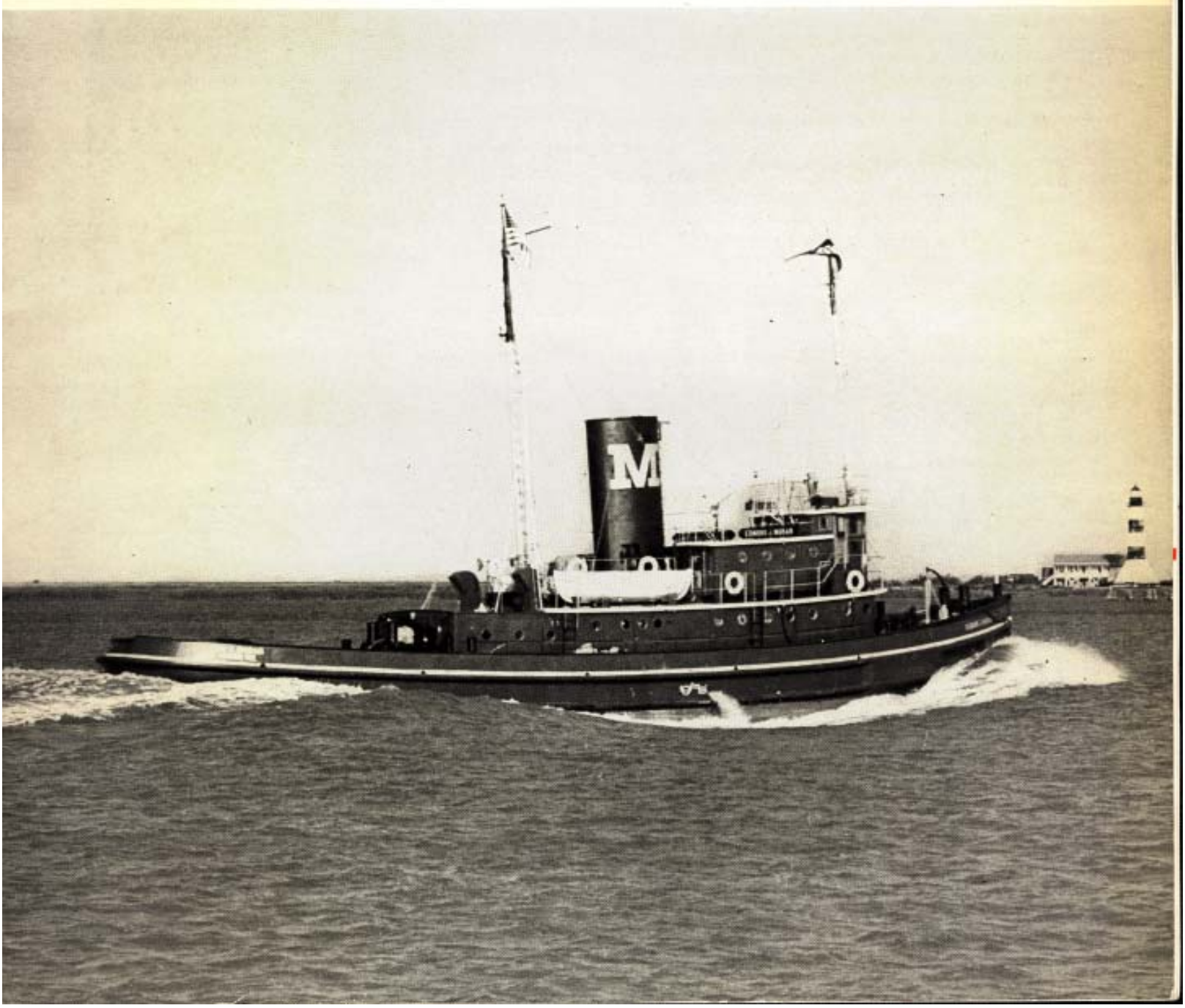
DECEMBER 1947



Message from The President

As stated elsewhere in this first edition of the *Tow-Line*, its purpose is to tell the story of the activities of MORAN tugs and the MORAN organization to two important groups of people, (1) the members of the MORAN organization and (2) those who employ us. It seems to me that we can best accomplish this by presenting the *Tow-Line's* stories primarily to the members of our organization and their families. In this way, they can understand better the various parts played by the other members of the organization, and those who employ us, including those we hope will employ us, will have a picture of what goes on in MORAN.

We are engaged in a business which is useful and necessary in time of peace and vital in time of war. We participate in many important activities, and to the extent that we render our specialized services efficiently, we will insure continued growth and success in our field.

Success in this or any other business venture depends very largely upon the cooperation and coordination with which all of us approach our respective jobs. It is a matter of attitude—attitude toward our associates, those who employ us, and our industry as a whole. The efficiency and effectiveness of any organization manifests itself in the good work of the individual when that effort bears a proper relationship to the responsibilities and duties of one's associates. No matter how spectacular or outstanding the effort of the individual may be, such an effort may be valueless and even detrimental to the over-all objective, unless it ties in with the collective effort of the whole team.

We are very proud of MORAN's position in the industry and proud to be associated with such a loyal, hard-working group of people who have contributed so much to its success. It would be difficult to give adequate expression to what we felt when we followed the superb effort the entire organization put forth during the period of hostilities. We know of the difficulties with which you were confronted. You did the task and did it magnificently, as we knew you would. You saw the ships go out fully loaded with munitions and supplies of every description. You played an important part in meeting the exacting schedules called for by a nation with but one objective—the winning of the most terrifying and destructive war in the long and troubled history of mankind. Yours is the satisfaction of knowing that a splendid job was done in your Country's service, and in the cause of human freedom.

A special word must be said to the men on the tugs. Naturally, you are not as close to policy-making decisions as those of us who work in the office, but I think all of you realize how closely what you do and what we do tie in together. Our work involves not only the administration of the organization as a whole, but more particularly, obtaining work for our fleet. When we get this work, you men on the tugs carry it through, and our ability to get additional business for the tugs depends in large part on how well you carry out your end.

Rear Admiral Edmond J. Moran, U.S.N.R.

It can be agreed that MORAN has an enviable reputation, which makes it much easier for us to get business, and we have earned this reputation primarily through your efforts. Those who employ us count on us for dependable day-to-day service—docking ships, towing oil barges, etc., but we must not forget that the outstanding towing services of the past decade, throughout the world, have been performed by MORAN tugs—13,000 mile tows of large tin dredges to the Dutch East Indies, rescue work far out in the Atlantic, tows to and from not only South America, the Arctic regions, and Europe, but even distant Pacific points. All of this has been accomplished by you men on the tugs, and everyone interested in the development of a strong American Merchant Marine must be proud of your contribution.

It is hoped that you feel to some extent compensated for your extra efforts by the knowledge that we are in such good shape as a company. It is also hoped that the publication of the *Tow-Line* will help bring together all the members of MORAN and, at the same time, that it will give those who employ us a better understanding of our functions.

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River Towboat Built at Pittsburgh Arrives Safely at Buenos Aires

The 145′ river Towboat Victory built by the Dravo Corporation at their Pittsburgh plant has arrived safely at Buenos Aires in tow of the tug Eugene F. Moran and has been delivered to the Argentine Government. In addition to the Victory four barges — also constructed by Dravo — two of which were afloat and two unassembled units mounted on the two afloat were part of the long tow.

The Victory with the two barges in tandem tow, manned by a carefully selected Moran crew, started the long pull down the Ohio and Mississippi Rivers to New Orleans where stores and fuel were taken on before taking to the open sea.

On the voyage from New Orleans to Kingston, Jamaica, it was found that the river towboat, constructed as it was for operation on inland waterways, was not suited for towage at sea, and it was decided that the risk was too great for it to attempt to complete the voyage under its own power. Accordingly at Kingston, Jamaica the entire flotilla—the four barges and the river towboat—was turned over to the EUGENE for the remainder of the voyage to Buenos Aires.

Farallon Completes Risky Towing Job

One of the most ticklish towing feats in recent months was completed without incident when the 425′ dry dock O'Boyle #34 arrived at Bermuda in tow of the M/V Farallon. The dry dock left Brooklyn loaded with dredges, launches, a floating derrick, trucks and other heavy construction equipment. The dock and its valuable cargo will be used by the Arundel Corporation in constructing a ship channel between St. George and Castle Harbor, Bermuda.

Built by Bushey's Dry Dock at College Point for the Navy, the dry dock was towed to Greenland during the war. From there it was moved to Boston and thence to Newport News. There it was purchased by James A. O'Boyle and moved to his shipyard at Tottenville, S. I. The Farallon made the trip from Brooklyn to Bermuda in ten days and averaged 5½ knots.

Resistance Now at Portsmouth

The globe-trotting tug Edmond J. Moran, famous for its daring exploits during the war recently delivered the power plant "Resistance" to Portsmouth, New Hampshire where it will be used by the Public Service Company of New Hampshire. The "Resistance" is a bit of a globe trotter itself with the help of a Moran towline. In 1944 it was towed from New Orleans to Antwerp, Belgium by Moran, arriving at a time when the air was still full of "buzz bombs". There it supplied electric power to the city after shore installations and utilities were destroyed by bombing. It was brought back to Philadelphia in 1946 from which point it started for its new location at Portsmouth.

The "Resistance" is one of four huge floating power plants sponsored by the Army and the War Production Board. They were designed to moor alongside critical areas to pump energy into hard pressed power systems or to supply power where none was available. They have proved themselves completely at home and abroad. The "Resistance" measures 350′ x 50′ x 28′.

Introducing the "Tow-Line"

The Tow-Line introduces itself with this issue. It will be its purpose to tell the story of the activities of Moran tugs to two very important groups of people — Moran employees afloat and ashore and our customers. The Tow-Line will not venture a guess as to which group is the more important. It will state with certainty that we could not get along without both.

The Tow-Line hopes that it will not be found lacking in interest to those who "take it in tow".

The Port of New York Authority

By Austin J. Tobin

Executive Director, The Port of New York Authority

In the early days of The Port of New York Authority, when the late Governor Alfred E. Smith was one of its Commissioners, he established the theme for its entire existence when he said: "We can sit here and talk engineering figures for a year. We can draw plans for five years. But if there isn't a healthy, vigorous determination on the part of localities and organizations and people generally in the Port District to make some change in the old-fashioned, worn-out dilapidated ways of doing business in this Port, the figures will amount to nothing."

It has been with a "healthy, vigorous determination" that the Port Authority in its first twenty-six years has gone forward with a program of development, promotion, and protection of the Port of New York. The Authority was created in 1921 in response to a need for a solution to terminal and transportation problems in the Port District. It was organized as the corporate instrumentality of the states of New York and New Jersey to study those problems, to make plans for their solution, and to carry out those plans. In its brief lifetime the Authority has made great strides toward its goal. Of course there remains much to be done. Our job must by its very nature be a continuing one. We must keep step with the times in the development and improvement of all port facilities and services.

I should like to pay tribute here to the courage, intelligence, and foresight of the great men who, over a quarter of a century ago, and before the period of intense development of motorized transportation, realized that the port problem required a solution which rose above narrow sectionalism. They knew that the political boundary line which cut in two the metropolitan district of New York and New Jersey did not separate the commercial and economic life of the region.

Prior to 1834, the states of New York and New Jersey had quarreled over harbor franchises, ferry rights, jurisdiction over the harbor islands, and the boundaries themselves. The Treaty of 1834 effectively settled these earlier quarrels. The Port Compact of 1921, which created the Port Authority, gave the go-ahead signal to the bi-state agency to develop the Port of New York as a great regional trade and transportation center.

The Compact provides the port community with an opportunity to wipe out the economic waste and end the danger to the whole port region resulting from the rising cost of doing business in the metropolitan area. This rising cost had been emphasized during the many litigations between New York and New Jersey over the freight structure.

With the ever-increasing importance of foreign trade as a factor in world peace and prosperity, the Port of New York has a growing responsibility to the nation to furnish the most efficient of all possible eastern gateways to our markets abroad. In addition, it must meet its obligation to the people of this area. It is a fact that one out of every ten who earn their livings here is dependent upon the Port directly or indirectly for his income.

The first World War had pointed up the inefficiencies of the Port's machinery under the pressure of a sudden increase in its workload. It was obvious that the Port of New York needed unified transportation terminals; that Hudson River crossings and highways were required to effect an efficient connection between the two states; and that, most important of all, it was imperative that a regional government agency develop the port area and protect its commerce.

In the Comprehensive Plan for port development, an integrated program was formulated for the unification of terminal facilities, the consolidation of shipments, and the general development of the Port. Such development would include food terminal markets, transportation terminals, foreign trade zones, bridges, tunnels, channel and canal improvements, and all the complicated and interdependent machinery required for the convenience and prosperity of a great metropolitan community.

The Port Compact of 1921

The port planners of the post World War I period knew well that blueprints for port development would be meaningless without an agreement between the two states for the creation of a common and permanent administrative agency. The problem of dual political sovereignty called for a solution that would include the jurisdiction of a single agency within the territory of two states. It was clear to the founders of the Port Authority that only an autonomous agency could fill the bill. It was decided to apply the doctrine of international servitudes and to use the compact clause of the Constitution for the first time in United States history as the foundation for the establishment of an independent interstate agency.

The Compact of 1921 was written as an amendment to the Treaty of 1834, which had already indicated the distinction between sovereignty and jurisdiction. The language of the Port Compact is its own best summary of the problem and the proposed solution. Thus, the Compact notes that since the Treaty of 1834—

. . . the commerce of the Port of New York has greatly developed and increased and the territory in and around the port has become commercially one center or district.

It goes on to express the confident belief
that a better coordination of the terminal, transportation and other facilities of commerce in, about and through the Port of New York, will result in great economies, benefiting the nation, as well as the states of New York and New Jersey; . . .

The Compact notes that
The future development of such terminal, transportation and other facilities of commerce will require the expenditure of large sums of money and the cordial cooperation of the states of New York and New Jersey in the encouragement of the investment of capital, and in the formulation and execution of the necessary physical plans; . . .

It concludes that
Such results can best be accomplished through the cooperation of the two states by and through a joint or common agency.

The Compact then amends the Treaty of 1834, and the two States—
agree to and pledge, each to the other, faithful cooperation in the future planning and development of the Port of New York, holding in high trust for the benefit of the nation the special blessings and natural advantages thereof.

The Compact creates the Port Authority as "a body corporate and politic." It provides that the Authority "shall constitute a body, both corporate and politic, with full power and authority to purchase, construct, lease and/or operate any terminal or transportation facilities" in the New York Port District.

The Authority under the Compact is vested with power to charge for the use of its terminal and transportation facilities. It is given full power to acquire real estate and to borrow money. But the Compact makes the important reservation that the Port Authority shall not pledge the credit of either state. And it significantly omits the power of taxation. There is also omitted the delegation of autonomous power to make rules and regulations or to compel carriers to unify their facilities or to participate in the operation of new union terminals. These two omissions might have been insuperable handicaps to less determined Commissioners and a less appreciative community.

We have made great progress under our powers as they exist toward the fulfillment of our obligations. We have taken full advantage of our power to make recommendations to the legislatures for the improvement and protection of commerce, and the further development of transportation and terminal facilities. We petition federal, municipal, and state bodies in connection with port problems. We intervene in proceedings and may make rules and regulations for the improvement of navigation and commerce, provided that they are specifically concurred in and authorized by the legislatures of both states.

(This is the first of a series of articles on the Port of New York Authority. Others will appear in subsequent issues of The Tow-Line.)

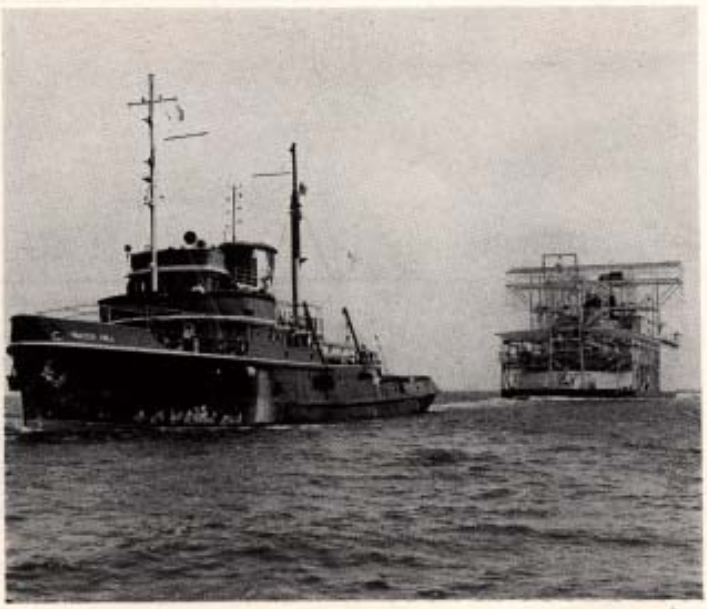
Mission to Soengiliat

While the world's largest towboat fleet performs its never ending—around the clock service in docking, undocking, shifting and assisting vessels of all types entering or departing the Harbor of New York. While they tow "dead" ships up and down the coast to shipyards for repairs and reconversion, pull and guide scows and barges through the canals and inland waterways, charts in the offices of the Moran Towing & Transportation Company have been "stepped off" keeping a daily record of the progress of two of the longest towing operations in history.

Long distance ocean towing is no novelty for Moran. During the war and before this long established and well known towing organization was sending their tugs to the four corners of the globe towing disabled ships, drydock sections, dredges, carfloats and practically everything that floats to locations where they were needed for the successful prosecution of the war. Ship rescue missions involving a life or death game of "hide and seek" in the mountainous seas of the Atlantic and the typhoon treacherous waters of the Pacific were all in a day's work for these small but sturdy diesel driven vessels. Some of these exploits involved vast distances but none quite compare in mileage with two voyages recently completed.

Out in the Java Sea, off the coast of Sumatra, south and slightly east of Singapore lies the island of Bangka, Netherlands East Indies. The island is one of the world's chief sources of tin having produced about one-fifth of the world's supply in 1940. Until a few months ago this island and most of those in the surrounding area were held by the Japanese, but on June 8th, 1947, the M/V Watch Hill, flying an American flag and bearing the familiar white "M" on its stack, entered the port of Soengiliat with one of the largest capacity tin dredges ever constructed in the United States, thus proving to those who might be skeptical that American towing vessels are capable of towing anything that floats anywhere in the world.

Arrival climaxed one of the most interesting towing operations ever undertaken. The dredge "Stuyvesant"—246 feet long and 76 feet wide, complete with all dredging equipment of enormous weight and size including a total of 148 ore buckets of 14 cubic feet capacity weighing more than two tons each and the largest revolving sifting screens yet designed was constructed at Tampa, Florida by the Tampa Shipbuilding Company for the Mining Equipment Corporation of New York, a subsidiary of the Billiton Company of The Hague, Holland. The highest point of the dredge above the water line is 85 feet or about the height of a nine-story building. The pilot house is 35 feet above the main deck. When the difficult and risky problem involved in transporting this man-made floating island to the other side of the world presented itself, it was natural that the owners turned to Moran to undertake the job.



On arrival at Bangka, between the Moran tug and the port of departure there were 13,000 miles of steady pull and strain on its half mile long 2″ galvanized plow steel towing wire controlled for payout and recoil by the latest type of automatic towing machine with which the tug is equipped. The return voyage of the same distance equals the distance around the world at the Equator with better than a thousand miles to spare.

From Tampa, through the Gulf of Mexico, the Caribbean Sea, the Panama Canal and across the wide stretches of the Pacific, the Watch Hill made but one stop after the Canal Zone for fuel and water and that at Kwajalein in the Marshall Islands. After clearing the Canal the tug headed south to 2° North to take full advantage of favorable winds and currents. This course was maintained for some 6000 miles until it was compelled to turn northwest for the stop at Kwajalein.

From this remote Navy outpost the course ran south of the Caroline Islands into the Celebes Sea, through the Macassar Strait to the Java Sea to Bangka. It will be recalled that in these waters some of the great and decisive naval battles of the recent war took place. The trip from Tampa to Bangka, completed one day ahead of schedule, was made in 89 days at an average speed of 7.2 knots.

A second dredge of the same design—the "Roosevelt" left Tampa on May 9th, in tow by another Moran tug, the M/V Moose Peak. Following a similar course the "Roosevelt" arrived at Bangka on Friday, Aug. 1, 9 A.M.

Both dredges arrived without damage of any kind, have been turned over to the owners, and will soon be engaged in the production of tin so vital to the peacetime economy of the United States.

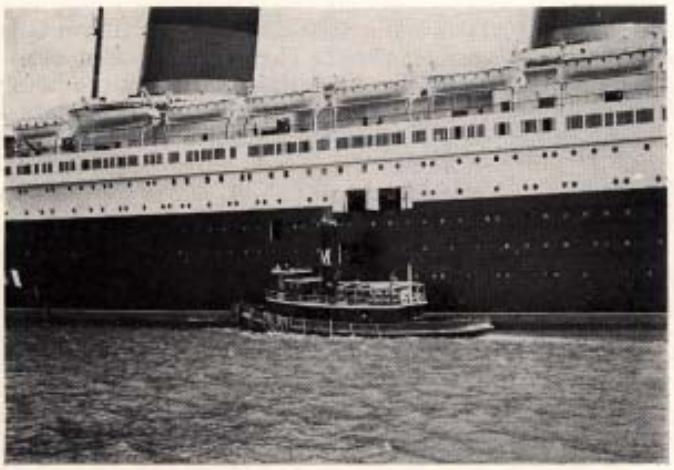
Both the Watch Hill and the Moose Peak, chartered by Moran from the United States Maritime Commission especially for these history-making operations are of the V-4 type—194 feet long, of 1118 gross tons, carry a crew of thirty and are powered by two diesel engines developing 2250 horsepower.

These deep sea towing vessels have been in continuous operation by Moran, acting as agents for the War Shipping Administration and the Maritime Commission, since they left the ways of their respective builders in 1943. Both are veterans of the war and are sister ships of a fleet of forty-nine of the same type. The entire fleet was operated by Moran throughout the course of the war. They were constantly engaged in every conceivable kind of towing operation.

If, some day, the story of their service is written around the terse language of their log records, another thrilling chapter will have been added to the long and gallant history of the American Merchant Marine.

Horsepower, Manpower, Rope

Below are depicted Moran Tugs engaged in the intricate operations involved



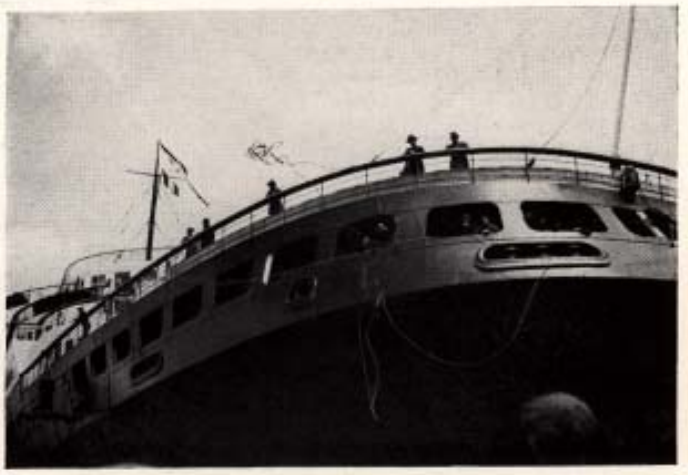
Docking pilot enters the liner. He will direct the docking operation from the liner's bridge.

Coiling the rope hawser on the deck of a tug.

The second tug "anchors" the first. Keeps it from "slipping off" and losing its effectiveness.

Tugs are hooked together in tandem. Pulling power, if needed, now equals the power of both tugs.

Having been guided into position by the tugs, deck and dock hands take over.



Heaving lines leave the liners stern to be caught by dock hands.

...nd Experience Dock a Liner

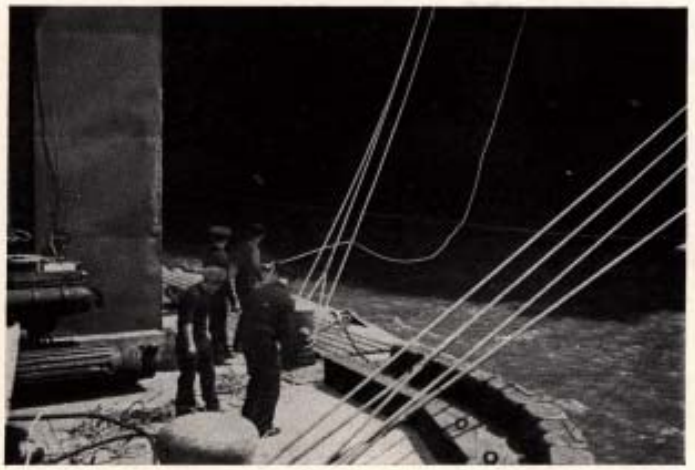
...nestling an 83,000 ton liner into its berth in the Harbor of New York.

A tug has a line on the stern of the liner. Midway between the tug and the liner a heaving line may be seen in midair.

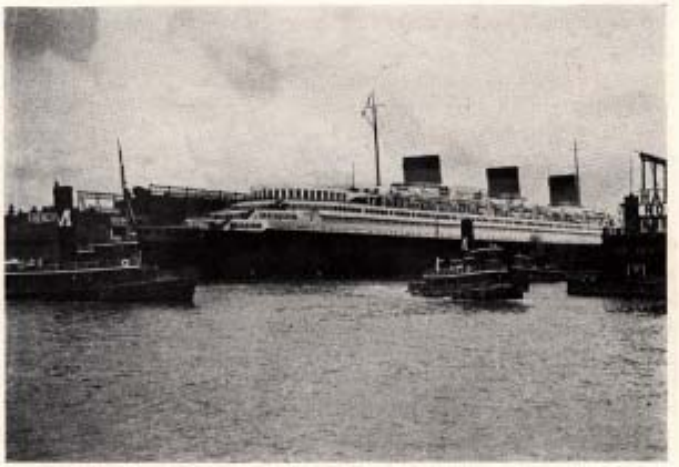
Having caught the heaving line the tug makes another hauser fast.

A "team of tugs" pull the stern up stream while others push the bow into the berth.

The liner is now well in the berth and stern lines slack off.

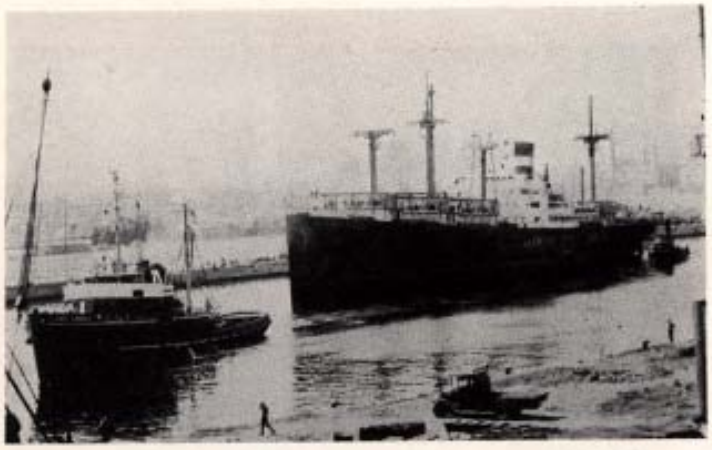


Mooring lines are made fast to dock bits.



All fast — tugs are dismissed and another successful voyage comes to an end.

The Joseph H. Moran II in Two Way Haul



The Joseph H. Moran II leaving Genoa, Italy with the S/S Exanthia in tow.

The tug Joseph H. Moran II returned to the harbor of New York on September 25th, with the S/S Exanthia in tow. Arrival terminated a 4239 mile towing operation from Genoa, Italy. On March 12th, the Exanthia struck a mine while enroute from Alexandria, Egypt to Genoa with a heavy cargo aboard. Emergency repairs were completed at Genoa and the long haul got under way on July 18th.

After leaving Genoa the freighter began to take on water through several opened seams necessitating a stop at Gibraltar where additional repairs were made for the Atlantic trip. Due to the possibility of the September hurricane following a northerly direction, the Moran tug with its tow put into Halifax to await positive weather reports before proceeding. A day or two was lost in so doing but the tug and its tow arrived at New York safely.

On the eastbound trip the Joseph towed one of three derricks from the Canal Zone to the Azores for the Greek Government. The derricks, purchased in this country and brought down to the Canal Zone from Seattle are to be used in connection with the Greek Government's program of reconstruction of war damaged ports and port facilities. Two of the derricks were towed to Greece by the Tug Leon also purchased here by the Greek Government. The Leon—formerly the ATA-170 was manned by a Moran crew for the voyage. The crew was returned to the United States by air.

Pier Modernization Plan Study

Announcement has been made by the Port of New York Authority that its expert planners have been turned loose on the development of plans for a pier modernization program for the Harbor of New York that may involve the expenditure of upwards of $200,000,000. The Authority hopes to have preliminary plans ready for submission to the City by January 1st, 1948.

Designs will stress alleviation of waterfront traffic congestion making them conform with the needs of ships and other craft in different types of trade using the Port. To accomplish this desirable objective plans will be checked for feasibility, capacity and economy with steamship, railroad and stevedore representatives to insure the benefit of the practical experience of these industries.

Modern single deck piers of adequate size to relieve the streets of trucks and to accommodate accumulated cargoes will be one design. Others will be double-decked with suitable ramps for truck access to the upper level. Still others will be designed to facilitate faster turn-around for ships engaged in particular trades. In all there will be ten different designs.

The plans will be so drawn as to reduce to a minimum interference with the day to day needs of the Port while construction goes forward. Great emphasis in all designs will be placed on fire proofing and fire protection.

Anglers, 'Captain Joe' May Bring You $5,000

Captain Joe is the name—and he'll be worth a cool $5,000 to some lucky angler who catches him when the $50,000 Lake Apopka Fish Rodeo starts Nov. 1.

That's the name selected by the Florida Anglers Assn. today at the conclusion of a two-weeks' contest to name the fish worth five grand to the person who hooks him when the fishing tournament opens.

Joseph S. Johnston of 1721 Lakeside Dr. was the man who submitted the name of Captain Joe, and officials of the newly-formed Anglers Assn. said that a check for $25 was to be mailed to Johnston immediately.

Johnston's reasons for naming the fish were interesting, and smacked of a war-time hero flavor.

"I believe," he wrote, "that this particular fish should be a character.

"As you know, the captain of a ship is master of the ship and so Captain Joe will be master of all the marine life of Lake Apopka. "There is another reason for picking the name, Captain Joe.

As you know, Capt. Joseph A. Goodwin, better known as Captain Joe, is one of the world's most famous sea captains and has a license to sail the seven seas. Even at his age he was called into service to make the first trip to Guadalcanal and Iceland at the beginning of World War II. Although he spends very little time in Orlando, it is his home."

Association directors said that Captain Joe—the $5,000 fish, that is—will be placed on display in the Angebilt Hotel in the very near future.

(Captain Joseph A. Goodwin has been associated with Moran for many years. He not only holds a license for the seven seas—he has sailed them. He has successfully completed some of the most difficult and hazardous towing operations ever undertaken.)

On the Cover

THE pacemaker of the Moran fleet, the Edmond J. Moran. Named for the president of the company, Admiral Edmond J. Moran, this sturdy 1900 horsepower diesel electric tug has pushed its blunt nose into waters from Greenland to Attu and from Pearl Harbor to the Azores with dredges, barges and ships in tow valued in the aggregate at many millions of dollars.

Because of its daring exploits before and during the war it has justly earned for itself the nomenclature, "the most famous tugboat afloat."

A chronological history of this doughty tug will be carried in subsequent issues of The Tow-Line.

Moran Open Still Open

The general idea in golf is to play a given number of holes in a minimum of strokes. This long established theory was thoroughly blasted on Sunday, October 19th, when twenty-five of the staff of the Accounting and Operating Departments teed off (most of them) for the start of the third annual Moran Open at the South Bay Golf Club, Brightwaters, Long Island. As one of the contestants put it, "the fun in golf is hitting the ball and if you are going to hit it too few times what point is there in playing".

The scores are unprintable and so was some of the language but a good time was had by all. The weather was soupy. Heavy fog reduced visibility to about fifty yards which was about all most of the players needed. For a time all was clear at the 19th hole but as the evening wore on it too became a trifle foggy. Despite this, the boys seemed to weather the storm and except for reports of a Charlie Horse or two there was no evidence of unreasonable wear and tear on Monday morning.

Ray Brauchle took what honors there were when he went out in two under par for a 33 on the first nine, and that is championship golf in any league. Playing under the handicap of fog Ray took a 41 to negotiate the back nine for a card of 74.

Being Sunday there was no ban on meat and the crowd sat down to a delicious steak dinner. Along about 9 o'clock the clubbers dispersed and the Moran Open is still open to anyone except Ray Brauchle.

(Any similarity in the cartoon to persons actually living is definitely intentional)

If You Would Lead

- THE BOSS *drives his men; the leader coaches them*
- THE BOSS *inspires fear; the leader inspires enthusiasm*
- THE BOSS *depends on authority; the leader on good-will*
- THE BOSS *says "I"; the leader says "We"*
- THE BOSS *says "get here on time"; the leader gets there ahead of time*
- THE BOSS *fixes the blame for the breakdown; the leader fixes the breakdown*
- THE BOSS *knows how it is done; the leader shows how*
- THE BOSS *makes work a drudgery; the leader makes work a game*
- THE BOSS *says "Go"; the leader says "Let's go".*

Canal Shipments Heavy as Season Draws to a Close

With but a few weeks remaining before the 1947 season comes to a close, Barge Canal traffic so far this year totals 2,891,432 tons, topping the 2,820,541 tons shipped through it during the entire 1946 season.

The figures were released by the New York State Department of Public Works, which reported shipments totaling 125,582 tons for the week ending October 18th, 1947. Although the start of the 1947 season was delayed nearly a month, total shipments so far this year exceed those to the corresponding date in 1946 by 34.26 percent.

Erie Canal shipments now total 1,937,164 tons, a gain of more than 46 per cent above those of 1946, while cargoes on the Champlain and Oswego divisions have registered increases of 16 and 14 per cent and total 538,947 and 415,321 tons respectively. Cargoes moved in the week were nearly 25 per cent above those of the corresponding week in 1946.

Tower Tow Tricky Task

Engineering and traffic problems involved in the transportation of large refinery towers in toto are highly complex, and may involve units of up to 300 tons. Few economies would be effected by shipping such large chambers in prefabricated sections for assembly on the refinery site, because, once the tower is on its way, transportation costs are comparatively low. Further, when completed, the tower has to be heat-treated to relieve all stresses, and every weld x-rayed for possible imperfections.

Constructed as part of the 20,000 bbl. cat-cracker at the Sugar Creek, Mo., refinery of Standard Oil Company (Indiana), delivery of a 165-ton fractionating tower from the Jersey City, N. J., works of M. W. Kellogg Company provides an excellent example of such a problem. The unit measured 117 ft. long by 16 ft. diameter. It had to be handled with great care to ensure that no damage resulted to the projecting bosses and flanges. Consequently, it was decided to float the tower via the inland waterways.

Moved by rail on these flat cars the 2½ mi. to tidewater, where protective lagging and ballast were applied, the tower weighed 200 tons in towing condition. For the ticklish towing job a company well-experienced in such handling, namely Moran Towing & Transportation Co., was given the contract. In turn, Moran made certain there would be no propelling machinery hitch en route by selecting a sturdy little tug of the DPC type—a steel-hulled 86 ft. work boat powered by an eight-cylinder 700 shp. General Motors Diesel at 750 rpm. with airflex coupling and reduction gear.

This proved a wise selection because there were no involuntary engine stoppages on the 1,600 mi. voyage up the Hudson and the Great Lakes to Chicago, which was as far as the draft of the tug would allow her to go. There a river tug under Moran direction took over and hauled the tow through the Illinois waterway to Seneca, Ill. As the upper reaches of the Missouri could not handle its 7½ ft. draft, there the tower was loaded on a barge drawing 3 ft. 8 in. of water. The tow continued along the Illinois waterway to Grange, Ill., then up the big river 375 mi. to Sugar Creek, where the tower was unloaded in excellent condition.

Total distance to the refinery, covered without incident despite some bad weather, was 2,025 mi.

It is'nt All as Easy as it Looks from the Deck of a Ferry Boat

Ever since the days when men first went down to the sea in ships stout ships and stouter men have filled the pages of maritime history with a record of unreasoning courage and expert seamanship. The record of these exploits, while much the same in terminology provide a never ending inspiration to those who would follow the sea. Recently another thrilling chapter was written in the annals of maritime history—written by a small group of good seamen and a small but sturdy vessel.

The story begins with a routine departure on April 2nd, of the M/V Farallon, a deep sea towing vessel owned by the United States Maritime Commission and operated by Moran. The vessel left the Port of Norfolk enroute to Swansea, Wales, under orders to take the T-2 Tanker Tillamook in tow for New York. On April 22nd, approximately 45 miles south west of Ireland, the vessels radio received a message to turn about and proceed to assist the S.S. Caleb Strong which was floundering in heavy seas, but let Captain Ralph Thompson of the Farallon tell the story as related by him in a letter to Captain Earl C. Palmer, Marine Superintendent:

TUG M.V. FARALLON

Capt. Earl C. Palmer — Falmouth, U.K.
Moran Towing & Transportation Co., Inc. — 4/25/47
17 Battery Place New York, New York

Dear Capt. Palmer:

On April 22nd at 1430 we were 45 miles from Fastnet Rock south west of Ireland. On receipt of your radio communication concerning the Caleb Strong, we secured the vessel and at 1700 turned around and proceeded toward her position.

We had been in an intensified westerly gale since April 19th. The barometer at the time was rising but there were storm and gale warnings over the area of Fastnet Rock, Shannon and the Irish Sea for that night and there had been several disasters in the Bristol Channel. Through the night the barometer dropped rapidly and increasing wind and seas made it imperative to heave to. As the gale increased in the forenoon (time as of the radio log) I began to feel some apprehension for the safety of the crew. Therefore, I requested ships in the vicinity to please standby. The storm center passed over this vessel at about noon of the 23rd and the barometer started to rise.

The sea at this time was at least 75 feet high and the wind had reached full hurricane force. (Velocity on shore given as 88mph) I have the greatest admiration for the sea-worthiness of this vessel. We were making perfect weather and I was beginning to feel easy when at 1300 or there abouts one eratic sea from the north west crested on the starboard side of the vessel. It went completely over the wheelhouse washing away the entire flying bridge, crushing the starboard bridge wing and buckling the forward end of the main deck house on the starboard side. This sea broke out all wheel house windows and flooded the ship with many tons of water flowing throughout all quarters and passageways and carried away or damaged all navigational equipment. Most of the radio equipment was soaked and we had no communications. However, the radio operator, Thomas Bowles, was able to rig up an emergency set. In a short while he had all his equipment working and kept us in contact with the shore stations.

The personal effects of the crew were washed out and spoiled by the flood of water and four sextants were smashed beyond repair, two belonging to the ship and one to the 2nd Officer, Arlie Ebright and my own.

The starboard lifeboat washed clear and tore the chocks out of the deck. However, the Chief Mate, Mr. William Rose, was able to secure her on deck and I am sure the damage can be repaired. I will forward you a complete report after a survey has been made.

Daniel D. Lupton, A.B. who was steering at the time, was washed back through the passageway, down one flight of stairs and still held the wheel in his hands. He received minor cuts and bruises.

Hugh L. Meacham, A.B. who was on lookout, was sent to the hospital here in Falmouth where x-rays were taken of his chest. These revealed that he had fractured one rib and broken another one, both on the left side.

I, myself, received severe cuts around my head and minor bruises. I suffered from loss of blood and was forced to go to bed and submit to a transfusion of plasma. The vessel was now in the hands of my three mates. I wish to call attention to the excellent work of Frank Preston, Purser-Pharmacist Mate in caring for the injured. It is my opinion that disaster was avoided only by the excellent cooperation of each and every man on the vessel.

I wish to call your attention to the excellent cooperation and ability of my mates in taking over in my place and to the fact that even at the ringing of the general emergency no man left the engine room. Mr. Christensen, Chief Engineer, and his crew are to be admired. In particular let me point out the excellent work of the 2nd Officer, Arlie Ebright, for getting the vessel to Falmouth in spite of the total loss of all his navigation equipment.

We were most fortunate in the fact that the steering gear continued to function and proceeded to the nearest channel port arriving here at 1700 on the 24th.

I am at present awaiting for a survey and permission to start repairs. The greatest damage will probably be to electrical installations.

I regret very much my failure to assist the S.S. Caleb Strong.

Sincerely yours,
/s/ R. THOMPSON
Ralph Thompson, Master

Note: The Farallon, having completed repairs at Falmouth, proceeded to Swansea, took the 505 ft. tanker in tow and has delivered it safely to New York.

Moran is Everywhere

The famous white "M" so long identified with the harbor and inland waterways of New York and known to millions of Americans as the insignia of the world's greatest towing organization, is also known to millions in other lands around the world.

Recently tugs of the famous Moran fleet were operating in waters 18,000 miles apart while others were enroute to Buenos Aires, Argentina, Trinidad, Jamaica, Toronto, Canada, Port of Spain, Venezuela, Gulf and east coast ports.

News and Notes of Moran Folks

James W. Clark, son of Mrs. Lillian Clark (Accounting) was married Saturday, June 21st to Miss Elizabeth Williams of White Plains. The ceremony was a candlelight service at 8:00 P.M. Jamie is well known here at Moran, and we wish him and his lovely bride all good things.

Christine Myhre was married recently to Peder Berg (Dispatching). The wedding took place in Brooklyn, New York. Pede gave his bride a visit to her relations in Bergen, Norway, as a wedding present. To Pede and his bride we say, "Gratulere med din bryllup. Megan glaede og lykke onskes dig."

Miss Margaret O'Rorke (Cost) became the bride of James J. Ward at an informal wedding at Saugerties, New York on August 16th. Miss O'Rorke was attended by her twin sister, Miss Joan O'Rorke. The ceremony took place at St. Mary's church at 10:00 A.M. Both, as might be expected, are reported to be blissfully happy.

Miss Claire A. Nolte (Accounting) and Mr. Edward Lewis (Operating) were married on August 23rd. The wedding was informal and was attended only by close friends and relatives. The couple are making their home in Auburndale, Flushing, New York. Mrs. Lewis has left Moran's employ in favor of housekeeping. Mr. Lewis has been recently transferred to the Seaboard Shipping Corporation.

Miss Mary E. Williams (Billing) and Edwin J. Walsh (Accounting) took their vows July 12th. Miss Muriel Murray (Accounting) and James Drudy (Cost) were the only attendants. The bride wore grey satin and carried white orchids. Miss Murray was dressed in green satin and carried talisman roses. The Walshes are at home in Woodhaven, New York. Our very best wishes go out to two wonderful people.

Fred Morgana (Billing) was married to Miss Dina Baldassari on the morning of November 22nd at Walpole, Massachusetts. The ceremony will be formal with Edward Johnson (Dispatching) acting as best man. The couple will make their home in St. Albans, Long Island. Freddie joined the Moran family in 1943 as office boy, and after having completed his term in the Navy, returned to Moran as assistant to Mr. Joseph Moore in the billing department.

Daniel J. Nelson, Jr. was married to Miss Anne Geissler on Saturday, November 22nd at St. Monica Church in Jamaica, Long Island. The wedding will be informal with Edward Larssen (Operating Dept.) acting as best man. Mr. and Mrs. Nelson will make their home in Williston Park, Long Island. Dan came to Moran in the latter part of May of this year as office boy. In September he was advanced to Personnel in charge of tug employees.

Miss Nora Lawlor (Payroll) was married at a formal wedding on October 19th at St. Thomas Aquinas church in Brooklyn. The bride was attired in white satin and carried white chrysanthemums. Mrs. Margaret Craig, the bride's sister, was maid of honor, and was gowned in green velvet, carrying bronze chrysanthemums. Mrs. Molly Bierweiler (Cost), another sister, and Miss Madeline Paolillo, a niece of the groom, acted as bridesmaids, and wore American Beauty velvet, carrying pink chryanthemums. The reception was held in the Hotel Gregory in Brooklyn. The couple will make their home in Brooklyn. This wedding was indeed unique in that the bride, maid of honor and bridesmaid are sisters and are all employed by Moran.

News of the Bowlers

STEAMSHIP BOWLING LEAGUE

Standing of the Teams

Team Standing	*Won*	*Lost*
1. Moller Steamship Company	28	17
2. American South African	27	18
3. Trinidad Corporation	27	18
4. American-Hawaiian SS	25	20
5. Calmar Steamship Company	25	20
6. Socony Vacuum	23	22
7. Maritimers	23	22
8. Esso Mariners	22	23
9. Black Diamond	22	23
10. **Moran Towing**	21	24
11. Luckenbach SS Company	20	25
12. Alcoa SS	20	25
13. American President Lines	19	26
14. De La Rama	13	32

INDIVIDUAL AVERAGES

Moran Towing	*Games*	*Total Pins*	*Averages*
Johnson	35	5557	158.27
Anglim	38	4884	128.20
Walsh	22	2697	122.13
Birmingham	17	2155	126.13
Whyte	41	6449	157.12
Brauchle	26	3953	152.1
Nelson	4	435	108.3
Leporin	19	2641	139.

EASTERN STANDARD TIME

1947 TIDE TABLE, DECEMBER 1947

Day	Date	Sandy Hook HIGH OR LOW WATER				The Battery HIGH OR LOW WATER			
		H. W. A. M.	H. W. P. M.	L. W. A. M.	L. W. P. M.	H. W. A. M.	H. W. P. M.	L. W. A. M.	L. W. P. M.
M	1	9.41	10.22	3.30	4.23	10.22	11.09	4.05	4.58
T	2	10.39	11.24	4.23	5.18	11.26	...	4.57	5.54
W	3	11.39	...	5.22	6.19	0.11	12.28	6.00	6.58
T	4	0.26	12.40	6.31	7.24	1.11	1.28	7.16	8.06
F	5	1.26	1.41	7.43	8.27	2.10	2.28	8.32	9.06
S	6	2.28	2.44	8.50	9.22	3.09	3.28	9.37	10.01
S	7	3.28	3.46	9.50	10.13	4.08	4.29	10.34	10.51
M	8	4.25	4.43	10.43	11.00	5.05	5.26	11.27	11.38
T	9	5.16	5.35	11.34	11.45	5.56	6.17	...	12.16
W	10	6.01	6.19	...	12.23	6.42	7.03	0.23	1.04
T	11	6.42	7.00	0.30	1.10	7.24	7.45	1.09	1.50
F	12	7.22	7.39	1.13	1.55	8.04	8.29	1.52	2.34
S	13	7.59	8.18	1.55	2.36	8.42	9.12	2.34	3.16
S	14	8.36	8.57	2.35	3.16	9.22	9.57	3.14	3.57
M	15	9.14	9.39	3.12	3.54	10.02	10.45	3.52	4.36
T	16	9.54	10.25	3.48	4.31	10.44	11.33	4.28	5.16
W	17	10.38	11.11	4.23	5.10	11.26	...	5.04	5.56
T	18	11.22	11.56	5.03	5.52	0.16	12.07	5.44	6.42
F	19	...	12.07	5.53	6.41	0.58	12.47	6.40	7.36
S	20	0.44	12.57	7.00	7.35	1.39	1.30	7.56	8.32
S	21	1.34	1.50	8.08	8.28	2.23	2.19	9.04	9.23
M	22	2.28	2.49	9.09	9.19	3.11	3.16	10.00	10.09
T	23	3.25	3.50	10.03	10.08	4.05	4.20	10.51	10.54
W	24	4.22	4.50	10.56	10.57	4.59	5.21	11.41	11.41
T	25	5.17	5.44	11.49	11.47	5.52	6.17	...	12.33
F	26	6.07	6.36	...	12.43	6.40	7.08	0.31	1.24
S	27	6.55	7.26	0.40	1.37	7.30	8.00	1.22	2.16
S	28	7.44	8.16	1.35	2.29	8.20	8.54	2.14	3.05
M	29	8.35	9.11	2.29	3.19	9.15	9.53	3.05	3.55
T	30	9.29	10.10	3.21	4.09	10.14	10.55	3.57	4.43
W	31	10.26	11.07	4.14	5.00	11.14	11.55	4.50	5.35

Slack water at Sandy Hook occurs 50 minutes after H. W. and 1 hour and 10 minutes after L. W. and lasts about 25 minutes.

Last Quar.	4	7.55 p.m.	First Quar.	20	12.43 p.m.
New Moon	12	7.53 a.m.	Full Moon	27	3.27 p.m.

For more than eighty-seven years, Moran has pioneered in the development of tugboats and specialized equipment suggested by practical day-by-day experience in meeting—and solving—every possible type of towing problem, anywhere—deep sea, harbor or inland. The distinguished companies served by Moran testify to the high regard in which the fleet is held.

MORAN

TOWING & TRANSPORTATION

NEW YORK ★ NEW ORLEANS ★ SAN FRANCISCO