admiral Edmond J. Moran, president of Moran Towing & Transportation Co., Inc., New York, said, "We regard the impending acquisition as a sound investment in a progressive and well managed company." He added:

"Curtis Bay operations and services will continue under the Curtis Bay name and under the management of Curtis Bay personnel."

Incorporations owned and operated by the Moran interests now provide tug services in the Port of New York, as well as tug, towboat and barge services in coastwise, offshore and inland waterways trades.



Curtis Bay, founded in 1910, provides ship docking, harbor towing and lighterage services to steamship lines and other industries in the three port cities named, and in the Hampton Roads, Chesapeake Bay and Delaware River areas.

Moran has forty-six tugs and towboats; Curtis Bay has thirty-six—fifteen at Baltimore, thirteen at Norfolk, eight at Philadelphia.

The 143-foot, 1,900-horsepower (diesel-electric) *Marion Moran* is a typical first-line ocean tug of the Moran fleet; while 1,750-horsepower diesel-electric tugs of the *Grace Moran*

class are the backbone of the firm's harbor allocation. "M" tugs designed and powered for such purposes are assigned to the New York State Barge Canal, the Great Lakes and other inland waterways in season. A pair of modern towboats, *Betty Moran* and *David E. Moran*, propel integrated tows on the Ohio River and its tributaries, chiefly in the petroleum trade.

The Curtis Bay fleet, principally diesel and diesel-electric powered, includes such tugs as *Fells Point*, *Kings Point* and *Reedy Point*, each rated at 2,400 horsepower; *Cavalier*, 1,800 horsepower; *Carolyn*, *Brant*, *H. C. Jefferson* and *Tern*, 1,600 horsepower; and *Cove Point*, *Delaware*, *Harold F. O'Brien*, *Justine*, *Petrel* and *Pocahontas*, 1,000 horsepower. In length these range from 100 to 105 feet, and five of the foregoing were built this year.

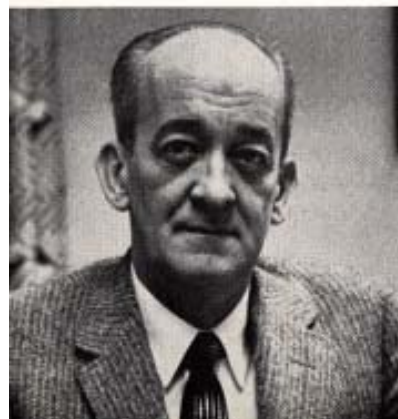
Twenty-three scows are included in the Curtis Bay equipment.

There are no plans at present to interchange either the equipment or the services of the affiliated companies, Admiral Moran said.

*Who said it?* "His heart was mailed in oak and triple brass who was the first to commit a frail bark to the rough seas." See box, P. 15:7.

Here are five of the key men in Curtis Bay operations. Above: Capt. H. C. Jefferson, president. Below (left to right): Thomas McDonough, vice president and executive assistant, Baltimore; E. H. Whitehurst, vice presi-

dent and general manager, Norfolk; J. D. Wagner, vice president and general manager, Philadelphia; and Vernon W. McCaig, vice president, Baltimore Towing & Lighterage Co., Baltimore.





## To Our Good Friends Everywhere: Season's Greetings!

### FUNERAL FINISH FOR FAMOUS FLAGSHIP

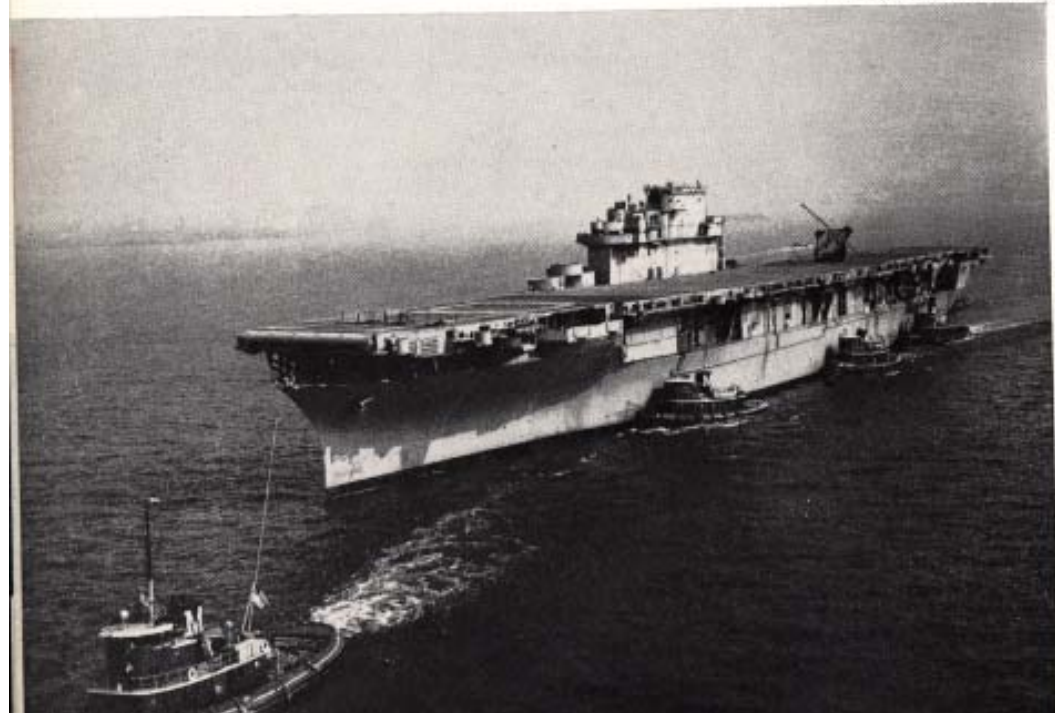
A heavy autumn haze hung over New York harbor the morning of August 21st as eight sturdy Moran tugs directed by one of the company's senior pilots, Capt. Thomas L. Ball, master of the *Alice M. Moran*, towed the famous aircraft carrier U.S.S. *Enterprise*, 19,800 tons displacement, 827 feet long overall, away from the New York Naval Shipyard, Brooklyn, towards Kearney, N. J.

As she moved slowly but majestically down the East River, past the Battery and Governors Island, crowds ashore paid tribute to the once mighty flagship of Adm. William F. (Bull) Halsey—at long last on her way to the Naval Industrial Reserve Shipyard, Port Newark, to be reduced to scrap by Lipsett, Inc.

The *Big E.*'s World War II combat record is too well known to be detailed here. She was built in Newport News, Va., and commissioned May 12, 1938. She served with Air Group Nos. 6, 10 and 20; later with A.G. No. 90—with great distinction, as the enemy knew only too well. Her first battle star was earned at Pearl Harbor, her last in the Okinawa campaign of May 1945. With never an inoperative day during this gruelling period, later she was described by the Navy Department as "the one vessel that most nearly symbolizes the history of the Navy in this war. Score: 911 Jap planes downed, 71 ships sunk, 192 damaged.

*Enterprise* statistics: geared turbines, four screws, 120,000 SHP, 34 knots; three elevators, two bow catapults, 55 planes as a CV(N), up to 90 as a CV.

—Photo by Ted Donaldson



### Changes in Towboat Light Rules Listed

Maritime interests have been reminded by the U. S. Coast Guard that recently modified "Inland Rules of the Road" require changes in the navigation lights carried by many vessels, principally towboats.

One of two significant changes in the inland regulations is that a towing vessel carrying white towing lights on the foremast, "—when pushing another vessel ahead, shall also carry at or near the stern two bright amber lights in a vertical line." These are not required if the towing vessel is carrying the white all-around lights in the position of the after range light.

The other important change eliminates the choice of using a flare-up stern light, and requires that all vessels (except small vessels unable to do so) carry a fixed 12-point stern light if they are not required by other rules to carry a light visible from aft.

The changes became effective August 14. All vessels which have not already complied should do so without further delay, the Coast Guard states.

### The Washington Ticker

Dear Mr. Munroe:

Your little magazine is certainly "getting around" and making quite a name for itself in maritime circles because of its excellent material and attractive art work, which you vary and keep alive admirably. May I become one more in your host of regular readers?

J. B. THOMAS  
(Maritime Administration, PIO)

# Third Largest Merchant Marine is Norwegian

By NILS M. APELAND  
(Visiting Norwegian journalist)

**E**ACH YEAR a total of about 1,500 Norwegian vessels seek the Port of New York, so important in American trade. Ships from Norway virtually girdle the earth, since about 85 per cent of that country's merchant fleet constantly is sailing the oceans between foreign ports.

The Norwegian merchant marine, now comprising almost nine million tons, is an important element in the structure of international commerce. At present Norway has almost 2,700 tankers, cargo-liners and other fast modern tonnage, counting only ships above 100 gross tons.

## Gulf Stream Makes Climate

A number of factors make Norway a maritime country, a country of seafarers. Norway is not an island, but the sea envelops it—the Arctic Ocean in the north, the Atlantic in the west, the North Sea in the south. From the American tropics the Atlantic brings the Gulf Stream, which sweeps up the Norwegian coast and raises the temperature considerably above the average for that latitude.

True, the Norwegian winter nights are long. Over much of the country there is snow for months and frost enters deep into the ground. Lakes and rivers in the interior freeze. Nevertheless, extreme winter weather is experienced mostly in the inland and eastern districts. In the south and west the winter is temperate and mild. Rarely does ice settle around the coast to

block a channel or port even north of the Arctic Circle. Norway lies between the same lines of latitude as part of Greenland and Alaska, but it is warmer than any other land so far north.

In a straight line Norway is a thousand miles long. One third of its length reaches beyond the Arctic Circle. The coast, however, is much longer than those



thousand miles because of all the fjords that penetrate deep into the mainland. Along the coast, fringed by more than a hundred thousand islands, is a fusion of sea and land. It is here, where elements meet, that the Norwegians live. The sea is their highway. They are sailors by nature, by necessity; the Norwegians have built ships and sailed them on the oceans for more than a thousand years.

The sea is a larder as well as a highway for the Norwegians. Its silver harvest ever was a necessary supplement to the rather meagre yield of the soil. It is estimated that at most only five per cent of the surface of the country may be cultivated. Most of the rest is mountains; but fortunately these are the source of hydroelectric power, the key to great industrial progress.

## Nineteenth Century Exodus

Since such a great part of Norway consists of mountains, the country is the most sparsely populated in Europe, after Iceland. Lack of economic opportunity was the spur to mass migration in the nineteenth century. In the course of a hundred years a million Norwegians settled abroad. Mostly they sailed across the Atlantic to the New World. Today you find Norwegians all over the United



States. In the Moran organization, for example, one third of the employees is of Scandinavian descent.

Although Norway has not been a particularly easy and rich country to live in, the three and a half million people who have their homes there enjoy a standard of living comparable only to the American. The Norwegian merchant fleet has always been an important factor in this connection. Norway's commodity exports are large, but imports are even larger, and the shipping earnings very nearly bridge the gap between the two.

Today Norway operates a merchant marine far in excess of its own carrying requirements. The country's ships compete successfully in the world's freight markets. Shipowners from Norway took an early lead in such special trades as fruit and oil carrying. They were the first to develop a fleet of heavy-lift ships. In propulsion, Norwegian shipowners were quick to develop oil-firing and diesel for nearly all their tonnage.

## Popular Ownership of Stock

Whereas in other countries the greater part of the fleet often is owned by comparatively few groups, the Norwegian vessels are owned and operated by as many as 350 joint stock companies. The Norwegian America Line, for example, has 6,344 stockholders. The fleet has been built up by the acumen and enterprise of Norwegian shipowners and the experience and skill of Norwegian seamen—a combination rooted in centuries of tradition.

Topping the list of Norway's largest shipowners is the firm of Wilh. Wilhelmsen of Tonsberg. This company has sixty-five ships. Ranging from second to seventh in terms of vessels operated are: Anders Jahre & Co. A/S, with fifty-seven units, including two whale factories and thirty whale catchers; Fred Olsen & Co., with forty-two

(Cont'd on P. 13)



## How Doth the Little Busy Bee...? Deckhand H. P. Barmann Has the Answer to That One!



**B**EE-KEEPERS have one conspicuous characteristic in common. They are missionaries to the last man. "Hank" Barmann of Stone Ridge, N. Y., now in his 15th year of employment as a deckhand aboard such tugs as our *Shiela Moran*, *Mary Moran* and *Claire A. Moran*, is no exception. He knows and loves bees—and honey.

One day recently, fully equipped with samples of the product of his energetic swarms, he got into the urban hive housing this editorial cell. Among those fascinated by his stories concerning honey-makers was our attractive neighbor, Bernice Daly, secretary to E. F. Moran, Jr. (See photo above.) Your reporter was near enough to kibitz, and from Mr. Barmann's impromptu lecture a full comb of interesting facts was harvested. A few samples at random:

It has been estimated that it requires from forty to sixty thousand bees, traveling 75,000 miles, to produce one pound of honey. Six to seven pounds of honey are required to produce one pound of beeswax.

Neither honey nor wax can be produced by man—who obviously isn't as smart as he likes to think.

The world over, there are ninety-six types of honey, about thirty-five of them in the United States, each distinctive in flavor and color.

An average hive consists of from sixty to eighty thousand bees, maintaining a city-like organization in the production of honey and pollen and in dehydrating the honey. (Pollen is utilized in rearing the young.)

Honey never spoils. It is known to keep for hundreds of years, contains no artificial flavor or coloring, and is the only food product that requires no refrigeration at any time.

Honey is an alkali yielding food consisting of dextrose, levulose, sucrose, iron, calcium, niacin, rexrinnis, thiamine, riboflavin, maltose (rare sugars), silica, manganese, and enzymes. Since it is predigested, it is readily absorbed into the blood stream.

Average bacteria cannot live in honey. (Your reporter is far more hospitable, it appears.)

Beeswax is used in cosmetics, lotions for the hands, camphor ice, altar candles, delicate electrical insulation, and many other products. It is impregnable to water.

Are you arthritic? Step right up and get yourself stung a few times on Dr. Barmann's prescription; but don't take TOW LINE's say-so as any guarantee of a cure, please.

The lecture was still going on as your reporter made a bee-line for the nearest waffles-and-honey bar. . . .

Want to know more? Mr. Barmann says "The ABC and XYZ of Bee Culture" may be obtained from A. I. Root, Medina, Ohio.

### Old Canal Tow-Path

(New York Herald Tribune, Sept. 16)

Autumn is here where the canallers passed

On their slow water journey through the locks.

Wind is the tavern's welcoming host, the last

To greet the traveler at once-busy docks. No echo of the boys who used to trudge

These banks, hour upon hour, and hallowed

A path guiding the beast that pulled the barge,

The tow-line dripping, passed, then silence followed.

Here in the spring the wild ducks come to nest

Where port and starboard lanterns' burning petals

Bloomed on reflecting waters, now at rest.

Night on wide hovering wings returns, and settles;

Only the heron moves, a furtive ghost Among the rushes near the snubbing-post.

EDNA L. S. BARKER

*Who said it?* "Dirty British coaster with a salt-caked smoke stack/Butting through the Channel in the mad March days/With a cargo of Tyne coal/Road-rail, pig-lead/Firewood, iron-ware, and cheap tin trays." See box, P. 15:10.

**PIER SHED VIEW**—When the French liner S.S. *Liberté* docked on the north side of Pier 88, North River, October 16 with 1,387 passengers from LeHavre, there was a good deal more excitement both ashore and afloat than this artful camera angle reveals. Moran pilot Capt. "Bill" Snyder on the liner's bridge was giving whistle signals to two of the newest tugs in the "M" fleet, *Cynthia Moran* and *Nancy Moran*—this job being only the third working assignment for the latter. (See two-photo strip at bottom of P. 11 for shots of *Nancy's* first assignment and the tug running light off lower Manhattan.)





## New York Harbor Tugs and Crews Lauded; Marine Diesels Revolutionized the Industry

**T**HE WORLD-WIDE FAME OF NEW YORK TUGS could not have been established without the highly developed skills of the crews manning them, Adm. Edmond J. Moran, president of Moran Towing & Transportation Co., told a capacity crowd assembled in the Hotel Commodore, New York, Wednesday evening, November 19, for the 17th annual "Towboat Night" dinner sponsored by the Foreign Commerce Club. Erwin Wedemann, presided.

The New York harbor pilot is in a class by himself, Admiral Moran said. He has to be an expert. The traffic confronting him, the variety and volume of business he has to handle day and night, require him to be alert, resourceful, and thoroughly competent. He must be an expert ship handler as well as a skilled pilot, since he is called upon to berth the world's greatest ships in the closest possible quarters.

"Pilots proceed without hesitation to help in all circumstances involving distress," the Admiral pointed out, adding that "without thought of consequences (they) assume great risks to aid those in trouble."

Other excerpts from his talk:

Development of the diesel engine for marine use has, to a considerable degree, revolutionized the industry.

Formerly, railroads and industrial organizations were the big operators of tugs, and the independent owner frequently relied on their outworn or outmoded craft. In recent years the commercial operator has developed his own fleet, built or otherwise acquired to meet his specific needs.

In 1937 steam tugs of 500 horsepower were the principal workhorses, but a modern transport tug delivers three or four times more than that.

When *R.M.S. Queen Mary* arrived in New York on her maiden voyage in 1936, twelve tugs helped her to dock at a pier where only five or six are used today.

The capacity of scows, barges and lighters has been substantially increased, yet this non-self-propelled equipment is moved with safety and dispatch at the lowest cost.

"The tug owner is not immune from difficulties which confront the shipowner," Admiral Moran concluded. "In such times as we encounter periodically in this topsy-turvy economic world of today, tugs are not nearly



Mr. Wedemann

Adm. Moran

fully employed and revenues decline. Consequently, the profit margin decreases to the point where a rate structure based on reasonable activity is no longer compensatory. It is during such periods that the tug operator needs the consideration and help of those using his equipment."

**MAGAZINE PAPER AFLOAT**—Chicago bound from Bucksport, Maine, via the Hudson River, New York State Barge Canal and Great Lakes, our diligent inland waterways tug *Harriet Moran* (Capt. Meredith Connor, master) heads down the Oswego River from Fulton, N. Y., towards Lake Ontario. The specially constructed barge she is pushing, the *C. L. Stillman*, owned and operated by Time, Inc., contains 2,000 tons of coated paper in rolls, which in due course will become Life magazine pages. In season this is a continuous operation. A sister tug, *Anne Moran*, propels another such Time barge, the *N. L. Wallace*.—Shipley photo.

**FIRST OF THIRTY-FIVE** — A motorist on the New York State Thruway bridge over the Hudson River at Tappan Zee one day just as September was slipping into October might have noticed an old Liberty-type ship, *S.S. Curtis*, moving downstream at the end of our tug *Julia C. Moran's* hawser. She was the first of 35 such World War II vintage vessels being towed by Moran tugs from reserve fleet anchorages at Janes Point, N. Y., the James River, Va., and Mobile, Ala., to Bethlehem Steel Co.'s Patapsco scrap yard at Baltimore, Md.

Capt. Ole Erickson (tug *E. F. Moran, Jr.*) piloted this tow down the Hudson and through New York harbor traffic. Capt. Alexander D. Stewart of the *Julia C.* took over off West Bank Light for the voyage to Baltimore.

Our *Cynthia Moran* followed that evening with *S.S. Whipple*; and since then several other old Liberties have been escorted to the "bone yard"—including a notable one from Mobile, *S.S. Patrick Henry*, first of her type to be built, in the very yard where she was to be broken up for scrap.

*Who said it?* "In this country (England) it is thought well to kill an admiral from time to time to encourage the others." See box, P. 15:13.

*Who said it?* "One leak will sink a ship, and one sin will destroy a sinner." See box, P. 15:14.



Tugs Edmond J. Moran and Diana L. Moran pier in tow, turning into East River at Bar



Tug Cynthia Moran assisting at launching of new pier, Bethlehem Steel Co.'s Staten Island yard.



# "What has 14 legs, is 7 stories tall and floats?"

*The New York Times*

## a new pier!

**O**NE DAY this summer, otherwise more or less routine for the Moran harbor fleet, a huge 14-legged monster, yet nothing unworldly—"not an atomic-age mutation of the common water bug," one awed newspaper reporter wrote—was transported through the always congested waters of New York harbor. "M" tugs were towing it.

Its destination was the Consolidated Edison Co.'s power plant at Astoria, Queens, where, once it was carefully maneuvered into position, its legs were lowered and the bizarre looking piece of equipment became nothing more puzzling than a coal dock.

The new pier was constructed in Bethlehem Steel Co.'s shipyard in Staten Island for the

DeLong Corp., whose engineers installed it in a prepared site on the East River. (While it was being towed through Kill Van Kull and the Hudson and East Rivers, those 14 legs projected upward as high as a seven-story building.)

It was a delicate but not necessarily nerve-wrecking assignment for the captains of a couple of Moran tugs, aided by another at one stage of the proceedings when a swift running tide became tricky.

Anyway, the pier was placed, legs were lowered and filled with concrete, rails were laid on deck, a crane installed, and—presto! it was ready to receive barge loads of coal. Our serial photos tell the tow story.



Right: High M tug assisting in tow. —Be



Diana L. Moran and Carol Moran holding pier in place during positioning of legs.—Con. Ed. photo.



Capt. Frederick Jonassen of Moran T. & T. Co. directing precise placement of pier from aboard it.



Tow proceeding up East River against tide, under Brooklyn Bridge. Background, Manhattan Bridge.



Approaching Queensboro Bridge from West Welfare Island channel. Left, Tudor City towers.

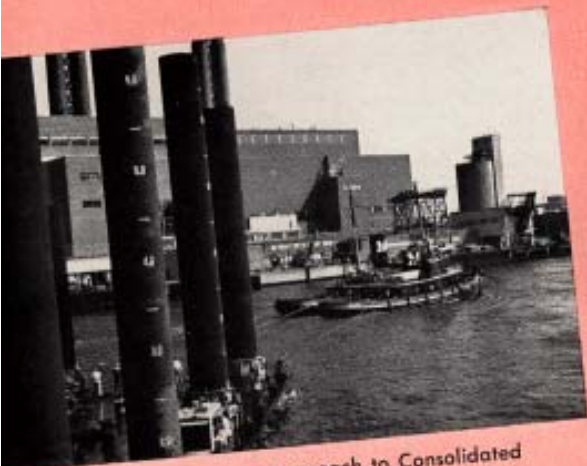


ROGER EPPLY

Bottom view of tow, another fine day, getting good time toward destination. Steel Co. photograph.



Passing through Hell Gate, almost under Tri-Boro Bridge. Ahead, Hell Gate railroad bridge.



Making an upriver approach to Consolidated Edison Co.'s waterside plant, Astoria, L. I. side.

**DIED, Nov. 9, 1958:** Charles R. Patterson, 24 West 59th Street, New York, marine artist and historian. He was 80 years old.

One of Mr. Patterson's paintings, of our tug Barbara Moran—brand new then—passing the Statue of Liberty on her arrival in New York from the builders' yard in Texas, provided a holly-wreathed front cover for *Tow Line* of December 1949.

Mr. Patterson had done something like 200 canvases, and even at the time of his death he was at work on a series of murals for the U.S. Naval Academy. Twenty-seven of his pictures are in a current exhibit at the Maritime Museum, Newport News, Va.

Born in Southampton, Eng., he went to sea under sail at 13, but came ashore in his twenties to take up an art career.

**NEDERLANDER, NEW CLASS**—Introducing the newest class passenger-cargo vessel of the Nederland Line, *M.V. Karakorum*. This maiden arrival photo, dated August 19, 1958, shows off the 536-footer's heavy lift gear, capable of handling loads up to 175 tons. This newcomer boasts a sustained speed of 17.5 knots, 710,000 cubic feet of general cargo space, and accommodations for 12 passengers. Named for one of the world's most imposing mountain ranges, in Northern India, the *Karakorum* is the second of four new 12,600-ton ships of her kind from the yard of C. van der Giessen & Zonen, Holland. She was launched last March.

## "In Safe Hands"

Dear Sirs:

I will take this opportunity to thank you for the good service your tug *Marion Moran* rendered to *T/S Sunvictor* by towing the ship from Georgetown (British Guiana) to Baltimore, Md. It did not take me long to see that my ship and ourselves were in safe hands after the *Marion* had her tow line fast. We certainly encountered some heavy weather off Frying Pan Shoal, but all went fine. Your master and officers on the *Marion* certainly have experience. They can handle the tug. In case you should need a log abstract for the voyage, you find my address on the top of this letter.

CAPT. T. EIDBO-HANSEN  
(Penn-Maryland Corp., Baltimore)

*Who said it?* "You are uneasy; you never sailed with me before, I see."  
*See box, P. 15:8.*

## Moran on the Great Lakes

Dear Sir:

Would you kindly add my name . . . for your most interesting magazine *Tow Line*? I am an active member in our Marine Historical Society, interested in everything that sails, both fresh and salt water. We see your tugs *Anne Moran* and *Harriet Moran* here regularly. I noted the valuable refined soy bean oil cargo (\$1.8 million) loaded at Superior, Wis., in the barge *Panhandle*, towed by *Agnes A. Moran*. I am leaving for the St. Lawrence Seaway on the cruise ship *North American* and hope to see some of your tugs en route.

ALBERT W. BRADLEY  
(7035 Army Ave., Detroit, Mich.)

*Who said it?* "Our ships were British Oak/And hearts of oak our men."  
*See box, P. 15:1.*

## 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.)

**SEPT. 2, 1908**—(Providence, R.I.) The old America's cup defender, *Puritan*, which in 1885 defeated the English challenger, *Genesta*, will be engaged in transporting passengers and fruit between this city and the Cape Verde Islands.

**SEPT. 23, 1908**—Ships *Charger* and *America* and bark *Haydn Brown* were recently sold at Seattle, Wash., to the Coastwise Steamship and Barge Co. to be converted into barges. *Charger* sold for \$15,000; *America*, \$16,000; *Haydn Brown*, \$6,500.

**SEPT. 30, 1908**—Three steam lightships and three steam tenders of the Lighthouse Dept. fleet left New York Sept. 21 for a long trip to the Pacific Coast. Capt. Albert Mertz is in command . . . *Josephus* (barge) one of a tow of tug *Patience*, inbound for New York, was run into in the lower bay, New York, Sept. 24 by *Senator* (Nor.), bound to sea to discharge her damaged cargo of bananas. Tug placed her on West Bank when she sank.

**OCT. 6, 1908**—(Bath, Me.) A boiler explosion on the tug *Delta* in Bangor yesterday afternoon caused the death of a fireman, fatally burned the engineer, and badly scalded one deckhand.

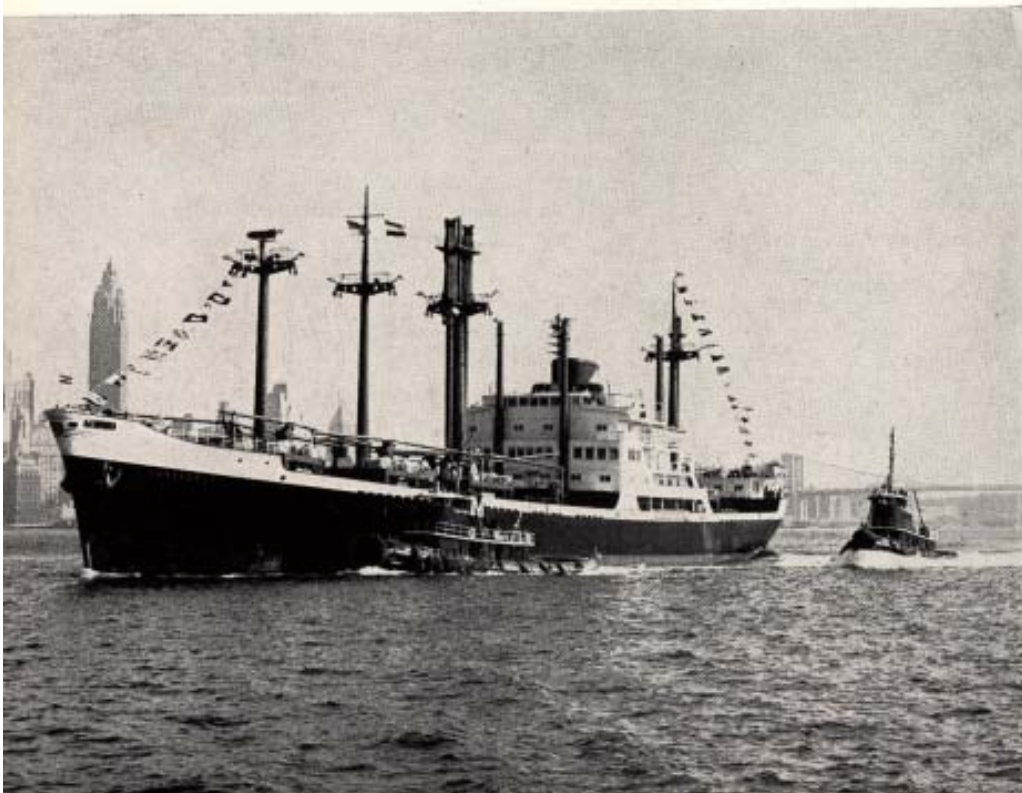
**OCT. 21, 1908**—The largest ocean-going tugboat, *Mary F. Scully*, was launched from the yard of the Staten Island Shipbuilding Co., Port Richmond, Oct. 17.

**OCT. 22, 1908**—(Norfolk, Va.) Cutter *Onondaga* has arrived here with crew of *Dessoug* (barge) which broke adrift from tug *Bucaneer* north of Winter Quarter lightship. *Dessoug* was bound from Baltimore for Portsmouth with coal, and when abandoned had five feet of water in her hold. She was valued at \$50,000.

**NOV. 18, 1908**—(Norfolk, Nov. 16) Str. *Gloucester*, from Boston, reports barge *Independent* sunk in nine fathoms, nine miles NE ¼ E from Cape Charles lightship, in track of vessels. Captain Burnett and crew of three men are supposed to be lost. *Independent* left Newport News last Thursday in tow of tug *Edward Luckenbach* with coal for a New England port.

**NOV. 25, 1908**—(Vineyard Haven, Mass., Nov. 17) Barge *Edgewater*, lost from tug *Daniel Willard* off Cape Cod night of Nov. 15 by parting of towing hawser, has not been found, and has probably been blown to sea by continued heavy westerly winds. Tug *North America* and cutter *Achushnet* returned after unsuccessful search. (Nov. 22) Str. *Columbia* (Br.), which left New York Nov. 21 for Glasgow, reported by radio to Nantucket at 10:30 a.m. passed *Edgewater*, abandoned, in good condition, floating light in Lat. 40°56', Long. 67°55', dangerous to navigation.

**DEC. 2, 1908**—Str. *Borgestad* (Nor.) towed *Edgewater* to City Island, N.Y. Crew landed at Belle Island, Newfoundland, by str. *Wegadask* (Nor.)



## The Estuary

(New York Times, Nov. 22, 1952)

Accept, the river chimes, accept the change  
From mountain snows, from noonday meadow-curves  
To these great factories mirrored dark and strange  
With alien vessels crowding to the wharves,  
These, too, are part of the long pilgrimage.  
The smoke, the din, the soot on flower and tree,  
And these—the wings, the brine-scents that presage  
The timeless absolution of the sea.

GEOFFREY JOHNSON

(Springhill, Broadstone, Dorset, Eng.)

## To All Hands: There Was No June Issue This Year

Dear Sirs:

I received the August number of Tow LINE, but I regret to inform you that the previous issue, June '58, never came to hand. It must have been lost in the post. If you have still some copies available of the missing edition would you then be so kind as to forward one to the above address? As I keep all your issues for binding I am somewhat handicapped by this missing number.

F. G. E. MOLL

(Voorburg, Z.H., The Netherlands)

*Who said it?* "Sunset and evening star/And one clear call for me!/And may there be no moaning of the bar/When I put out to sea." See box, P. 15:12.

**NEWEST FLEET TUG**—That new diesel tug launched July 17 at Jakobson's Shipyard, Oyster Bay, L.I., as reported in our last issue, joined the expanding Moran Towing & Transportation Co. fleet in New York harbor in mid-October. For the best part of a day she was tied up at Pier 1, North River, while interested persons, including industry officials

**ON THE BEACH NOW**—Fifty years at sea in vessels ranging from sailing ships to luxury liners ended in New York October 1 when Capt. Ernest H. Nelson brought his ultimate command, the American Export liner S.S. Constitution, into port. On hand to congratulate him—and incidentally to direct the docking of the Constitution, as usual—was Capt. John A. Bassett (left), one of Moran's senior pilots, who was a shipmate of Captain Nelson's when both served as quartermasters in the coastwise steamer Jefferson, one of the Old Dominion Line, a l-o-n-g time ago, they assure you. Surveying the rain-swept waterfront that morning, Captain Nelson remarked with feeling, "From now on I'm going to put my feet on the living room radiator whenever the weather gets bad and say to myself, "Heaven help the poor sailors on a day like this!" (See Tow Line of February 1958 for a Celebrated Shipmasters profile of Captain Nelson.)



## Take a Bow, Everybody

Dear Mr. Hennessey:

Thank you very much for the good letter . . . I received in New York on the last trip before my retirement. Also, many thanks for efficient assistance in New York Harbor during many years of excellent cooperation. Please convey my greetings to the Company and their fine staff of Dock-Pilots—second to none. After a couple of months ashore I feel more and more contented as a land-lubber and hope of course that this feeling will continue. But you never can tell!

CAPT. HARRY G. NORDENSON  
(Ex-Commander, M/S Gripsholm)

*Who said it?* "There's something wrong with our bloody ships today, Chatfield." See box, P. 15:2.

*Who said it?* "We are as near to heaven by sea as by land!" See box, P. 15:4.

## Ahoy, Model Manufacturers

Dear Sir:

One of your faithful and appreciative readers would like to enquire if it is not possible for your company to arrange with one of the model firms—Revell, Pyro, Ideal, etc.—to bring out a kit of one of your towboats. I specialize in such and have looked in vain for a model with the big "M".

EUGENE O. SAPHIR  
(Silver Spring, Maryland)

who would require her services, inspected her at the company's invitation. As it happened, Nancy Moran's first assignment was to assist in docking the American Export liner S.S. Independence, just in from a Mediterranean "sunlane" cruise, and their photographer caught her at work on the north side of Pier 84, N.R. (below, left). Our staff man, Jeff

Blinn, took dead aim and came up with the other shot of Nancy, running light, with the downtown Manhattan skyline for a background.

Capt. Bernard E. Scherer, associated with Moran for more than 20 years, and one of our leading pilots, is her master.

Congratulations to all hands!





**D**OT TOZIER, Central Wharf Towboat Co. office manager, popular in Portland and no stranger at Moran HQ or for that matter to followers of this column, is making a satisfactory recovery from major surgery, and is expected to be back at her desk by press time.

Shipmasters putting into Portland harbor will be shocked to learn of the sudden death of Capt. George H. Lube, veteran local pilot.

Five-year service pins have been presented to Edna Shattuck, billing clerk, and Anne Costello, dispatcher. TOW LINE adds its congratulations to the many they must have received already.

The tug *Margot Moran* has completed a 30-day tour of duty at Portland, relieving during the annual overhaul period of the Central Wharf fleet.

Paula Shattuck, daughter of Edna Shattuck, our popular billing clerk, is attending Gorham State Teachers College, and there is rumor rife hereabouts that some of the male personnel wish they were of a vintage that would permit them to attend school again.

According to latest advices, Bill Talbot, chief engineer of the tug *Thomas E. Moran*, and Ralph Bailey, relief engineer, have shouldered their trusty muskets—flintlocks possibly in deference to their own skill in that department—and headed for the tall timber. "Look out bears and dears!" was the warning big game thereabouts got from Mad. Moore, Central Wharf president; but is this professional jealousy rearing its ugly head?

A couple more thumbnail introductions to Central Wharf personnel—in lieu of photos, a complete A to Z file of which TOW LINE fully intends to accumulate in the course of some pleasant week-end visit, preferably during the most promising fishing weather next summer:

**ELDRED V. ANDERSON**... "Andy" started with the old Central Wharf Towboat Co. in March 1951 as a deckhand, and continued in that capacity until he assumed a mate's duties with our present company in January 1952. After two years he became skipper aboard various C. W. tugs, and presently is master of the *Richard J. Moran*. "Andy" and Mrs. Anderson (Eleanor) have two daughters, Marion, 14, and Barbara, 10. The family resides in Pine Road, Falmouth, Maine.

**HAROLD E. SYLVESTER**... He has the distinction of being the only *single man* employed aboard C.W. tugs. He joined the company in July 1952 as cook on the old *Christine Moran*, and bossed the commissary department of other tugs until in 1955 he became the regular cook on the *Gay Moran*. Another distinction: he is the only fellow in the Portland organization who calls the boss "Matt".

**LONG HAUL INLAND**—Personable and always accommodating Sam Loveland of Philadelphia thought we might like to have a photograph of one of our inland waterways tugs, *Agnes A. Moran*, about to shove off from the Sun Shipbuilding Co. yard at Chester, Pa., with the S.C. Loveland Co., Inc., barge No. 21 loaded with two turbine runners, each weighing 90 tons. Sam was correct, and here is evidence of Tow Line's interest and appreciation. When the unusual tow reached Superior, Wis., the runners were loaded on a special railroad car for ultimate delivery to the new Garrison Dam on the Missouri River north of Bismark, N. D. . . . How these "M" tugs get around, h'm?

## Three Retirements; Admiral's Assistant



**CAPT. CHARLES S. WILLIAMS**, Cunard Line commodore and master of the superliner *R.M.S. Queen Elizabeth*, retired at the end of September after 39 years of service with the company. His first command, the cargo liner *Asia*; since then, besides the *Elizabeth*, he has been captain of the sister liners *Media* and *Parthia*, *Franconia*, *Georgic*, *Sythia*, *Britannic*, *Mauretania*, *Caronia*, and *Queen Mary*.

**CAPT. JEAN COMILIA**, master of the French liner *Liberté*, a veteran of 36 years at sea, beginning with a tour of duty aboard *Jacques Cartier*, the old training ship, retired Aug. 29 when his command reached her home port, Le Harve, from New York. He had also been captain aboard French Line's *Indochinois*, *Wyoming*, *Chili*, *Flandre*, *Colombie*, *Maroc*, *Antilles*, and *Ile de France*. Hobbies: painting and fishing.



**FRED E. GILLEN**, senior engineer, Section No. 3, New York State Barge Canal System, with headquarters at Fonda, N. Y., retired this spring after 51 years of service on the Erie Division of the canal, believed to be a record for the system. For something like 30 of those years he was in charge of engineering for the canal section within Montgomery County. . . . All canal hands, including "M" tug crews, wish him luck.

**CAPT. RUFUS MROCKOWSKI**, USCG, on Oct. 15 became chief of operations on the staff of Rear Adm. Henry C. Perkins, commander of the 3rd Coast Guard District, New York. He relieved Capt. Arthur J. Hesford, who became chief of staff, 13th C.G. Dist., Seattle. Captain Mrockowski had been chief of operations in the 5th C.G. Dist., Norfolk, for 18 months previously. He is a native of Junction City, Ga.





**H**ARRY ROBINSON, tankerman aboard *M.V. Betty Moran*, and Miss Pat Stephens, also of Lexington, Ky., were married August 10 in Grace Baptist Church there. Following a wedding trip to the Great Smoky Mountains region, the happy couple settled down at 222 Campsie Place, Lexington.

Benjamin F. Chatham, another *Betty Moran* tankerman, and Mrs. Chatham (Virginia) made the grade to parenthood when their first son—seven pounds, three ounces; 20 inches—was born in Carroll County Memorial Hospital, Carrollton, Ky. They make their home in Worthville, that state.

Another arrival: Robert Lee Heckman, seven pounds, four ounces, son of Mr. and Mrs. Marion Heckman, who also have a two-year-old, Thomas Earle. The new one arrived August 14 in Deaconess Hospital, Evansville, Ind. His Pop is assistant engineer aboard the *David E. Moran*.

Earle J. Piercy, relief chief engineer on the *David E.*, and Mrs. P. traveled approximately 6,000 miles to be present at the wedding of their daughter, Mary Ellen, to Lieut. Charles Henderson, Navy Medical Corps, in the Church of the Latter Day Saints, Palo Alto, Calif. They made the trek from Keokuk, Iowa, to the west coast in a 1958 Ford pickup truck rigged with canvas for sleeping quarters. On the return trip they spent time at several national parks: Yosemite, Yellowstone, Black Hills, Bad Lands, etc.

Father L. E. Jaekle, St. John Church, West Chester, Ohio, says we erred in a recent TOW LINE caption: for a photo made at Mt. Vernon "looking northward towards Evansville". Checking the river chart, he says the proper direction would be E x N as the crow flies. As the skipper of one of our towboats would take her, it would be SE x S (River Chart No. 167). "But of course," he adds, "we often refer to upstream as being north"—thus countering his own objection. He sails a lightning-class craft out of New Richmond, Ohio.

**TWO MORAN TOWBOATS**—During one of the periods of moderately high water this season, a Tow Line operative improved his leisure by recording this scene along the Ohio River waterfront at Mt. Vernon, Ind., hard by Moran Inland Waterways Corp. HQ. The vessels at the landing are *M.V. Willie Mayo* (A.L. Mechling Barge Lines, Inc.), our *M.V. Betty Moran* and *M.V. David E. Moran*, and the excursion boat *Delta Queen*. Capt. E. C. Palmer, assistant Moran vice president (sales), and Mrs. Palmer made the round trip, Cincinnati-St. Paul, aboard the *Queen* this fall and reported their vacation couldn't have been better.

## Third Largest

(Continued from Page 5)



ships; Leif Hoegh & Co. A/S, with thirty-six; Fearnley & Eger, with thirty-five; Westfal Larsen & Co. A/S, with thirty-three; and A. F. Klavness & Co., with twenty-seven.

More than half of the Norwegian merchant fleet consists of tankers. The tanker fleet has long been the largest available for general hire.

Traditionally, most of Norway's ships are built in Sweden. Norway herself last year took second place among Scandinavian shipbuilders. The Danes, too, construct many ships for Norway. These neighbours show considerable interest, too, in sailing Norwegian vessels. The total officers and crew aboard the Norwegian fleet is about 41,000 persons—17% foreigners, the Danes constituting one third.

### Steady Customers of Moran

Every ninth ship calling at the Port of New York is a Norwegian, and the greatest number is handled by Moran Towing & Transportation Co. tugs. Thus Norway's merchant marine, third largest in the world, might be said to be one of the firm's steadiest foreign customers. The Norwegian red, blue and white colors are very familiar to people residing in or near the port area. Only the American flag and the Union Jack are seen oftener on ships entering or leaving New York harbor.

### Eatin' Fish, Man!



So here is Capt. Avis J. Trosclair of the towboat *Betty Moran* with an impressive catch of large-mouthed bass—surely more than "enough to stink up a skillet," as the phrase goes. The captain, who resides at 1442 Sunset Circle, Clarksdale, Miss., is an enthusiastic fisherman (and hunter), and his wife often accompanies him on his trips. Some time ago he was the subject of a TV sports program broadcast by a station in his home town.

### Addition Is Correct

Dear Sir:

With thirty-three years of service on the Erie Canal, I have always been interested in Moran tugs. Worked in the Utica office when *Marie S. Moran* made her first trip up the canal. Have been here in Syracuse since 1940. All this adds up to a request to be placed on your mailing list for TOW LINE.

JAMES L. DAVIES  
(208 Landon Ave., Syracuse, N. Y.)

Who said it? "The boy stood on the burning deck/Whence all but he had fled." See box, P. 15:6.





**C**APT. ROBERT MICHAEL HAYS, JR., is not a very talkative fellow, which is either good or bad, depending on your point of view. If you are a reporter this characteristic is likely to present certain difficulties.

"Strictly routine," Captain Hays said of a recent seasonal sailing of the Grace liner *S.S. Santa Rosa* from her berth at Pier 57, North River, on the strength of a flood tide; and that seems to be the way he regards about nine out of ten assignments he has had in his twenty-four year career. Modest.

Cap'n Bob is master of the *Carol Moran*, and he is one of the company's senior pilots. His father, Capt. R. L. Hays, Sr., is boss man aboard another "M" tug, the *Pauline L. Moran*.

If you persevere you may get a little of our subject's working background, but not much. Put this down as a rather extended comment:

"After a trip up the canal with Uncle George—that would be Capt. George Hays of the *Anne Moran*—I took a job decking aboard the old *J. J. O'Brien*. That was in 1934. I was only sixteen years old, but I liked the life. I still do."

But if and when big, good-natured, brown-eyed Cap'n Bob has something to say, he says it in clear, concise language. Usually it is prompted by some item that indicates solid but unassuming pride in his work. He has everyone's respect.

His first command for this firm was the tug *Thomas E. Moran*, presently on regular assignment in Portland,



Captain Hays

Maine. He was made master of the *Carol* in 1951 when she was new.

His "strictly routine" fifteen years of piloting in and around the Port of New York has placed Cap'n Bob among top-drawer "M" pilots.

At home—a house in Kingston, N. Y., he built ten years ago—he's apt to be found fooling around with wood-working; but "none of that little, tedious stuff," he says, "because I like to plan and construct additions to the house."

Church work is high among the captain's interests. He is vice president of the Holy Name Society in Kingston, also a member of the Knights of Columbus.

Capt. and Mrs. Hays' daughter, Julia, eighteen, attends the College of St. Rose, Albany, N. Y. Vacation time usually finds the family making non-marine trips in their car.

Born to Mr. and Mrs. Henry Hennessey, 914 Fifty-eighth St., Brooklyn, October 12; Henry, Jr., six pounds, 10 ounces. Senior serves aboard various "M" tugs as a mate.

**ELIGIBLE BACHELOR FALLS**—In mid-November the fancy-free among distaff side workers at Moran HQ were obliged to run up the surrender flag. Daniel A. Grandone, first-string dispatcher, acknowledged openly he was succumbing to the lure of matrimony, the persuader being Miss Norma Visnovitz. (As we go to press no recount has been demanded.) The ceremony actually took place November 23 at the Church of the Immaculate Conception, Astoria, L. I.

Forty-odd associates gathered 10 days earlier for a stag luncheon at the Downtown Athletic Club to pay their respects to the benedict and to offer tongue-in-cheek condolences. John S. Bull, Moran vice president, spoke for company people and many elsewhere in expressing the high esteem in which Danny is held. John J. Metzner, vice president concurred, as did Capt. Joseph Dowd, speaking for the dispatching staff.



#### RECEPTION COMMITTEE—

Capt. Edward J. Batchellor of the tug *Elizabeth Moran*—and it seems to us no longer ago than day before yesterday that Eddie was a deckhand—turned in this beguiling shot of a canine reception committee the *Elizabeth* frequently encounters at the fuel dock in Morris Canal, Jersey City. That is, the cook aboard expects at least this many hungry pups, pointing bird-dog style at whatever is on the galley stove at the moment. And no wonder!

#### This Is a Smart Laddie!

Dear Sirs:

I am a boy seaman on the *Queen Elizabeth* and I always love watching the marvelous way in which your powerful tugs bring her into Pier 90. I think yours must be the most efficient tugboat fleet in the whole world. Another thing is that all your boats are clean and well kept. I have never seen a dirty Moran boat. There are eight boy seamen aboard, and if you could possibly let us have some pictures of your boats we would all be most grateful. I once again congratulate you on your most efficient boats and their wonderfully skilled crews.

DAVID MAY  
(Bournemouth, England)

*Who said it?* "Our ships have been salvaged and are retiring at high speed toward the Japanese fleet." See box, P. 15:5.



## WHO SAID IT?

(1) Samuel James Arnold; Death of Nelson. (2) Adm. David Beatty; remark during the Battle of Jutland, 1916. (3) Allan Cunningham; A Wet Sheet and a Flowing Sea. (4) Sir Humphrey Gilbert; Hakluyt's Voyages. (5) Adm. William F. Halsey; radio message, Oct. 1944, after Japanese claims that most of the American Third Fleet had been sunk or were retiring. (6) Felicia Dorothea Hemans; Casablanca. (7) Horace; Odes, I, iii. (8) Andrew Jackson, (9) Rudyard Kipling; The Last Chantey. (10) John Masefield; Captain Stratton's Fancy. (11) John Masefield; Sea Fever. (12) Alfred, Lord Tennyson; Crossing the Bar. (13) Voltaire; Candide, ch. 23. (14) John Bunyan; Pilgrim's Progress, Mr. By-Ends. (15) James Elroy Flecker; A Ship, an Isle, and a Sickle Moon.

Born October 28 to Mr. and Mrs. Daniel V. Jones, Jr., 371 Pelton Avenue, Staten Island: Lori Anne, who weighed in at nine pounds, one ounce. Four years with the company, her Pappy is a member of Moran's dispatching staff, 4 to 12 p.m. now.

## Two-handed Operation



Our roving photographer apparently was unable to resist this vignette of a tug's end of the teamwork required to dock a ship—no job for the slow thinking or slow moving. Here Capt. John S. Johnson of our *Carol Moran* employs his practiced hand on throttle, steering wheel and/or whistle cord, as signals from a riding pilot indicate. The job was warping S.S. *Steel Artisan*, States Marine-Isthmian Line, alongside Shed 1, Erie Basin, one late October day. Captain Johnson has been a Moran-man since 1940; lives at 81-24 Ridge Blvd., Brooklyn side of the Narrows.

## ARDENT SURF-CASTER — Look!

Have you ever seen a more professional stance? It is an enviable talent of Peter Dezendorf, three-year-old son of Capt. Freddy Dezendorf, once again functioning efficiently in the Operations Dept. at Moran HQ following a sojourn in the tropics. While the family was residing temporarily near Barnegat Light, New Jersey, Peter practiced surf-casting by the hour—even though Pop thought it best to substitute a pipe coupling of suitable weight for the customary hook and sinker. Before long though, watch out, bluefish and striped bass! The Dezendorf address now is 860 Bradford Ave., Westfield, N. J. Peter's brothers and sisters: Paul, 10; Deborah, eight; Theresa, six; Mark, five.



From Capt. K. A. Buck of the *Susan A. Moran* come tidings (illustrated; see adjoining cut) of an esteemed shipmate, retired since last April, Carl Pettersson, former cook aboard that tug. A Moran employee since September, 1946, Carl resided here at 740 Forty-ninth Street, Brooklyn, but now lives in his native Sweden. He is doing just fine, too, Captain Buck says, "raising his own vegetables, and he'd like to come over for a visit, but his wife will not agree." Other old shipmates and his many friends on this side, both afloat and ashore, should be pleased to see how well Carl is looking.

## From the Navy: 'Well Done!'

My dear Admiral Moran:

Despite the very best efforts of the weather to ruin the show, the harbor welcome to *Nautilus* and Admiral Rickover was simply superb from our point of view—and I feel sure it was to the people in the *Nautilus* and to the Admiral himself. Adding greatly to the general impressiveness was the superb representation of tugboats in the actual parade. They made a great demonstration. For your part in making this latter display possible, please accept this expression, on behalf of all of us of the Navy, of our deep and very sincere appreciation.

CHESTER C. WOOD, Rear Adm. USN  
(Commandant, 3rd Naval Dist., N. Y.)

Who said it? "A wet sheet and a flowing sea/A wind that follows fast/And fills the white and rustling sail/and bends the gallant mast." See box, top of Col. 1, this page, (3).



## Happy Shaving, Sir!

Gentlemen:

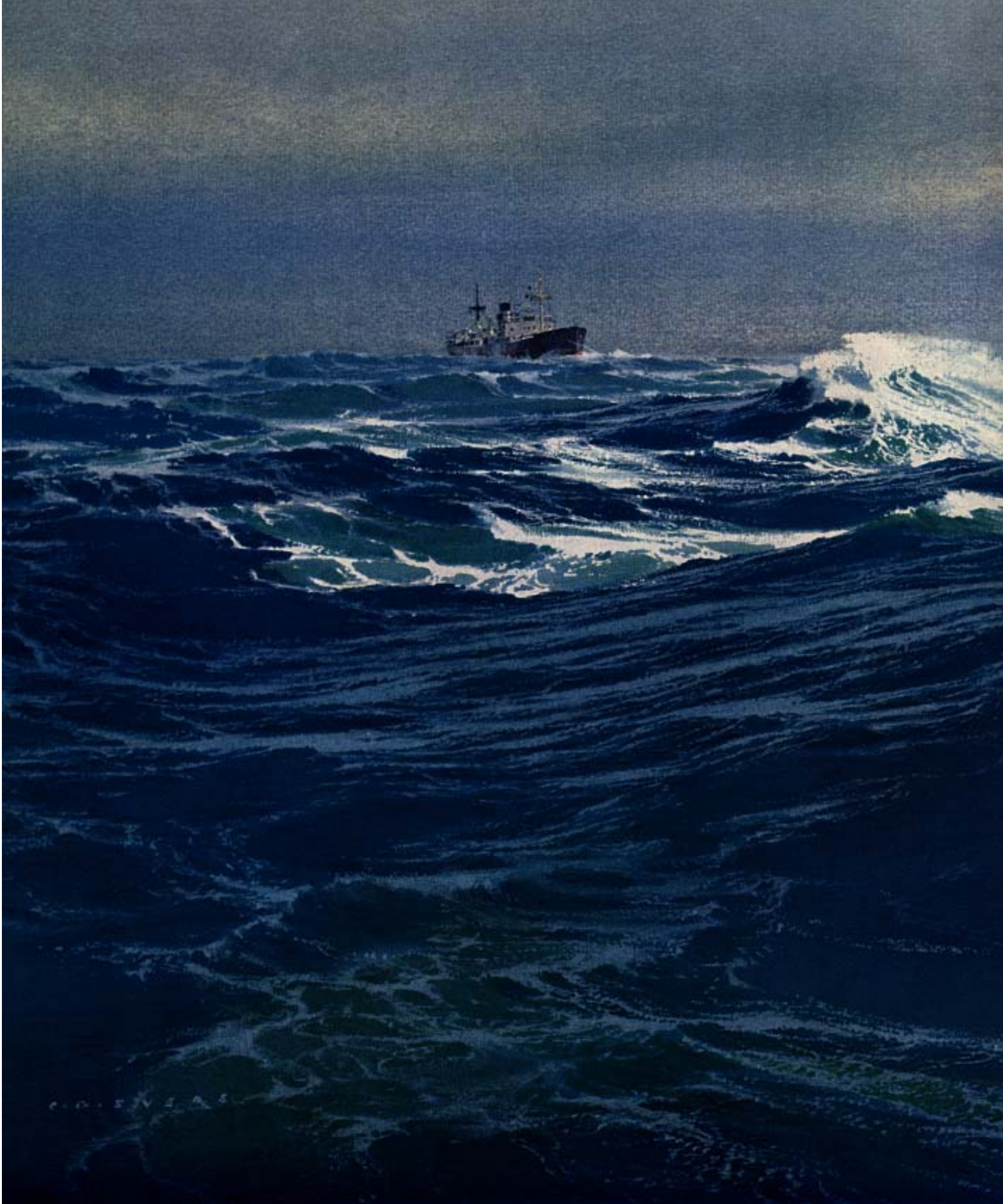
This is to let you know it was my good fortune to win the Norelco electric razor your company generously donated as a golf prize at the outing of the Foreign Commerce Club. When a fellow gets to be my age (39 plus, plus!), every modern convenience is welcome, and it's about time I retired my safety razor. Thanks again, and my very best regards to your Messrs. Joe Moore and Jack Gallagher, whose good company it has been my pleasure to enjoy on other links occasions.

A. G. BAMBY, Dist. Mgr.  
(Globe Wireless, Ltd., New York)

## RE: SERVICE RENDERED

This is to certify tug "Marion Moran" was standing by disabled yacht "Dottie Lynn" at 0810 EST in position 26.3 N, 79.8 W. At 0820 "Dottie Lynn" was under tow towards Hillsborough Inlet. Coast Guard, Miami, receipted for situation via radiotelephone (2182 kc.) at 0825 and, per their directions, "Marion Moran" proceeded towards inlet until such time as she would be relieved by another vessel. "Marion Moran" relieved South Lake Worth Inlet on orders Coast Guard, Miami. Pulled "Dottie Lynn" alongside at inlet to pump her out while awaiting Coast Guard.

/S/ ERNEST S. EMERSON  
(Master, Yacht, "Dottie Lynn")  
29 August 1958



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