

TOW LINE



EIGENE F MORAN
NEW YORK

JUNE 1961

ON THE COVER—



FANCY OPERATION? Quite the contrary, this is strictly routine, summer and winter, year in and year out; it is the backbone of tugboating in New York harbor, this docking, undocking and transporting ships.

This or something very much like it, especially the working tug, is a familiar sight indeed along the miles and miles of waterfront embracing the world's busiest port. There is nothing special about the photograph either, unless a graphically recorded instant of men and tug doing their job competently justifies it—and we think it does.

What you see happens to be a section of the Brooklyn waterfront where the Gowanus Canal, of no generous width, requires nothing less than precise coordination of pilot, tug crew, and ample diesel-electric power. A 517-foot ship—unidentified here, but she could be one of hundreds—is about to be turned in a channel only half as wide as she is long, so she can be headed on a seaward course . . .

A westerly wind is blowing fair;
On the opposite shore, no room to spare.

Moran Pilot-Capt. Barney Scherer is aboard the vessel. His tug, *Nancy Moran*, is at the bow. At the after controls of the *Eugene F. Moran* is Capt. Clyde Valley; and that is Ollie B. Woodcock, deckhand, standing discreetly clear of the taut white hawser, portside.

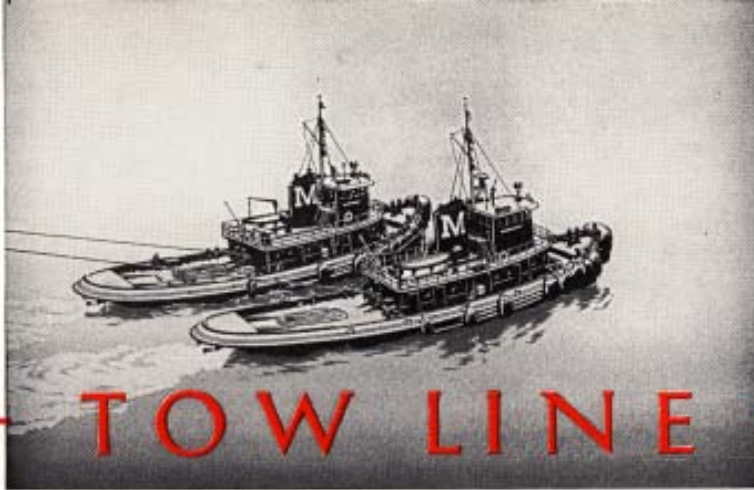
Presently, our *Eugene F.* will adroitly swing the stern of the ship as the *Nancy*, pushing in the opposite direction, barely clears the outboard end of Pier 3, Nineteenth Street, with the bow.

Routine or not, this sort of thing is not for amateurs!



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EUGENE F. MORAN, CHAIRMAN OF THE BOARD

Eugene F. Moran, the last of his family generation, described as "the grand old man of New York Harbor" in a lengthy obituary in the New York Times, died suddenly April 13 in Palm Beach, Fla. He had been spending the winter at The Breakers hotel there as was his custom. He had celebrated his 89th birthday on March 23, only three weeks before, with members of his family and many friends on hand for the occasion, and expected to return to his home in Bay Shore, Long Island, April 14.

Chairman of the Board of Directors, Moran Towing & Transportation Co., Inc., Mr. Moran was a Commissioner of the Port of New York Authority from 1942 to 1959; also Vice Chairman of that agency for the last four of those years. He had been a Commissioner of the New York City Transit Authority from its inception until he resigned in October 1953. One of his most enduring interests was his chairmanship of the Committee on Rivers, Harbors and Piers, of the Maritime Association of the Port of New York, which he headed for nearly 50 years, contributing tremendously to the development and improvement of channels and facilities of "the world's busiest port"—his first love.

Gene, as he was affectionately known to a host of friends and business associates at home and abroad, had many honors bestowed upon him, and not the least of these was his Catholic rank as a Knight of Malta, conferred by Pope Pius XII a good many years ago. He was a Lieutenant Commander, U.S.N.R., during World War I, in charge of floating equipment in New York Harbor, and was commended by Franklin D. Roosevelt, Assistant Secretary of the Navy, for his work in connection with the war effort. He had headed a number of organizations in New York, including the Whitehall Luncheon Club, quartered atop the Whitehall Building, 17 Battery Place, in which his company has maintained offices since 1907.

Third of six children (five sons and a daughter) of

Michael Moran, founder of the now famous company, Mr. Moran himself is survived by six children, namely (in chronological order): Mrs. Helen M. Warren, who resided with him; Mrs. Harold B. Epp and Mrs. Thomas S. Dwyer, twins; Eugene F. Moran, Jr., vice president of the family firm and active in its affairs; Joseph H. Moran II, a resident of Manhattan; and Mrs. William B. Mattimore. Mrs. Epp and Mrs. Mattimore live in Bay Shore; Eugene, Jr., in Brightwaters, L. I.; and Mrs. Dwyer in Pelham Manor, N. Y.

There are twenty-one grandchildren and thirteen great-grandchildren to carry on the family's traditions in their respective generations.

Immediately upon receiving the sad news from Florida, Admiral Edmond J. Moran, a nephew and president of the company, ordered all tug flags in the "M" fleet lowered to half mast.

The deceased Chairman reposed at The Abbey, Lexington Avenue and 66th Street, Manhattan, from 2 p.m. Sunday, April 16, until the requiem mass at St. Patrick's Cathedral, Fifth Avenue and 50th Street, at 11 a.m. Tuesday, April 18. Burial was in the family plot in Holy Cross Cemetery, Brooklyn.

Mr. Moran was the author of innumerable newspaper and magazine articles concerning maritime affairs, especially on the Port of New York, and of two well received books: "Tugboat—the Moran Story" (with Louis Reid of the New York Journal-American), Charles Scribner's Sons, New York, 1956; and "Famous Harbors of the World," Random House, 1953.

Volumes might be written about the life and times and outstanding accomplishments of Eugene F. Moran; but this obviously inadequate obituary will be concluded with revealing excerpts from two New York morning newspapers of the day following his death. On the same page will be found a nostalgic essay from another metropolitan daily.

(Continued on Page 12)

Moran Fleet Will Have Powerful New Tug

ANOTHER OCEAN TUG, this one a 3,500-horsepower vessel, is under construction in the yard of the Gulfport Shipbuilding Co. in Port Arthur, Texas, and will join the extensive Moran Towing & Transportation Co. fleet this summer.

Admiral Edmond J. Moran, president of the company, made the announcement in mid-May just in time for publication in this TOW LINE.

"Our principal reason for ordering a diesel-electric tug of such power and a special design is the tremendous increase in the size of tankships in recent times," Admiral Moran said. "In many instances they have outgrown the tugs ordinarily assigned to assist them. More and more power is required, especially in connection with rescue operations at sea in foul weather, when towing to the nearest safe port with maximum speed and safety is essential.

"Also, this new tug—latest in a long line of worthy vessels named *M. Moran*—will add considerable scope to our world-wide towing service, which, as hundreds of safety-minded shipmasters know, already includes a number of worthy ocean tugs."

Twin-screw, Twin-rudder

The *M. Moran* under construction is a twin-screw, twin-rudder tug with pilothouse controls, to be classified A-1 for ocean service by the American Bureau of Shipping. She was designed by General Motors Corporation's design section in conjunction with experts in the Moran organization, including Howard C. Moore, vice president in charge of construction and repair.

Editor's note: As this page was being made up, a profile drawing of the new M. MORAN for publication here was in work. If it comes to hand in time, it will be found on a page with the remainder of this story. In any event we will have, a little later, a supply of separate prints of this and possibly an arrangement drawing, for model builders and others interested in specifications in exact detail.

As this issue goes to press, the management is unable to say definitely when our new tug will be commissioned and put into service, but "about July 15" is the consensus.

This *M. Moran* has a beam of 31 feet and a depth of 18 feet nine inches. She is about 15 feet longer than the *Grace Moran*-class vessel so familiar in the Port of New York since the spring of 1949.

Her working equipment includes a 75-horsepower automatic, electric, Almon A. Johnson towing machine with a capacity of 1,980 feet of 2¼-inch steel cable or 2,400 feet of 2-inch.

Her propellers, nine feet, 10 inches in diameter, will be made of superstone (a bronze alloy); and her electric-hydraulic steering gear, manufactured by American Engineering Co., can move the twin rudders hard-over to hard-over, 100 degrees, in 12 seconds.

A complete outfit of electronic communication and navigation gear, including a Sperry Mark 14 gyro-compass, will be installed in suitable locations.

Mr. Moore said the crew's quarters are all above the main deck, which is slightly depressed forward to allow enough height under the pilothouse for a second deck of staterooms, washrooms, etc. All quarters and a spacious galley will have adequate forced-draft ventilation and thermostatically controlled heating.

The *M. Moran's* engine controls are designed so each propeller can be operated independently, one ahead, the other astern, at whatever revolutions per minute are desired; or one of two engines can be shut down and both propellers operated together.

Potential: 11,000 Miles

Admiral Moran pointed out that the tug's design provides for adequate supplies of fuel and fresh water for ocean towing over long distances, an indispensable requirement for far-ranging vessels of this type. The potential could be in the neighborhood of 11,000 nautical miles, running light—"an educated guess" this side of actual performance, one of Moran's operational experts said.

The same expert added that the *M. Moran* will have a bollard pull of approximately 95,000 pounds.

* * *

Apropos of the new *M. Moran*, we asked Capt. Earl C. Palmer, retired assistant vice president of Moran T. & T. Co., and TOW LINE's staff historian, to see what his voluminous files could tell us about antecedent tugs of the same name. Characteristically, his fact sheet constitutes an embarrassment of

(Continued on next page)

DRYDOCK BOUND—Four Moran tugs were used on this assignment, transporting the disabled freighter, *Cape Drepanon*, down the East River and around the Battery to Todd Shipyards Corp.'s yard at Hoboken, N. J.,

for repairs. The 441-footer sustained bottom damage when she went aground off New Rochelle, N. Y., in a storm. About 900 tons of scrap metal were lightered off before the Merritt-Chapman & Scott Corp. refloated

her. Their salvage tug *Curb* towed the *Cape Drepanon* to City Island, Bronx. She had loaded 4,000 tons of scrap at Bridgeport, Conn., and was en route to Newark, N.J., to take on more before sailing for Japan.



Powerful Tug

(Continued from preceding page)

riches, and for this purpose it will have to be abstracted:

The first *M. Moran* (Off No. 91959), built in Athens, N. Y., shows up in "United States Merchant Vessels" for 1889 as *M. Moran*, home port New York; "so I suppose she was owned by Moran and may have been built for the company." Sold to Ward Line in 1896. Chartered by New York Herald, and was first commercial vessel to enter Havana after war. Listed in USMV in all ensuing years through 1908 as *M. Moran*, home port New York.

Second *M. Moran* (No. 106391) built in Lockport, N. Y., as the canal boat *Alfred Morgan*, and probably purchased in 1896, since 1898 USMV has her as *M. Moran*. Listing continues until 1921.

Turn of Century Vintage

Third *M. Moran* (No. 93023) built in Philadelphia by Neafie & Levy in 1900. Sold to U. S. Eng. Dept., New York, in 1911 for \$26,200. Name changed to *Tickfaw*. Used in New Orleans Dist. for many years. Sold by government 9/21/46 to J. C. Werner, Jr., Baton Rouge, La., for \$7,130. "Probably he was an owner of Baton Rouge Coal & Towing Co., since they installed a G.M. diesel, 16-cyl, 1,440 BHP engine in her in 1947, and she has been towing around lower Mississippi ever since." Sunk once in Miss. Sound, but raised promptly and put back in service.

Fourth *M. Moran* (No. 210643) built in 1912 by John Dialogue, Camden, N. J. Sold Sept. 1916 to John C. Reiss, agent for British gov., and delivered to Halifax, N. S., by Capt. Fred Reilly, one of Moran's competent offshore skippers. (He was aboard the *Stephano*, returning from Halifax, when she was stopped by a German submarine, which sank her after everyone was off.) Edmond J. Moran repurchased *M. Moran* (then named *Foremast*) in England, "while on his 1924 wedding trip," from Ocean Towage & Salvage Co. Returned to U. S., refitted, and renamed *M. Moran*. Served as steam tug until Oct. 1941, when she was rebuilt as diesel. Towed everywhere, from Panama Canal to Thule, Greenland, during this period. Sold to Kay R., Inc., Tampa, Fla., (Blue Stack Towing Co.) 2/18/53. Name change to *Kay R.* and later to *Triumph*.

This One Had Four Names

Fifth *M. Moran* (No. 218906) built in Manitowac, Wis., in 1919, U. S. Shipping Board tug—(a) *Retriever*, (b) *M. Moran*, (c) *Alice M. Moran*. Purchased in 1920 from USSB, and sold 11/25/53 to Witte Marine Equipment Co., Inc. Scrapped.

Sixth *M. Moran* (No. 240098) built at Jakobson's Shipyard, Oyster Bay, L. I., Oct. 1940. Taken over by U. S. Navy and renamed *Yaqunia*. Sold by War Shipping Administration 6/7/46 to Flushing Transporta-

tion Co., 70 Pine St., New York, for \$146,475. Name changed to *M. Moran* 5/26/55; changed again to *Lambert Point* 5/18/60.

"I hope this has you completely confused," our 50 Years Ago columnist wrote from Long Branch, N. J. "The only way to get the record straight would be to spend some time in the National Archives in Washington, D. C., which I will do someday maybe."

Meanwhile, we'll "play these," as the crafty draw poker players say.

Wants to Keep in Touch

Dear Sir:

I just finished reading your March issue and was very much impressed, as always. Please continue the good work. Your magazine brings interesting, pleasant reading to thousands, including me. My compliments to Mr. Sterner on the fine workmanship displayed in his series of ship pictures. . . . The first two prints I received, *SS. Santa Paula* and *SS. Independence*, are framed and hung proudly in my den. Friends and relatives have admired and complimented them. About to be honorably discharged from the U. S. Coast Guard, my ties with mariners will be severed. However, through your magazine, I feel I will remain close to pleasant memories of the past. At present I read *TOW LINE* through Coast Guard distribution, which will not be available to me when I return to civilian life, so I would consider it an honor and a privilege to be included in your mailing list. . . . Also, compliments are extended to you from the crew of the Coast Guard cutter *Agassiz* on fine reading material.

GERALD D. ORENDORF
(Drexel Hill, Pa.)

"A great pilot can sail even when his canvas is rent." Who said it? (Box, P. 19, Item 1)

The Alien Sea

(From the *New York Times*)

Out beyond the bar the bell is silent,
Gulls are shadows, dim within the dusk
Where monotonous of coiling waters
whisper,
Lost and low, around the urchin's husk.
O soft above the shore the darkness
hovers
Where gentleness attends a turning
tide,
And all is tuned to somber, tempered
rhythms
At variance with what I hold inside.
For I was born by blacker, fiercer waters
Whose fury whips the mollusk from his
cell,
Where gulls are shrieking darts from
wind-strung weapons.
And bold the strident tonguing of the
bell.
Tonight my sea will limn the ledge with
laughter,
My shore re-echo wild, primordial runes,
But here the winds move, languid, gray,
and lonely,
To die upon the still, indifferent dunes.

CATHERINE CAMERON THAXTER
(Bristol, Conn.)

English Shipwright

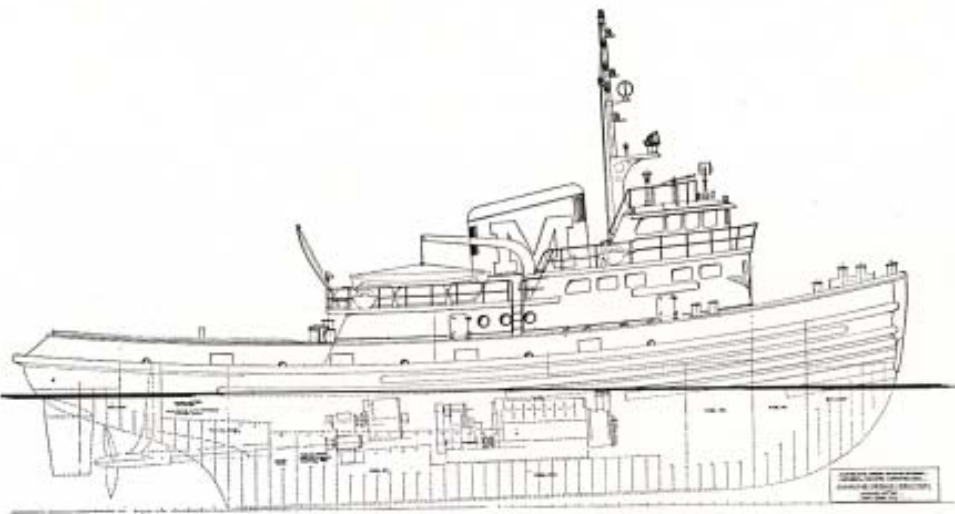
Moran Towing Co.:

Please find enclosed cutting from *Nautical Magazine*, December 1960, re your offer of copies of your house magazine. I should be happy to have some, as I served my time as a shipwright in a well known tug building yard—i.e., Cox & Co. of this port. We have built tugs for all ports of the world. The firm has now gone over to major repairs on liners and supertankers. All good wishes for this new year.

W. E. ORCHARD, '98
(Falmouth, Cornwall, Eng.)

"May shipwreck and collision, fog and fire, / Rock, shoal and other evils of the sea / Be kept from you: and may the heart's desire / Of those who speed your launching come to be." Who said it? (Box, P. 19, Item 2)

Outboard profile, new Moran Towing & Transportation Co. tug *M. Moran*, building in Texas



Moran Crew Delivers Tug to New Owners In Freetown, Sierra Leone, West Africa

AN OCEAN VOYAGE OF MORE THAN 3,700 MILES by an inland-waterways-type tug, running light, was completed April 11 when the *Marie S. Moran* (89 feet long, of 900 horsepower, diesel) was delivered by a Moran crew to new owners, the African Petroleum Corp., at Freetown, Sierra Leone, Africa. No overnight or week-end chore, this.

Capt. Alexander De Vane Stewart of Highland Park, N. J., and an experienced crew of six made the 16½-day run from New York without incident. The seasoned crewmen were Elwood W. Dexter, first mate, Staten Island; Bronk Hannay, chief engineer, Saugerties, N. Y.; Oscar A. Yost, assistant engineer, New York City; Paul Horsball and Robert Boehme, deckhands, Staten Island and Whitestone, N. Y., respectively; and James F. Bailey, Jr., cook, Covington, Ga.

The *Marie S. Moran*, built in Beaumont, Texas, in 1936, cannot by any stretch of the imagination be called an ocean tug. For some years equipped with a retractable-type pilothouse, she was regularly employed by this company, in season, on the New York State Barge Canal; and as a "canaler," she and her petroleum barge tows have appeared more than once in these magazine pages.

For eight days in succession off the African coast the staunch *Marie S.*, was buffeted by stiff trade winds. It was pretty rough going.

"We had to secure all doors and



(Capt. Stewart)

gear," Captain Stewart said, "and our decks were constantly awash as we bucked heavy seas 45 degrees on our bow; but even so we maintained an average speed of nearly 10 knots.

"The crew was excellent in every respect."

Five days out of Bermuda, where the tug paused a few hours for fuel and water, the radiotelephone aboard got out of range for any United States coastal harbor stations. To send a position to Moran Hq. in New York, Captain Stewart hailed a passing freighter.

"We wrapped our message around a heavy bolt and heaved it onto the deck of *S.S. Georgel*," he reported. "They transmitted it in Morse to the U. S. Coast Guard station in Bermuda and to New York."

On April 10 the voyagers met *M.V. Indus* and got off another position report, and the following morning the coast of Africa was sighted.

"Looked like a crazy island of some sort to me, but before long we were able to make out the mountains of the Sierra Leone and we knew we were there," Captain Stewart said—but not without making light of the whole trip, as if it were little more than a run through the Staten Island kills.

All hands at Moran are proud of the performance of the *Marie S.* and her crew, who returned a lot faster than they went out—by air.

Left: Former "M" tug *Marie S. Moran*, as pictured in the New York State Barge Canal at Albany, N. Y., June 6, 1953, before she was outfitted with a hydraulically operated pilothouse.—Photograph by F. C. Shipley.

"The Thames... What greatness had not floated on the ebb of that river into the mystery of an unknown earth!... The dreams of men, the seed of commonwealths, the germs of empires." Who said it? (Box, P. 19, Item 3)

April Promotion



Robert F. Reiser of West Orange, N. J., was named manager of harbor sales for Moran Towing & Transportation Co., Inc., early in April. John S. Bull, vice president, made the announcement. Mr. Reiser is a graduate of St. Peter's College, Jersey City, and the Harvard Graduate School of Business Administration. He has been an instructor in marketing management at St. Peter's. Prior to joining the company's sales department, Bob supplemented his academic training by working as a deckhand on various tugs of the "M" fleet, and by serving ashore in the operations and budget departments.

"The sea is as nonsensical a thing as any going. It never knows what to do with itself." Who said it? (Box, P. 19, Item 4)

'Gone' on Marion Moran

Dear Mr. Blinn:

I must thank you very much indeed, not only for replying to my letter, but for your consideration in forwarding those beautiful reproductions of Mr. Evers', which arrived safely last week. I am flattening them under my bedroom carpet at the moment, and will take them downtown next week to have them properly framed. For my money, this Mr. Evers of yours rates as high, if not higher than Montague Dawson or Spurling when it comes to portraying on canvas the depth of a trough of the sea.

That picture of the *Diana* entering Curacao harbour has special appeal to me. This starts me off wondering where the *Marion* is now. In the summer of '59 I was peddling a small boat from Charleston, S. C., up to the Great Lakes, and the *Marion* overtook and passed us in the Chesapeake & Delaware Canal. Dear dying Mabel, Jeff, isn't she a great big old sweetheart? I'd sell my soul to have a berth in her!

J. S. DAVIS
(4490 Arsens Pl., Victoria, B. C.)



YEARS 50 AGO

(Source: New York Maritime Register)

APRIL 5, 1911—Tug *Tormentor*, Capt. Downey, arrived in Bermuda March 26 and left 28th for New York with disabled schr. *Republic* in tow. . . . New str. *Benj. B. Odell* of Central Hudson Line arrived in New York April 2 from builders' yard, Wilmington, Del., after making speed of 22 miles on her trials. . . . Tug *Shawanese*, from Perth Amboy for Boston, and barge *Marion* which she had in tow, went ashore on rocks on north side of Fishers Island night of March 31. Barges *Buckler* and *Bluster*, also part of tow, were taken to New London. *Marion* was floated and taken to Silver Eel Harbor with four feet of water in her hold.

APRIL 12, 1911—*Bayonne* (steam lighter) and tug *Edwin Terry* were in collision off Pier A, North River, N. Y., April 5. Tug had her smokestack knocked off and port side ripped open. Tug *J. H. Williams* went to assistance of *Terry*. . . . (Fire Island) Str. *Prinzess Irene* (Ger.), from Genoa for New York, which went ashore at Lone Hill Life-saving Station April 6, was floated by tugs *Rescue* and *Relief* April 9, and proceeded in tow for Hoboken, N. J.

APRIL 19, 1911—*Wildwood* (ferry, new), which left New York April 8 for Philadelphia, returned to N. Y. 9th after receiving considerable damage from heavy seas. Her steering gear becoming disabled, she grounded near Fort Hamilton. She is now at Staten Island Shipyard for survey.

MAY 17, 1911—(Norfolk, Va., May 15) Tug *Margaret* of Baltimore was libelled today by John Daley, who asked for damages of \$9,000 for loss of barge *Hopatcong*, alleged to have been in tow of tug when barge sank recently. . . . *Herman S. Caswell* (str.), when leaving Battery, New York, May 9, collided with str. *Sea Gate*. *Caswell* was considerably damaged. . . . *Merida* (ss), from Vera Cruz for New York, and str. *Admiral Farragut*, from Philadelphia for Port Antonio, were in collision May 12, 12:30 a.m. 55 miles east of Cape Charles. *Merida* sank; crew and passengers saved. *Farragut* had bows stove in, and arrived New York May 13.

MAY 24, 1911—(Newburgh, N. Y., May 21) Str. *Homer Ramsdell*, which for 27 years has been running on Hudson River, burned to water's edge tonight at her wharf here. Loss estimated at \$250,000. Fire was caused by explosion of lamp.

JUNE 14, 1911—(Kingston, N. Y., June 6) Strs. *Jacob H. Tremper* and *Robert Fulton* were in collision last night near Castleton. Big hole was stove in starboard bow of *Tremper*, and *Fulton* lost part of her forward railing. *Tremper* was leaking badly this a.m. and was towed to dry dock in Roundout Creek. . . . *Colonial* (ferry) was struck by lightning and set afire at Saybrook, Conn., night of June 11. Engine badly damaged and hull almost destroyed.

EARL C. PALMER

Likes Our Style

Dear Mr. Munroe:

Many thanks for . . . TOW LINE. It rates very high among the top commission magazines which come to my desk. May I particularly congratulate you on the format, style of type, and its very definite quality of readability? I am delighted that that gallant young "Frenchman," M'sieu Ho-gan, (*) asked you to put us on your mailing list.

JAMES W. DANAHY, VICE PRES.
(West Side Ass'n of Commerce, N. Y.)

(*) Charles J. Hogan, grand panjandrum of French Line's advertising and publicity operation in New York; and more power to him.—Editor.

APRIL RECORDS—In the four-day period ending Friday, April 14, nineteen Trans-Atlantic Passenger Steamship Conference luxury liners sailed from the United States and Canada with near-capacity bookings—16,700 Europe-bound passengers, taking last-minute advantage of the low passage fares and round-trip reductions of the so-called "spring thrift season."

And here is another of those familiar views of New York's "luxury liner row," as of that April Friday, when seven conference liners sailed with a total of 6,200 passengers, setting a post-war record for a single day's sailings in that month.

The ships, from bottom upwards: *Atlantic*, American Export Lines; *United States*, U. S. Lines; *Olympia*, Greek Line; *Flandre*, French Line; *Lillevan*, Cunard freighter; *Christina*, Onassis yacht; *Sylvania*, Cunard; *Queen of Bermuda* and *Ocean Monarch*, Furness Bermuda Line; *Italia*, Home Lines; and *Hanseatic*, Hamburg Atlantic Line.—Photo by Flying Camera, Inc.

Boy, Man the Buoy!



This is Herman Soderberg, 558 Henderson Avenue, West Brighton, Staten Island, deck-hand off the *Christine Moran*. He's riding one of those Navy mooring buoys in the North River off 79th Street, Manhattan, waiting for a line from the Aristotle Onassis yacht *Christina* upon her arrival in port here on April 12, with Sir Winston Churchill and party aboard. No child's play, this: keeping your balance with a strong ebb tide augmenting the river current, and the buoy bobbing like a cork. "Hank" has been decking for a good many years, with *Moran* since 1952. He is a thoroughly competent hand—even looks the part, with his luxuriant seaman's moustache, more of a feature in profile than in this long shot—and an unusually friendly fellow.

"No Signposts in the Sea." Who said it? (Box, P. 19, Item 5)



Drama on the Bridge Deck as Cunarder Sails

When an ocean liner puts out to sea—every sailing of a ship from the North River piers is an adventure. While the champagne bubbles below at bon voyage parties, up on the bridge the captain, harbor pilot, tugboat pilot and ship's crew labor through maneuvers as intricate, rehearsed and precise as a ballet. But their stage is a giant ship and a misstep could be fatal. Here they are shown taking the *Queen Elizabeth* to sea.—Foreword mortised into a layout of six Henri Dauman photos accompanying this feature story.

By JAMES ROGERS

THE tide of American tourists sailing from New York City for vacations abroad is approaching its flood. From now through the end of summer, the bull horns of departing liners, their rails crowded with happy travelers, will shake the wanderlust of mid-Manhattan stay-at-homes. On busy days, a half-dozen or more of the trans-Atlantic giants pull laboriously from their North River piers, measuring their length and matronly girths against the dimensions of the river and the strength of her tides and winds, turning anxiously downstream through one of the busiest harbors of the world.

While the passengers are beginning to enjoy their trips, getting squared away for several days at sea, up on the bridge two hours of tense, deliberate seamanship are being executed by a group of highly skilled experts in the handling of an ocean liner. The drama, always exciting no matter which ship, is most intense during a sailing of the *Queen Elizabeth*, the world's largest passenger vessel.

Preparations For Shoving Off

We climbed aboard the *Elizabeth* at 10:30 on a recent Wednesday morning, just four hours before she was to sail for Europe. She lay at Cunard's Pier 90, at the foot of West Fiftieth Street, her bow looming incongruously over the West Side Highway. At the top of her foremast flew the Blue Peter, a flag bearing a white rectangle on a blue field, to show that the ship was making ready to sail.



Captain Snyder

Editor's note: This skilfully composed and technically accurate account of Cunard Line's *R.M.S. Queen Elizabeth* sailing from New York for Europe on one of her scheduled voyages made up, with some excellent action pictures, almost the entire front page of Section 10 (Resorts and Travel) and 42½ column inches of another page in the *New York Times* on Sunday, May 21. It is reprinted with the permission of both the newspaper and the author, a staff writer.

It should be noted here, since it was not in the *Times* piece, that Capt. Frederick W. Snyder is one of Moran's ace pilots, and that the tugs involved were *Nancy Moran* and *Martha Moran*. The company does all of Cunard's work in New York, so this is an operation long familiar to our personnel afloat.

On the pier a bustle had already begun, a bustle occasioned by the speed of the ship's turn-around. She was sailing scarcely twenty-four hours after her arrival. Since she came in, she had discharged several hundred passengers and their baggage, together with a few tons of cargo, and had taken aboard most of the provisions she would need for the 1,193 passengers sailing that day.

Among those provisions were 8,180 tons of fuel oil, 6,082 tons of fresh water, 58¼ tons of food and 20,000 pieces of clean linen. Several pier gangs, with 404 men in all, were at work putting in the baggage and cargo—some 6,325 pieces of baggage, fifteen automobiles, 153 tons of general cargo and 151 bags of mail. Aboard, the crew of 1,318 men and women was in the final stages of setting the ship in order.

At 11 A.M., embarkation began officially. That was the time when passengers and their visitors started going aboard, in a ratio of about four visitors for each passenger. A buzz of activity filled the corridors, elevators and staterooms of the ship.

There was likewise a quickening of activity among the crew. Shortly after noon, Commodore D. M. MacLean, the captain of the *Elizabeth*, came aboard from a visit to the company's office downtown. Precisely two hours before sailing time he ordered a check of key equipment. Crew members tested the steering gear, the telegraphs from the bridge to the engine room, the compasses and the whistle.

Moran Pilot Aboard on Time

The pace of the drama reached its peak a few minutes after 2 P.M., when Capt. Frederick W. Snyder presented himself at the captain's quarters just below the bridge. Captain Snyder is the undocking pilot, whose task is to get the ship backed into the river and turned downstream.

Shortly after his arrival, C. G. Corson, the harbor pilot, came aboard. He guides the ship down the river to the sea. Both these men are, technically, advisers to the captain, who is always in command of the ship. But the pilots are veterans, whom he trusts, and

so under his eye they customarily give the commands during their respective operations.

Captain Snyder's work is of short duration but great complexity. That arises from the size of the ship. She is 1,031 feet long and weighs 83,673 tons. Captain Snyder has 2,500 feet of navigable river width in which to maneuver this great bulk. He cannot expect help from the rudder, because the rudder is of no use to a ship this size when she is backing. So he must do his work through adroit use of tugs and the *Queen's* four propellers.

Ordinarily he can accomplish his task with two tugs at the bow, helping to turn the ship downstream when she has backed clear of the pier. But on this sailing he had a special problem—a strong wind, blowing from the west at speeds up to 40 mph.

So Captain Snyder, whose operating principle is "never let the wind take over," altered his usual arrangement. He stationed one tug at the bow and another at the stern. His first maneuver was to have the second tug pull the stern of the ship away (upstream) from the pier about 100 feet. Thus, the vessel was partly turned downstream before she started to back, and the difficulty of turning against the wind was much less.

By 2:20 P.M., Commodore MacLean and the two pilots were on the bridge, where fourteen ships' officers and seamen were at their stations. At 2:25 Captain Snyder commenced his task:

Captain Snyder Gives Order

"Begin to single up." (Take in all but four lines at the stern and four at the bow of the twenty-four lines that have held the ship fast to the pier.)

"Take gangways in."

"Let go aft." The rear lines came in and the tug aft began pulling the stern of the ship away from the pier while the forward tug pushed against the bow to hold it in.

"Let go forward." A long blast on the whistle signaled that the ship was about to back.

(Continued on Page 14)



Elizabeth backs out

Changes Departments



This p-p-pipe p-p-puffing p-p-person—you should pardon the expression—is a stranger neither in the Moran shoreside organization nor in this occasionally jocular journal. (See *Tow Line* of June 1954, Page 14, and subsequent issues, if you have reason to doubt.) He is Terrence G. O'Connor, 30 West 45th Street, Bayonne, N. J., until recently a long-familiar figure behind an accounting department desk it was considered unnecessary to identify with a plaque reading "Cashier". But his connection with the company dates from November 1943, when he was employed as a purser aboard the V4-type tug *Point Cabrillo*. Thus onward and upward, you might say. Now he has moved into our sales department, where he keeps characteristically close watch on various things in the bookkeeping category. . . . A difficult fellow to get past with any errors.

Partial to 'Edmond J.'

Dear Sir:

Many thanks indeed for the March issue of your excellent magazine. Whilst I found it most absorbing, especially the layout and superb quality of the photographs, I was especially interested in the article concerning your *Edmond J. Moran*, as this ocean-going tug is the pride of my collection of ship photographs and pictures. May I take this opportunity of taking advantage of your kind offer re *S. S. President Polk*, as I should very much like to obtain a copy, for framing, to join the previous prints you so kindly sent me? I should also very much like the print of *M. S. Tarantel* that was offered in your last issue, but which I foolishly neglected to ask for. I do hope to be favored with these two prints . . .

ALFRED T. DAY

(*Shoeburyness, Essex, Eng.*)

"A community is like a ship; every one ought to be prepared to take the helm." Who said it? (Box, P. 19, Item 6)

Fifth in Series of Sterner Ship Prints In Color for Framing Awaits Collectors

ATTENTION, PLEASE, collectors of ship prints in color by Harold Sterner for framing. Moran Towing & Transportation Co. has for you now the fifth in this series: *S.S. Rotterdam*—oddly enough, also the fifth vessel of that name to fly the green-white-green houseflag of the Holland-American Line.

It would be something of an understatement to say business in this ship picture department is booming. It was not clear at the start that the demand (requests) for Mr. Sterner's renditions would be as heavy as deliveries of the first four have proved. Such response by the public is very gratifying.

In the center fold of this issue is *Tow Line's* black and white version of the *Rotterdam* print in color, with the usual particulars concerning the ship just as they appear on the framing print, so everybody will know what he is getting.

Besides, for those who require or wish to have further details, this ship was given full treatment in our issue of September 1959—including a characteristic front cover picture by another of Moran's artists, C. G. Evers.

The currently offered print is uni-

form with its predecessors: 30"x15" with generous white borders.

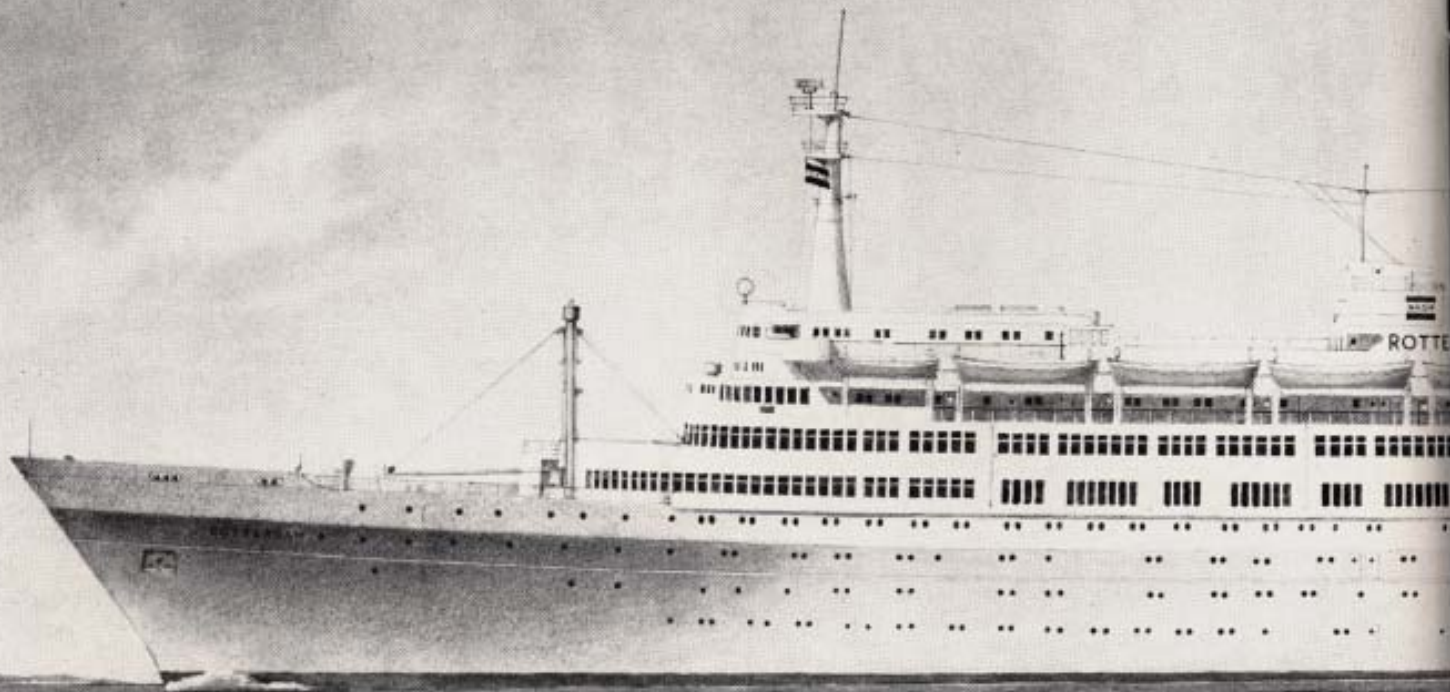
These may be had by mail, on the familiar first come, first served basis, by writing to Moran Hq., 17 Battery Place, New York 4, N. Y.; or if it is convenient for the collector to call in person (25th floor), there will always be someone here to do the indicated—except on Saturdays and Sundays, of course.

Moreover, we take this opportunity to note that the company still has on hand adequate (we think) supplies of the foregoing quartet of framing prints: *Brasil*, *Santa Paula*, *Independence*, and *President Polk*, in the order of their issue.

And please be patient; requests are numerous and mail can be slow.

BETTER LATE THAN YOU-KNOW-WHAT—Scheduled for our last previous issue, this photo of one of Moore-McCormack Lines' new cargo-passenger ships, *Mormacbay*, somehow got lost in a rat-nest-like accumulation of editorial material and missed the boat. It seems to be of her maiden arrival in New York. If so, Moran Pilot-Capt. Carl W. (Bill) March was calling signals for our *Nancy Moran* and *William J. Moran* when they assisted her to dock at Marmac's 23rd Street pier, Brooklyn, following the usual noisy harbor welcome. The 484-foot *Mormacbay* (Capt. Howard Lane) has all the ultra-modern cargo facilities, special construction features indicated for Great Lakes service, and luxurious accommodations for 12 passengers—as does her sister ship, *Mormacpride* (see *Tow Line* for September 1960). These C3-1624-type cargo liners are part of an extensive ship replacement program inaugurated with the launching of the *S.S. Brasil* (1957) and the *S.S. Argentina* (1958)—a program that will account for the expenditure of \$430,000,000 for 45 new ships, all but two cargo liners.





S.S. Ro

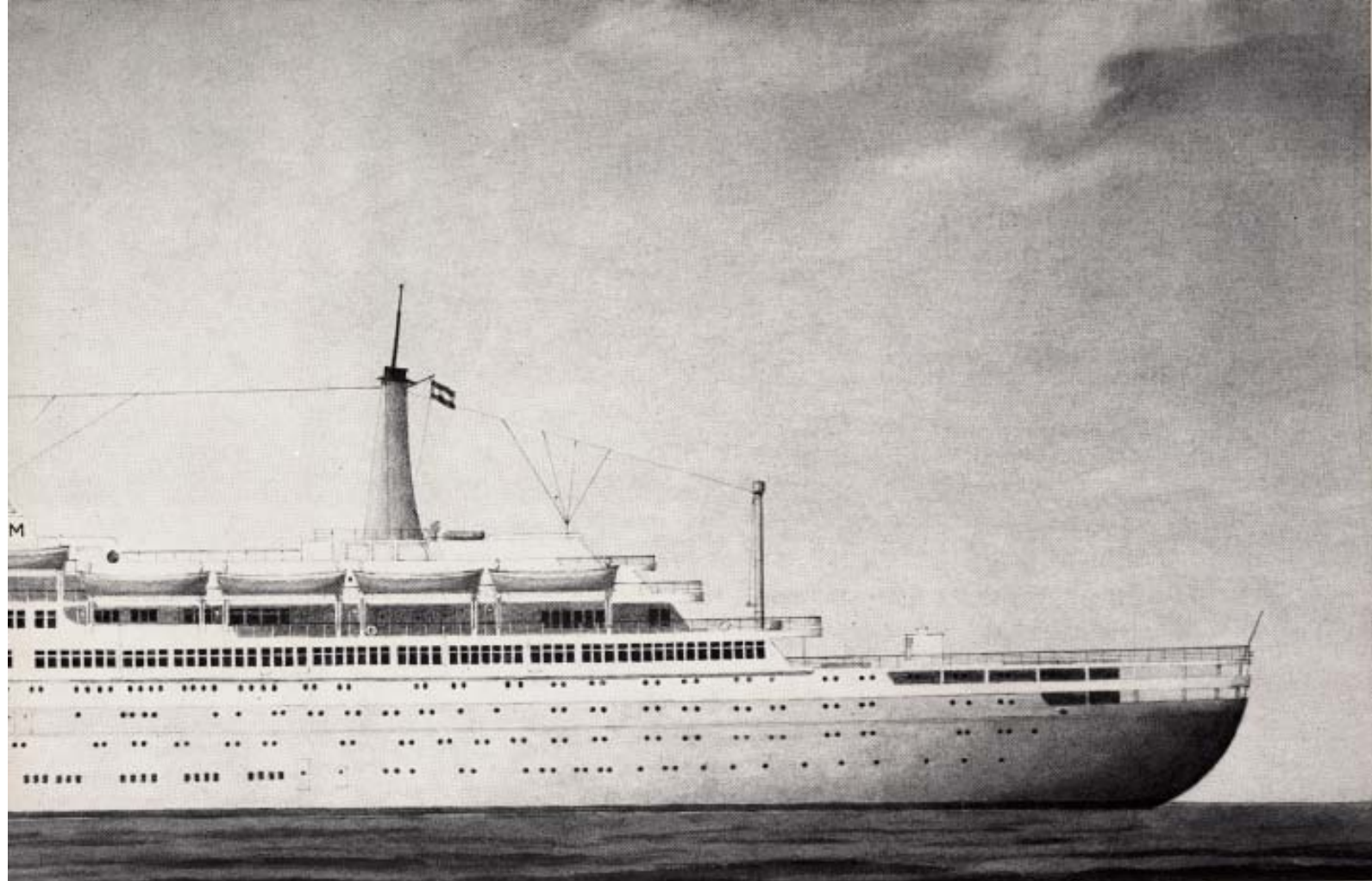
*Owners:Nederlansch-Amerikaansche
Stoomvaart Maatschappij*

Launched:September 13, 1958

Maiden Voyage:September 3, 1959

Home Port:Rotterdam

(A white-bordered print of this picture, approximately 30" x 15", in full color suitable for display)



Amsterdam

Length:748 ft.

Beam:94 ft.

Gross Registered Tonnage:38,645

Horsepower:35,000

Brochure, will be mailed upon request—first come, first served. See Page 9 for details.)

E. F. MORAN, Sr.

(Continued from Page 3)

Speaking for himself, the editor of **TOW LINE** would like to get it in the record that "Senior," as he was usually referred to by our shoreside staff, was never anything less than kind and considerate to the workers in this journalistic vineyard.

But read on, please:

(New York Herald Tribune)

Mr. Moran was born in Red Hook Point, Brooklyn... the son of Michael Moran, who had founded in 1860 what was to become the largest tugboat company in the world.

His first job was on the tug *M. Moran*—the *M.* was for his father—and he once described it this way:

"I was standing around the dock in Brooklyn, playing hooky, and old Capt. Peter Cahill bellowed out the window, asking if the cook was aboard. He wasn't; but the grub was stowed and I was named cook. 'Anybody who can't cook a decent meal doesn't deserve to eat,' the skipper said."

Mr. Moran became general manager of the company in 1898, president in 1906 when his father died...

He was appointed a commissioner of the Port of New York Authority by then Gov. Lehman in 1942... In a statement issued last night, S. Sloan Colt, chairman of the Port Authority, said Mr. Moran was considered "the dean and sage of the Port of New York".

Mr. Colt said that most of Mr. Moran's "nine decades of life were devoted to the men and commerce of the port. There is evidence everywhere in our great harbor of his efforts in advancing its pre-eminence... Mr. Moran was a man eternally young in heart and spirit."

(He) received the Port Authority's Distinguished Service Medal in 1959. In 1953 he was named "Waterfront Man of the Year" by The Barnacles, a group of shipping men and public officials in maritime work.

(New York Times)

Mr. Moran (had been) boss of a fleet of tugboats believed to be the world's largest... Bearing the name Moran and identifiable by a large white M on the smokestacks, the fleet has been an intrinsic part of the maritime life of the city since before the turn of the century.

... When Eugene was nine years old, his father brought him from their home... to watch the driving of piles for a new Produce Exchange in lower Manhattan. In 1958 Eugene Moran was standing at the spot as workmen were pulling out the same piles, preparatory to the construction of a steel-frame building (2 Broadway). He asked for and received a small piece of one of the old piles as a souvenir.

The story was cited as an illustration of the length of Mr. Moran's service here.

... Early in the century his boats carried rock excavated for subway construction to an ocean dumping place beyond Sandy Hook.

"There's more city bottom land out there now than on Manhattan Island," Mr. Moran observed in 1953. "It has developed into a wonderful spawning ground, with all those rocks."

As a keen deep-sea fisherman, Mr. Moran found obvious satisfaction in the observation.

The (Port Authority's Distinguished Service) medal, Donald V. Lowe, then the organization's chairman, declared represented "recognition of a lifetime of service to the people, ships and cargoes of New York".

(Editor's note: It should be added in the interest of accuracy that Mr. Moran was reappointed Commissioner of the Port of New York Authority by Gov. Thomas E. Dewey in 1948, and again in 1954.)

Whither, Weather?

Dear Sir:

We would like to be placed on the mailing list for **TOW LINE**. We currently prepare the Weather Bureau's publication, *Mariners Weather Log*, and supply climatological information for the U. S. Navy Hydrographic Office Pilot Charts and Sailing Directions. Your publication is extremely interesting, and many of the items relating directly to weather could be of use to us. Also, we would like to receive your series of *Stern* ship pictures.

ARTHUR COOPERMAN, CHIEF

(Marine Area Section, Climatology,
U. S. Weather Bureau, Washington)

The Street of Ships

(From the New York Times)

New York's old street of ships is dying fast,
The jibs and bowsprits that once arched
its way,
Will soon be memories of its proud
past,
When we were maritime kings of our
day.
The scents of calamus and copra fled,
Vanilla, mace and saffron whiffs have
died,
Where our skyscrapers cleave the wind
instead,
And crowd nostalgia to the waterside.
Once chandlers and sail lofts here
served the sea
With color and romance long vanished
now,
From Brooklyn Bridge down to the
Battery;
But South Street turns into a grave,
somehow,
The fogs that drift across her lonely
slips,
Make fancy crowd the place with
clipper ships.

EDWARD McNAMEE

(Flushing, Long Island)



QUARTER CENTURY—The company president, Admiral Edmond J. Moran, is always delighted to congratulate 25-year associates, in this case James M. Drudy, 85 Haven Avenue, Bergenfield, N. J., head of the billing division of Moran's accounting department. Jimmie joined the firm January 1, 1937, upon completing an accounting course at Pace College, Manhattan. Mrs. D. (Elizabeth) is a B.S., Fairleigh-Dickinson; M.A., Columbia; and R.N., Bellevue Hospital, N. Y.... Watch your laurels there, Jim!

Sailing the Ship News Beat In the Days of Gene Moran

(James A. Mannix: "Old Timers" column in the Brooklyn edition of the N. Y. World-Telegram & Sun)

When Eugene F. Moran, the tugboat tycoon, died, a grand Old Timer left us at 89. Old Timers who attended St. Stephen's Church at Hicks and Summit Sts. many years ago will recall Gene Moran and his family. Gene was married in St. Stephen's Church.

Gene was well liked by old-time ship news reporters who worked out of a building adjacent to the Battery barge office many years ago.

In his book, "Tugboat," Gene Moran wrote affectionately of his friendship with ship news reporters such as Sam Wood of the old Morning Sun, L. A. Southworth of the American, and Walter (Skipper) Williams of the Times, whom this writer knew well. Also, Harry Acton of the American, John Heffernan, who later became a columnist on the Eagle; Jim Duffy of the old Evening Telegram; Bob Wilder and John McClain of the Sun. Well do I recall the days when some of the ship newsmen mentioned gathered at the bar of the Great Eastern Hotel at South and Whitehall Sts. in Manhattan.

I am sure that still with us are many of these reporters, some who will recall trips down the bay aboard the Revenue cutters *Manhattan*, *Calumet*, *Hudson* and *Immigrant* to meet incoming ships. Many, too, crossed to Ellis Island aboard the ferryboat *Ellis Island* which, at this writing, lies tied up in her slip at the lonely island.

Color Film on Five-Tug Tow is Big Hit

Moran's documentary color movie depicting that five-tug tow of the components of Texas-tower-type radar "island" No. 4 from Portland, Maine, to the operational site about 65 miles southeast of Sandy Hook, June 28-July 3, 1957, is reported to have been a big hit at two more public showings.

We have word from Don Anglim, son of the late Dan Anglim, former chief dispatcher here, that the film was used April 2 on the "Skipper Ryle Show," a featured program broadcast by Station WKRC-TV, Cincinnati, Ohio, and that "our viewers enjoyed the entertaining and educational story very much."

Mr. Anglim also arranged various Moran film clips he obtained at the same time into a short feature on tug operations in New York harbor. He expected to put this on the air "within the next two weeks," but no further report has reached us.

T. H. Teplow, a two-and-a-half-striper in the U.S. Navy Reserve, signaled that our Texas tower film was shown April 12 at a regular drill session of Naval Reserve MSTS CO 1-1(L), Boston, Mass.

"I am pleased to advise you that the film was well received by the group, and that it served as an educational supplement to increase our presentation of the subject, MSTS Towing Procedures," Mr. Teplow wrote.

So much the better, Moran Hq. says.

"Shipping and shipbuilding benefit all Americans either directly or indirectly." Who said it? (Box, P. 19, Item 7)

"Fortune brings in some boats that are not steer'd." Who said it? (Box, P. 19, Item 8)

He Knew Us When

Dear Sir:

It is with great pleasure I acknowledge receipt of the picture you so kindly sent me, which is added to the others, particularly the one we have hung of Willemstad, Curacao. May I compliment the artist on his work—especially that one showing a Moran tug in a heavy sea, towing?

My first acquaintance with the white "M" was in Panama in 1908 and 1909, when your wooden-hulled boats were helping to remove earth, etc., from what is now the canal, and I marvelled at the hardihood of the men who had brought them around from New York . . .

THOMAS A. PORTER

(Warbreck Hill Rd., Blackpool, Eng.)

AND WE QUOTE—"The name Bataan will always be a symbol of Filipino loyalty to freedom and democracy—" said General Carlos Romolo, Philippine Ambassador to the United States, in the course of inspecting the new *Philippine Bataan* upon her maiden arrival in New York.

This new 12,000 DWT, cargo-passenger vessel was the first of four sister ships to link Atlantic and Gulf ports of the United States with Hong Kong, Japan, and the Philippines in a new monthly service. (The Maritime Company of the Philippines, an affiliate of Compania Maritima, inaugurated a similar service on the Pacific coast in November 1959.)

All of these 512-footers are Japanese-built, with modern accommodations for 12 passengers. Each provides 14,748 cu. ft. of refrigerated cargo space and four deeptanks with a capacity of 1,500 tons. There are six cargo hatches, and the ship's tackle includes a 20-ton heavy-lift boom.

Furness Withy & Co., Ltd., are berthing agents for the company in Boston, New York, Philadelphia, Baltimore, and Norfolk. American Maritime Agencies, 52 Broadway, New York, are general agents for M.C.P. in the United States and Canada.

Following the traditional harbor welcome, the *Philippine Bataan* was docked at Pier 95, North River, by Moran Pilot-Capt. Clyde Valley of the tug *Eugene F. Moran*, with our *Maira Moran* on hand to assist.

Introducing "Mr. Mike"



Another new face in the accounting department: Michael Joseph Noonan's—a good natured looking map, as half a glance shows you. He replaced Moran veteran Terrence G. O'Connor when Terry packed up his pipe and erasing fluid in March and moved into sales. Just past 38, Mike makes mathematical exactness a first consideration—no foolish habit if you happen to be a cashier. After graduating in 1940 from Stuyvesant High School, his next educational milestone was a B.A. in accounting from St. John's University. By 1960 he had completed requirements for his master's degree, also in accounting, and graduated from New York University. At the Noonan home, 96 East 208th Street, The Bronx: Mrs. N. (Margaret), two boys and a girl.

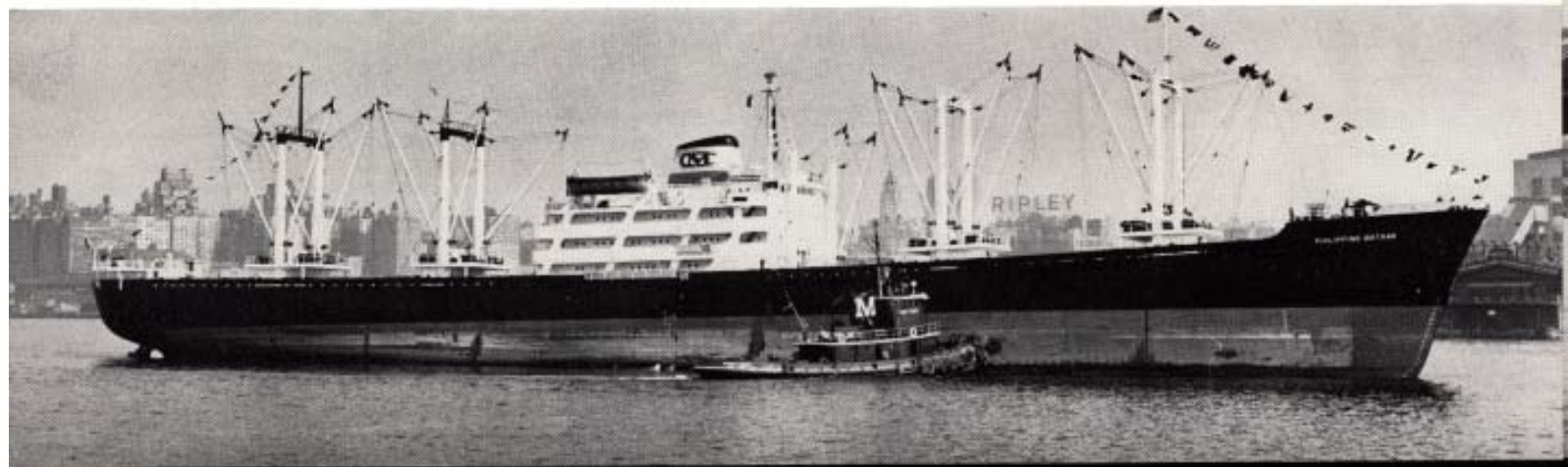
You Said It, Mister!

Antique Sir:

Sterner's *President Polk*, yes. And while you're at it, whatever worthy companion piece will be offered in the June TOW LINE. (I am forehanded, see?) But it must be more than a one-man job just to comply with these requests; and you needn't think that I, for one, am not grateful.

B. S. F.
(Baltimore, Md.)

"Please give my regards to the many (Moran) skippers who eased me into port." Who said it? (Box, P. 19, Item 9)



Bridge Drama

(Continued from Page 8)

"Engines slow astern." Three short blasts on the whistle signaled that the engines were turning. Seamen took down the Blue Peter and hoisted the American ensign—the traditional gesture of a foreign ship entering or leaving a United States port.

"Full astern all." The ship picked up speed. The tug that was at the stern moved to the bow and the two tugs pushed hard against the bow as it moved clear of the Cunard Line pier.

"Full ahead port. Slow astern starboard." This set the two left propellers into a strong forward thrust while the two right propellers continued to pull slightly astern. This maneuver simultaneously slowed the backward movement of the ship and helped her turn.

Huge Ship Steered With Engines

From here on, Captain Snyder used the port and starboard engines in various combinations until the ship stopped backing (thirty seconds too late and he would have backed her into the New Jersey shore) and had turned enough so that he could use all engines forward. As the ship gained forward speed, the rudder began to take hold, and when the ship was under way, Captain Snyder ordered "full hard right."

Now the tide condition helped, a fact the Cunard Line had taken into account in setting the time for sailing. It was flood tide and the ship was steaming into it. The effect was to increase the pressure of the water against the rudder, making it easier to steer.

On a good day, which this was, the undocking is over by 2:43 P.M. Captain Snyder turned to the harbor pilot and said, "Still hard right, Mr. Corson," and started down from the bridge, making his way through the ship to get off on one of the tugs.

Mr. Corson took over immediately, and his first order was for the engines: "Half ahead all." (Captain Snyder had left them slow ahead starboard and half ahead port.)

Mr. Corson did not call for a change in the helm until the ship had swung fully



Bon voyage, Queen!

downriver to a compass course of 210 (north is 0, so 210 is between south-southwest and southwest by south.) Then he said, "Steady on 210."

Thereafter Mr. Corson did most of his work by giving a series of compass courses. The course is 210 to about Twenty-third Street, 190 to the foot of Manhattan (identified by the pilots as "Castle Gardens abeam"), 195 to "31 Buoy" off the Statue of Liberty, 207 to "Robbins Reef abeam" (near Bayonne), 185 to 69th Street in Brooklyn, 167 through The Narrows, 147 swinging into Ambrose Channel, and 117 through the channel to Ambrose Lightship.

Mr. Corson also had to vary the engine speed on occasion. "As the ship speeds, she squats in the water," he explained, so at some of the sharper turns, he reduced speeds to make the ship ride higher in the water and steer easier.

Rough Log Reveals Sequence

There was also this sequence, as recorded by the seaman keeping the ship's scrap log (the information which later goes into the official log):

- 1525 (3:25 P.M.)—Half ahead all.
- 1526—Slow ahead all.
- 1527—Dead slow ahead all.
- 1539—Full ahead all.

That slow-down occurred while the ship was passing the site where the Verrazano Bridge is under construction. The builders have asked ships to slow down there so that their waves will not interfere with the work.

During the journey down the river, the scene in the wheelhouse is impressive for its tranquility. Here is no throbbing of engines, no shouting of commands, no dash of spray. Little is said. Mr. Corson, standing at the forward windows with Commodore MacLean, gave his instructions clearly but quietly, and the seamen to whom they were directed repeated them in the same tone.

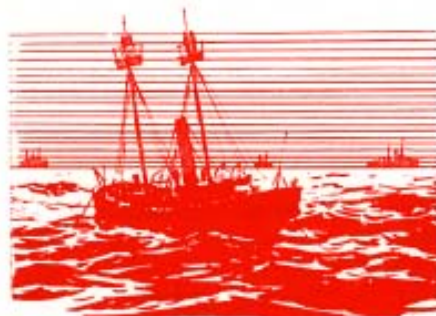
The steering process is similarly low-keyed. The helm, instead of being a great wooden thing four or five feet in diameter, is scarcely bigger than the steering wheel of a truck. Since the actual moving of the rudder is done by massive hydraulic rams in a compartment at the stern, 800 feet away, the helmsman can accomplish his purpose

with no more than fingertip pressure on the polished brass handles of the wheel.

By 4:15, the liner was within sight of Ambrose Lightship. Near the lightship lies the revamped yacht that cruises constantly in the area as a comfortable home-at-sea for harbor pilots between turns.

A small launch left the pilot ship and headed toward the *Elizabeth*. Mr. Corson bade goodbye to Commodore MacLean and strode down through the ship to a large opening at midship on the port side, perhaps fifteen feet above the waterline. There, with the *Elizabeth* still traveling at a brisk speed, he climbed down a ladder into the launch.

As the launch pulled away toward the pilot ship, Mr. Corson waved a farewell to Commodore MacLean, who was then in solitary command far above on the flying bridge. The commodore waved back, and the *Elizabeth* stood out to sea.



Affirmative!

Gentlemen:

... I have and highly prize the previous three prints of Mr. Sterner's pictures. He more than deserves the praise he is getting for these superb paintings, and Moran Towing & Transportation Co. is to be commended for so generously making them available to marine collectors. In answer to the question on Page 3 of your March TOW LINE ("A color print of the *President Polk*? ... Any other?"), I say emphatically, yes! And many others, I hope!
JOHN A. BREYNAERT
(589 Jerusalem Rd., Cohasset, Mass.)

Appreciative Canadian

Dear Sir:

... As I am going into my fourth year of retirement from tugboating, I feel I am slowly losing contact with harbour activities on the local scene; but I can assure you, TOW LINE is a wonderful medium for keeping in touch with the general picture. I am also indebted to you for many fine pictures of tugs hanging on the walls of my room, and I trust I may look for more whenever any become available. May I express my most sincere thanks to you, your staff—all Moran employees—for the many hours of reading enjoyment you all have provided?

CAPT. WM. T. MITCHELL
(Streetsville, Ontario, Can.)



Outward bound

NAUTICAL LANGUAGE

Salt Horse—Salted beef which in former days was the seaman's staple diet; also called "salt junk."

Derelict—Goods or any other commodity abandoned or relinquished by its owner, specifically a vessel abandoned at sea. (A ship is derelict by consent, compulsion, or stress of weather.)

Bosun's Locker—A small compartment in which are kept tools and small stuff for repairing and making up rigging or cargo gear.

Wheelhouse (Pilotouse)—The structure built of wood or steel over the steering wheel to protect the helmsman. In large vessels it generally forms the lower level of the navigating bridge and is also used for that purpose.

Tender—A small vessel or craft employed to attend a larger one, taking ashore or bringing aboard passengers, goods, stores, etc.—as a tug may be a dredge tender, to transport dump scows or to tow pipe lines.

Warp (to)—To move a vessel from one place in a harbor or river to another by means of lines fastened to buoys, anchors or some fixed object ashore.

Certified Manifest—A ship's manifest certified by a consular officer to meet certain requirements of a country as to the importation of goods.

Winch—A machine, hand or power driven, consisting of one or more drums on which to wind a chain or rope for hoisting or hauling.

Arc of Visibility—The portion of a circle, defined by limiting bearings if necessary, throughout which a light is visible from seaward.

Waterlogged—The condition of a vessel when it has become unmanageable, or nearly so, after taking in great quantities of water through leaks or by other means and is kept afloat merely by the buoyancy of her cargo.

Unship—To detach or remove anything on board a vessel from the place where it was fixed or fitted.

Whaleback—A tubular, bargelike vessel which originated on the Great Lakes in the late 19th century for the transportation of bulk cargo. It had a spoon-shaped bow and rounded topsides without bulwarks to allow the sea to run freely over the hull. The hatchways were sealed, and the only erection forward was a circular deckhouse in the bows. A larger erection aft consisted of a double deck, the upper accommodating lifeboats and the lower containing the captain's and officers' quarters, the galley, chart-house and wheelhouse.

Netherlands Project

Dear Sir:

Fitting in with the modern "projekt-teaching," we started in our teacher training college a big series of lessons around American and Danish shipping. Through others we got acquainted with your nice TOW LINE, which instructed us with its photographs and commentaries. In our big projekt a continuous subscription . . . would be rather welcome to all of our pupils. But most of all, your two-page pictures inside have our big surprise, because we saw them already framed at several schools or houses. Could you be so kind as to send us the three former illustrations and provide us from now on into the future with your publication?

C. MOUS
(Rotterdam, Holland)

SERIES OF HEAVY TOWS—This 215-ton steel caisson, pictured shortly after leaving the Dravo Corporation shipyard at Wilmington, Del., where it was built, was en route to Newburgh, N. Y., in tow of our tug *Julia C. Moran*. Curtis Bay Towing Co.'s U.S. *Goheen* was providing some local assistance. The date was April 5.

Julia C. was relieved in the Narrows, New York harbor, by *Helen B. Moran*, which completed the voyage upriver, arriving in Newburgh on the 9th.

Since then two more caissons have been delivered there. Our *Barbara Moran* departed Wilmington with one April 30 and arrived in Newburgh May 4. The *Julia C.* took another in tow at the Delaware port May 16. She was relieved in the Narrows by *Margot Moran*, which arrived at Newburgh May 21.

These caissons will form the base for one of the two main piers of a new \$22,000,000 bridge over the Hudson River between Newburgh and Beacon, N. Y.—thus presumably eliminating the familiar ferry at that point.

Eleven river piers and four land piers are being constructed by a contracting combination of the Frederick Snare Corp., New York, and Dravo, Pittsburgh.

Radio Operator Signals

Dear Mr. Munroe:

. . . Your center spread on the *Independence* was very nice, and since I sailed on her sister ship, *Constitution*, I should very much like the print for framing. In fact, any other such pictures would be appreciated.

For the record, I sailed on the *Eugene F. Moran*, *Marion Moran*, and *Joseph H. Moran II*—until she was laid up in Mobile in 1949. I probably shall not return to the "coastwise" tugs that always seemed to go far offshore, but my experiences aboard them are always with me in memory.

Of course, it has always been my opinion that tugboating requires the higher degree of skilled seamanship. The tug man lives closer to danger, works harder, and enjoys the resultant pleasure of a job well done.

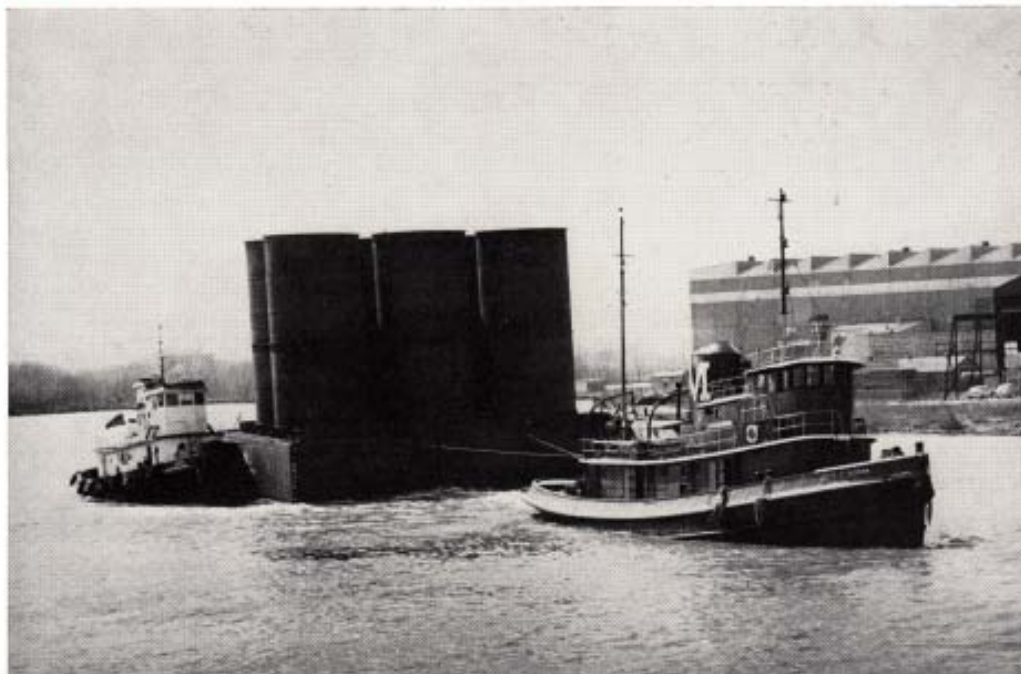
Since leaving the *Joseph H.*, I have worked aboard one or more vessels of these companies: Army Transport (MSTS), American Export, Panama, Moore-McCormack, Luckenbach, States Marine, Hess Oil, Sinclair Oil, Keystone Tankers, Sieling & Jarvis, and Wessel-Duval.

In the majority of cases the old familiar "M" usually was very much in evidence. It goes without saying that these were jobs well done. In the 12 years since leaving *Moran I* have covered the greater portion of the globe by ship. Upon returning from such voyages, that big block "M" is always a welcome sight . . .

Best regards to the gang at 17 Battery Place, New York.

B. A. STOLLER
(*Mormacguide, Santos, Basil*)

"A ship remains a living thing only so long as man with his brushes and oils swabs an artificial layer of light over it." Who said it? (Box, P. 19, Item 10)



New Line Officials

Joseph A. Medernach has been promoted to a vice presidency in Moore-McCormack Lines—one of several front-line personnel changes announced recently. Head of the firm's advertising and public relations for the past five years, he will retain his position as assistant to William T. Moore, president.

At the same time, Anthony C. Visceglia was made a vice president, finance, and Hubert F. Carr was appointed secretary of the company.

The best of luck to all three.

NOTABLE SHIP, NOTABLE BACKGROUND—This new Grancolombiana ship, *Ciudad de Armenia*, latest addition to that company's fleet of 45 modern cargo vessels, received a typical New York welcome when she arrived here on her maiden voyage from Spain. (She was built in the Empress Nacional Eleano yard in Seville.) With Capt. John T. Jorgenson calling signals, the tugs *Carol Moran*, *Eugene F. Moran*, and *Pauline L. Moran* got her from off the Statue of Liberty to 57th Street, Brooklyn, without difficulty.

Ciudad de Armenia (Capt. Pedro Izcoa) is 12,000 DWT, 475 feet long, with a speed of 19½ knots, and has a cargo capacity of 8,000 tons—60,000 cubic feet of refrigeration space. She is in the line's weekly service from New York and other Atlantic ports to ports in Colombia, Ecuador, and Peru. Grancolombiana has eight separate services from the United States and Canada to Mexico, Cuba, and Central American ports besides countries aforesaid.

A week after her first arrival, the ship sailed from the Port of New York Authority's Pier 3, Brooklyn.

Information, Please

To the Editor:

I would be very happy if you would place my name on your mailing list. During March 1953 I requested information about tugboats in a letter to the Port of New York Authority. The letter was passed on to your Capt. E. C. Palmer, who was kind enough to answer it and to send me four copies of *TOW LINE*, which I still have in the tug library I am trying to build up.

From 1953 'til 1957 I was working my way through college, and I could not collect much information about tugs and their operations, mostly because of lack of time. Now I am gradually getting a little more time to spend with my library—still only a modest shelf with a few books and some newspaper clippings.

A subscription to *TOW LINE* would be a welcome addition, and of course I would be happy with any back issues you have to spare.

MARTIN BROEREN
(Grand Falls, Newfoundland, Can.)

"'People can't die, along the coast,' said Mr. Peggotty, 'except when the tide's pretty nigh out. They can't be born, unless it's pretty nigh in—not properly born, till flood. He's going out with the tide.'" Who said it? (Box, P. 19, Item 11)

"Born 30 Years Too Soon"

Dear Mr. Munroe:

Thank you very much indeed for sending me the photograph of the *Nippon Maru*. My friend in Switzerland will certainly be delighted to have such a beautiful picture. I hope you are enjoying first-class health, and that all is well with you and yours.

IRVING D. JAKOBSON
(West End Ave., Oyster Bay, N. Y.)

Company Items Seen In Papers Recently

Item: Several Moran-released photos, a couple of them not far from spectacular, of company equipment at work in and around New York harbor, including a shivery shot of the tug *Eugene F. Moran* bucking extensive seasonal ice floes in the Hudson between Manhattan Island and New Jersey—in the March and April 1961 issues of a well known Dutch marine magazine, *De Blauwe Wimpel* (The Blue Pennant), with stories by *TOW LINE*'s old friend Capt. J. Blaauboer of Lindenhurst, Long Island.

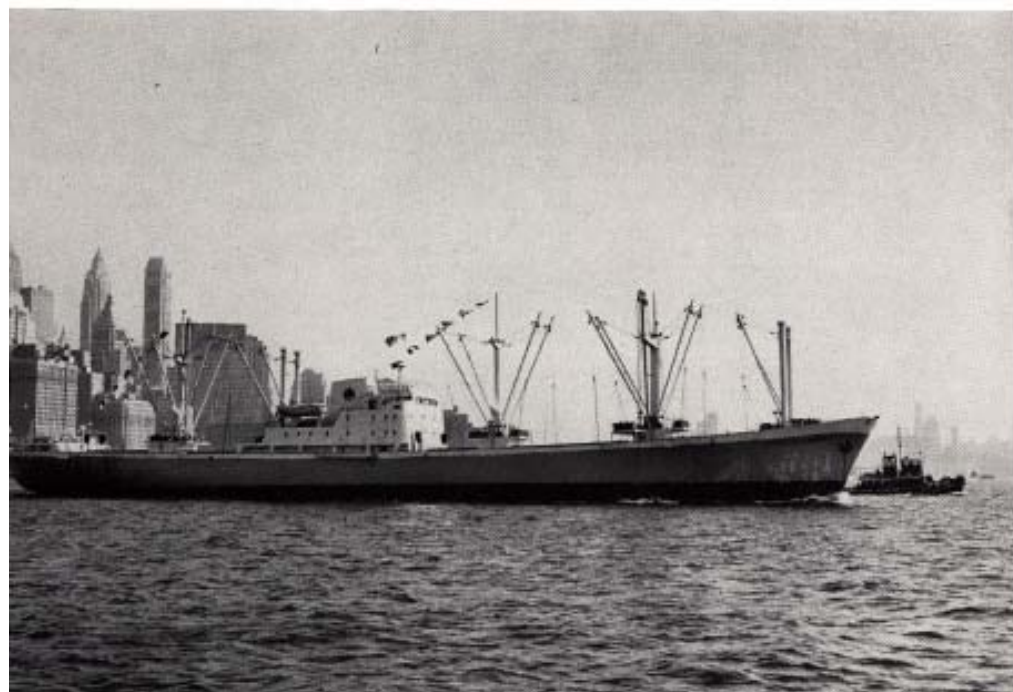
Item: An outstanding feature story under a five-column line, "He Used Road Map on the High Seas," illustrated with a portrait of the subject standing in front of a sailing ship photo mural in his own home, all about Capt. Frederick K. Dezendorf, Moran's general manager of operations, and part of his distinguished maritime background—in the Plainfield, N. J., *Courier-News*, issue of March 17.

Item: A three-page spread ("to be continued") in the January-February 1961 issue of *New York Waterways*, published by the New York State Waterways Association, Inc.—"One Hundred Years of Service to Transportation by Water by Moran," illustrated, a reprint of Allan Keller's Moran 100th anniversary feature in the Christmas number of *TOW LINE*. (Excerpts from this have turned up in various other quarters.)

Item: Striking full-page advertisement by the Chase Manhattan Bank in *Newsweek* and *U. S. News & World Report*, April 10; *Time*, April 14; and *Business Week*, April 15. This featured a most unusual color photo by Erich Locker, entitled "The Chase Manhattan Tower at Dawn"—a northwesterly view of the downtown financial district skyline, with said tower looming squarely among the spires and a lone Moran tug (nothing else) in a generous foreground expanse of the North River.

And so to infinity . . .

"There lies the port; the vessel puffs her sail;/There gloom the dark broad seas." Who said it? (Box, P. 19, Item 12)



At Least One Irish Tugboat Skipper Has Been Identified: Capt. Jos. J. Fitzgerald

ASK A QUESTION and you get an answer, at least in this compendium of comment—nearly always, that is. In our last previous issue, "The Boys on the Fireboat" asked one: Anybody know of an Irish (Irish-born) tugboat captain in New York harbor? They knew several local tug companies founded by Irish emigrants, but couldn't recall an Irish captain or pilot.

We passed the query to other readers, and sure enough, Joseph E. Fitzgerald, 213 Ninetieth Street, Brooklyn, had the dope on a passel of men of that ilk, all named Fitzgerald.

His grandfather, Capt. Joseph J., was born in Arklow, County Wicklow, Ireland, in 1874, and came to the United States at the age of 16. He served his apprenticeship as a deckhand with the Lehigh Valley R.R. and as a quartermaster in the U.S. Navy during the Spanish-American War.

There is considerably more about this Fitzgerald No. 1, as Joseph E., No. 3, points out:

Shortly after the close of the war he received his master's and pilotage documents, and had the distinction of being the youngest master of a seagoing craft in his time. Captain Fitzgerald was in the employ of the Erie R.R. for 13 years as master of the tug *Daniel Willard* (see "50 Years Ago," TOW LINE, March 1961). At the outbreak of World War I he returned to Navy service as pilot for minesweeping between Barnegat and Fire Island.

In 1925 he returned to his native Ireland, for the first time since he emigrated, as master of the *Evansville* of the M. & J. Tracy Co. He died July 31, 1933.

His son, Capt. Edward, No. 2 in this sequence, is a New York harbor pilot; and his grandson, our informant, works as a deckhand for another local company, thus continuing the family name in the industry.

So "The Boys on the Fireboat" have an answer—in triplicate; but please, if their curiosity extends to any such nebulous questions as how many Irish pilots or tugboat captains can dance on the point of a needle, let them ask elsewhere.

New Flagship Master

Capt. Mario Crepaz has been appointed master of Italian Line's 33,500-gross-ton flagship *Leonardo da Vinci*, it was announced May 25 by Antonio Premuda, general manager for the line in the United States and Canada. Prior to assuming this top command in the Italian Line fleet, he was master of the *Cristoforo Colombo*.

Another Evers Fan

Dear Mr. Munroe:

I have been receiving TOW LINE for a number of years, and I believe I have kept every copy, not only because of the content material but because I enjoy especially Charlie Evers' fine execution of authentic maritime scenes. His ability will forever be admired by both my staff and myself for the inherent ability which he seems to exude above and beyond the scope of other artists in this field. I believe I have almost all of his reproductions.

I would appreciate a copy of his *M/S Tarantel* cover for your Christmas issue, in full color, since I understand copies are still available. At the same time I would appreciate a framing copy of the *S. S. President Polk*, reproduced in black and white in the center fold of your March issue.

BRUCE KAMP
(1716 Spruce St., Philadelphia)

"He (Michael Moran) rented desk room at No. 14 South Street on November 10, 1860. It was a ground-floor space partitioned off from a combination restaurant and bar, facing the East River and about 300 feet east of Battery Park. His rent was \$10 a month." Who said it? (Box, P.19, Item 13)

Godbold Bros. Have Fun!

Dear Capt. Munroe:

My great-uncle, Capt. W. R. Whilden (Moore-McCormack Lines, retired) has told me about your wonderful offer of three ship pictures, *Brasil*, *Santa Paula* and *Independence*. I would like very much to have them. I am a boy nearly 12 years old, and I am in the 6th grade. I know the students in my class would enjoy seeing these beautiful pictures. My 8-year-old brother and I would like very much to hang them over our beds.

I live with my family on a river called Clark Sound. It runs off from Charleston harbor. Every chance we get we go in the river. In the cold months we pick oysters and go gigging for flounders. We go crabbing, fishing, boating, skiing, shrimping, and swimming almost every day in the summer.

BLAKE GODBOLD
(R.F.D. 1, Charleston, S. C.)

New Titles

Two ranking officers of Holland-America Line have been given new titles in keeping with their expanded responsibilities, Rotterdam headquarters of the line announced just too late for this item to be included in our March issue.



Mr. Wierdsma

Frederick R. Wierdsma, who has been general manager for Holland-America affairs in the United States, Canada, Mexico and Cuba, now is designated as resident director

for the areas he controls. Overall supervision of the operations of a fleet of seven passenger liners, including the line's flagship, *Rotterdam*, will remain under his jurisdiction.

Mr. Wierdsma is the third generation of his family to serve the H.-A. Line. He became assistant to the general manager in New York, William van Doorn, in 1930, and succeeded him five years later when he retired. He resides in Hopewell, N. J.

Albert A. van L. Maas, manager of Mr. Wierdsma's territory, has become deputy general manager for the United States, Canada, Mexico and Cuba.



Mr. Maas

A native of Dordrecht, Netherlands, he was active in the shipping business, working out of London and Le Havre, before joining the Holland-Africa Line in 1925. He came with Holland-America in 1937, and soon was named assistant freight traffic manager. After World War II, he became manager for North America. He lives in Mountain Lakes, N. J.

Photo-Essay Winner

Mrs. Nan Justice, an employee of Johnson & Higgins, insurance brokers, 63 Wall Street, spent a day last fall on our tug *Carol Moran*, making color photos showing the work of a harbor tug. She used some in making up a photo-essay for a New York Color Slide Club contest open to 150 members, and—need we say?—won it.



A DOUBLE-BARRELED LAUNCHING HERE: the Messrs. Thomas Stieler, Adamston Post Office, Cape Breton, N. J., and Edward S. Koloski, Staten Island, N. Y. Both are assistants to Elmer Walling, Jr., manager of Moran's maintenance and repair base at Port Richmond, S. I., in the diesel engine and electrical departments, respectively—Elmer's right and left arms, or vice versa.

On one hand (it's the port side here) we have Br. Koloski; and his responsibilities are on the electrical side, as we've said—a wide territory when you are fooling around with diesel-electric tug power plants.



Koloski

Ed is well grounded in his specialty. He came with Moran in 1945 after putting in four years in that exacting field in the U.S. Navy, mostly aboard the *U.S.S. Montauk*, LSV. Wartime duty in the Pacific fitted him with more than casual acquaintance with a lot of those hard-fought-over islands. You can just imagine...

Tuning in on the personal circuit, one learns that Edward S. married a Staten Island girl, Frances Buck, 17 years ago; and a happy marriage it undoubtedly is, with five children, the oldest 14—four boys and a girl. Domestic establishments at 370 Demorest Avenue, S. I. (14), and a summer place in Westchester County take care of vacation problems.

Ed's extra-curricular activities formerly included flying a Piper Club plane; but paternal responsibilities triumphed over that, and since then he has hunted and fished.

Our 6-ft. 2-in., lean and likable electrician put in several months aboard the inland waterways tug *William J. Moran*, but he is definite now about preferring shoreside application of his considerable talent. A youthful 39, he is full of energy—and a shade on the serious side whenever that is appropriate.

"A real crackerjack, trouble-shooting electrician," his boss says, adding, "I don't know anyone who knows more about the electrical system of a tug than Ed."

Praise from Sir Hubert, you might call that with fair accuracy.

Tommy's specialty is the diesel engine primarily, but he has responsibilities concerned with practically everything that is mechanical about a tug. "Doing a good job on routine maintenance or emergency repairs with a minimum loss of the tug's service to the fleet," is his description of the yard's business in general, his in particular.

The Stieler mechanical bent manifested itself early, not very long after his graduation from a high school in Union, N. J. He got into the service station business, but later was led into the intricacies of the gasoline engine.

By 1940 Tommy's interests shifted to the diesel engine, and serious application at the Marine Basin Shipyard, Coney Island, won him a foreman's job. He came to work for Moran in August 1945.

But let's go backward a little—not quite 32 years. In the Little Church Around the Corner, New York, November 9, 1929, our subject and another Jerseyite, Miss Marguerite Deffur of Maplewood, became Mr. and Mrs. T. Stieler. An unlikely time for a bold venture, that depressed autumn, especially for a young man of 22, but that's water over the dam.

Now the Stielers are grandparents twice over and proud of it, and of their children, Dorothy and Roger. The latter is the boatman of the family, if possession of three—or is it four?—craft of various sizes qualifies him.

But at vacation time it's usually just Tom and Marguerite, at Deerfield Beach, Fla.

"I believe in complete rest for a vacation," he says emphatically, "but on week-ends I may be found fishing some inlet near home or on the golf course—still trying to break 100."



Stieler

"You know," he goes on without even shifting gears, "we're still proud of that job we did on the *Michael Moran*." (The tug *Michael* was re-powered with a new General Motors 1,750-horsepower diesel engine last year. See TOW LINE of June 1960.)

A doer, not a talker, is our man from 424 Pinehurst Way, Bricktown.

Not only do our ocean tug skippers get around, but it is apparent their activities are not always confined to navigation, tricks at the wheel, and "the watch below." For example, here is



Halling

Capt. Jens Halling, Lake Mohawk, N. J., master of the *Diana L. Moran*, with a fine specimen of dolphin (28 lb.) he brought aboard off St. Corris Island, Guatemala, when last the tug was in that latitude. (As we write, Jens and the *Diana L.* are en route with an MSTS tow from Mayport, Fla., to Holy Loch, Scotland.)

Your editor speaks from memorable experience in testifying that a bull dolphin, filleted and broiled within the hour, is top-drawer seafood and no mistake about it. This one fell for a gang hook baited with a piece of white rag and trolled at the end of 300 feet of 3/16-inch halyard—not quite sporting tackle maybe, but it got results.

It is a distinct pleasure to be able to record here that our old friend Capt. Joseph A. Goodwin, a staunch Moranman for years, but on the retired list these past several semesters, celebrated his 80th birthday on March 8, 1961. Cap'n Joe resides at 1701 Lakeside Drive, Merritt Park, Orlando, Fla.; and although he hasn't signaled your editor in some time, he must be in reasonably good health, since the last we heard from another quarter, he was "looking for a job"! So, a hearty salute to a thoroughly competent tugmaster and a fine gentleman—old-school southern style.

Virgin Islands Pilots

Dear Sir:

We understand that your company publishes a magazine entitled TOW LINE. As our entire pilot force of three consists of ex-towboat men, we would be interested in a subscription. If you will be good enough to let me know the cost, I will send you a year's subscription.

LOWELL H. M. BRENTNER
(Charlotte Amalie, St. Thomas, V. I.)

Industrious Operator



A new personality in Moran's accounting department—and an excellent billing clerk, we hear via the office grapevine—is Mrs. Antoinette Southerton, native to the Borough of Queens. (That's a geographical location, but not necessarily the classification of the distaff residents, she says.) Ann joined the company in mid-winter after resigning from a similar position with the Turner Halsey Co., 40 Worth Street, Manhattan—textiles. Not at all apparent is the fact that she is (shhh!) a grandmother, and that her own chillun, three boys and two girls, are aged 23, 22, 21, 19 and 17, respectively. She resides at 115 Division Avenue, Brooklyn. The word is, she is an accomplished dancer. . . . Lessons, anyone?

TOW LINE associate-photographer Howard J. (for Jeff) Blinn returned to home base the first week in June after an extended North Atlantic cruise with a tow convoy that included two Moran tugs. (See Capt. Jens Halling item, preceding page.) Jeff got back quite a lot faster than he went over, however, since his westbound trip was by air from Glasgow. . . . You are quite likely to see much, much more concerning this voyage in a subsequent issue, or in a color movie he shot from day to day en route, or possibly in both places.

Speaking of photos, this acknowledges receipt of two from Capt. A. L. Wentworth, Jr., of Central Wharf Towboat Co. tugs *Thomas E. Moran* and *Gay Moran* assisting a big loaded tanker, *Vibex*, to dock in Portland, Maine—not quite good enough to publish here even if space were available, which it isn't this time. (*Vibex*: British Shell, Ltd.; length, 659' 10"; beam, 84' 6"; draft, 35'; cargo, crude oil—a frequent caller at Portland from the Far East.)

Similarly, space requirements and other considerations have prevented adequate editorial treatment of an interesting letter from Capt. David D. Higbee, Haddonfield, N. J., trial master for New York Shipbuilding Corp., and no stranger here. He described the sea trials of *U.S.S. Kitty Hawk*, the new 60,000-ton aircraft carrier, largest ever to navigate the Delaware River, from her undocking at Camden, N. J., by Curtis Bay Towing Co. (Philadelphia) tugs, her trip down and up the river (when all water traffic was stopped), until she was docked at Camden three days later. Our Captain Dezendorf went along as an observer "to keep his weather eye on our activities," Captain Higbee noted.

Married the last week in March: Franklin D. Mann, relief chief engineer, Curtis Bay (Norfolk) tug *Republican*, and Julia Rae Colson. They are in their new home at 2414 East Sewells Point Road, Norfolk, Va.

Born to Mr. and Mrs. W. B. Laverder, 928 Scott Street, Norfolk, Va.: a boy, Richard Anthony, eight pounds, in Norfolk General Hospital. Young Dick's proud pappy is cook aboard the C.B. tug *Lambert Point*.

"That packet of assorted miseries which we call a Ship." Who said it? (Box, directly below, Item 14)

Who Said It?

(1) Seneca (8 B.C.-65 A.D.): Epistles, 30, 3. (2) John Masefield, in connection with launching *R.M.S. Queen Mary*, September 26, 1934. (3) Joseph Conrad: Heart of Darkness. (4) Charles Dickens: Martin Chuzzlewit. (5) Title of new novel by V. Sackville-West; Doubleday & Co., New York. (6) Henrik Ibsen: An Enemy of the People. (7) Rear Adm. Walter C. Ford, USN (Ret.), Deputy Maritime Administrator, U.S. Dept. of Commerce, at launching of *S.S. Nancy Lykes*, Baltimore, Md., April 11, 1961. (8) William Shakespeare: Cymbeline, Act. IV, Scene 3. (9) Capt. George H. Grant, Surf City, N. J., retired United Fruit Co. shipmaster, in letter to editor of TOW LINE. (10) Antoine de Saint Exupery: Wind, Sand and Stars. (11) Charles Dickens: David Copperfield (Traddles). (12) Alfred, Lord Tennyson: Ulysses. (13) Eugene F. Moran: Tugboat—the Moran Story (with Louis Reid). (14) Rudyard Kipling: The First Sailor.

Ex-Range Rider



William Olsen, 452 Seventh Avenue, Brooklyn, a master of the culinary art—just ask the crew of our canal tug *Claire A. Moran*—received a hearty handshake from Irving Miller, assistant personnel manager, the red-letter occasion having been the veteran cook's retirement late in March after 53 years afloat. Bill went down to the sea from his native Norway in 1908 to serve aboard a sailing vessel. A good many years and a few oceans later he came to work for Moran, in 1947, and since then has spent most of his time in inland waters. Friends of this 73-year-old will be able to reach him at Sailors Snug Harbor, Staten Island, if his plans don't miscarry. Everyone here wishes him the best of luck and health.

Our Virginia string correspondent, Frank Wood, has passed along considerably more details on five recent Curtis Bay Towing Co. retirements than we can use here. The quintet: Capts. Walter S. Tarkenton and Raymond L. Holmes, after 25 and 16 years of service, respectively; and three steam-diesel engineers, Dolph McGraw, 41 years, William T. Ormand, 25 years, and Augustus S. Latham, 16 years.

A total of 123 years of service to their company is something for them (and the firm) to be proud of, and TOW LINE wishes nothing but the best for all five in years to come.

Elwood J. (Luke) Lewis, Moran T. & T. Co. treasurer, and Mrs. Lewis frittered away the last two weeks in May on an automobile trip as far to the southward as Pompano Beach, Fla. On their way back to the homestead in Scarsdale, N. Y., they picked up their son, "Chip," at Lehigh University in Pennsylvania and brought him home for his summer vacation.

