

THE MORAN

Tow Line



DECEMBER, 1948

S. S. Leicester Saga
(See inside cover and pages 6-7)

ON THE COVER

One of the final maneuvers in what virtually became serial salvage operations involving the ill-starred British freighter S.S. Leicester, maker of big headline news as the victim of two full-fledged hurricanes, to say nothing of a three-day storm period which developed gale winds in excess of 50 miles per hour.

Here the seagoing tug Kevin Moran, always one to be on hand in an emergency, which played a prominent part in the latter stages of the Leicester saga, is pictured departing St. Georges Harbor, Bermuda, en route for New York (it was believed!) with the battered former Liberty ship in tow.

On the fourth day of this voyage, on the basis of a distress signal from the Leicester's riding crew, subsequently removed in the Kevin's lifeboat, and their somewhat exaggerated report of renewed leaking due to the storm, the tug was ordered to change course for Cape Henry and, if necessary, beach her tow on the flats in Hampton Roads. In near-record time thereafter the Leicester was delivered safe, if not wholly sound, at Newport News ready for dry-docking, survey and temporary repairs.

For an astonishing picture story setting forth for the first time in full sequence the extremely hazardous but successful Leicester operations by Foundation Maritime, Ltd., and Moran Towing & Transportation Co., Inc., tugs see Pages 6-7.



IN OUR NEXT ISSUE—

All about current long-distance freight vessel delivery and straight towing operations by "M" experts between Pascagoula, Miss., New Orleans and Buenos Aires, Argentina—6,300 miles via Mississippi River, Gulf of Mexico, Caribbean Sea, and North and South Atlantic Oceans. Accompanying photo: Marion Moran with ATF 306-R (pusher-type river tug) on her steel hawser, outbound in the river below New Orleans, Saturday, November 20th.

THE MORAN

Tow Line

Published by

MORAN TOWING & TRANSPORTATION CO., INC.

17 Battery Place, New York City

R. M. MUNROE, *Editor*

LUCILLE CHRISTIAN, *Associate*

Vol. 1

No. 6

"1948 Has Been a Good Year..."

The United States is the bright spot of the world. Here we have reached many of the goals toward which other peoples are striving. There are many reasons for our attainments, but freedom to act as individuals is probably the principal one. Here people go far in satisfying their own desires because they are willing to do their best on their individual jobs.

Businesses are much the same as people. Actually, any business is nothing more than people banded together in a common enterprise, and the success of any enterprise depends largely on the desires and ambitions of all the people in it.

Moran is no different in this respect.

All of us are attached to the company and want it to continue as the leader in the towboat industry. It has attained its present position because the people working with it have continuously made contributions in intelligence and effort; all of us have had shares in making this particular enterprise successful.

At the same time, perhaps some of us feel we have not done quite as much or quite as well as we might have. Also, some of us may feel our part in the business is not very important. Nothing could be further from the truth; every job is important.

By and large, 1948 has been a good year, and this opportunity is taken to

thank everyone for their shares in keeping Moran at the top.

The New Year will bring new problems; and no matter what there is in store, no matter what difficulties we may be required to surmount, a solution of our problems will be relatively easy — but it depends on one thing. That is, each of us in his own job giving his best to the daily work. That will make continued progress certain. Only a willingness to work, a willingness to exercise the best judgment each day, and a realization that this is *our* company, will be required to scale the heights and remain there.

With these thanks go the heartiest and most sincere of Christmas and New Year's greetings to all hands.



SO now the inevitable has happened and the public, long accustomed to having Moran Towing & Transportation Co. operations bob up through other media of communications, has heard from us via television!

To emphasize the vital role in human welfare of United Nations non-political activities — and there are a great many, make no mistake about it — the UN Radio Section is presenting a series of Sunday evening television broadcasts called "UN Casebook" over the Columbia Broadcasting System TV network, Channel Two.

With a noted theater star to set the scene in each instance, Dr. Lyman Bryson, CBS Educational Director, serves as moderator for the show, which features a discussion with outstanding experts in the field being spotlighted.

"The World on Your Dinner Table," the subject of the Nov. 21st program which originated in a 50th floor studio



in the Chanin Building, East 42nd Street and Lexington Avenue, brought to the audio and video Capt. George Mason, one of Moran's ace docking pilots, Mr. Jerome T. Condon, Chief of International Air Freight Control for TWA, and Mr. Julio LaCarte, UN rep-

resentative of the interim commission for the international Trade Organization, one of the specialized agencies of United Nations.

Golf



Left: J. Frank Belford, Jr., vice president, official host at Moran's 4th annual open golf tournament.



As the title of the broadcast indicates, it was brought home to listeners (and viewers) that only through the accomplishments of international transport is "an American able to enjoy India tea with Cuban sugar stirred with an English spoon in a Chinese cup"—as one of the show's figures of speech had it.

Opening the "Casebook" on this particular occasion was the stage-screen-radio star Irene Rich, currently supporting Bobby Clark in "As the Girls Go" at the Winter Garden. (As she herself put it to your correspondent, who was along as Captain Mason's offstage adviser, "after all these years, at last I'm in a burlesque show!") Previous programs have featured Paul Muni, Peggy Ashcroft and that delightful British star who covered herself with glory in "The Heiress" with Basil Rathbone and in such outstand-

ing flickers as "I Know Where I'm Going," Wendy Barrie.

It is a pleasure to report, moreover, that Captain Mason, who spoke briefly on various phases of his work around New York harbor and on ocean transportation of cargo (including the human variety, with which he should be familiar; after all, he is one of "M" staff who regularly dock the Cunard "Queens"), performed to the firm's credit and his own. No need for back-stage guidance or anything of that sort; in fact it was the captain who dreamed up an invitation, which was instantly accepted, for Miss Rich to come aboard a Moran tug some day when a covey of them shoves off to dock one of the Cunard liners and see for herself just how such a gigantic split-minute operation is handled.

Your correspondent afterward asked the UN Public Relations Section for

a few paragraphs setting forth the fundamental reason behind these telecasts, as well as similar shows staged or arranged by UN specialists, and received the following among others:

"Human nature being what it is, two men with fists flying will, with practical certainty, draw more of a street-corner audience than as if they were shaking hands. Perhaps it is this same quirk that makes most people acutely aware of the debating and bickering in the political arena of the United Nations and, on the other hand, almost completely oblivious to the most important fruits of UN efforts—saving countless lives throughout the world, and incalculable aid given in practically every phase of human endeavor, from innoculating whole populations against cholera to severing red tape in international transportation."

Maybe they have something there.



Here are the swivel-chair athletes who gathered at South Bay Golf Club, Bayshore, L. I., Sunday, Oct. 31st. Top row (left to right): the putter, Neil Devine, the caddy, Joe Moore; hot foursome, Eddie Walsh, Jack Gallagher (ex-"M"), Hal Madden, Eddie Johnson, Fred Jenkins; free-loaders, Gallagher, Jenkins, Joe Miller, Frank Hughes, Moore, Madden, Bob Greene, and Johnson. Bottom row, E. F. Moran, Jr., Bob Munroe, Bill Mattimore, Dick Carey, John Metzner, Devine, Sherman Barber, Charlie Barry, Walsh, and Howard Moore; the shameless prize winners, Mattimore, Jack Belford, Walsh, Madden, Johnson, Hughes, and Moore.



1 . . . Abandoned and presumed sunk in the first hurricane, the Leicester finally was found with this 50-degree list (70 as she rolled in the swell) and towed 850 miles to Bermuda by Foundation Maritime and Moran tugs.



2 . . . While anchored off the British coast, the Leicester was tossed high on the beach by a second hurricane, which also grounded one of the rescuers in St. George's Bay.



4 . . . The sturdy 143-foot, 1900-horsepower "M" tug, hastily detached from duty in the Gulf of Mexico, is shown here taking aboard the Foundation Josephine's 18-inch hawser after breaking her own pulling on the Leicester.



5 . . . With the Canadian tug's huge cable-laid hawser made fast to her bitts, the Kevin prepares to exert the full power of her Diesel-electric engines. Fortunately, good weather prevailed during this critical stage of operations.



7 . . . For three days after leaving Bermuda the elements vented their fury on the Kevin and the luckless Leicester. This photo made by the skipper of the tug reveals far more graphically than words what was going on out there.

8-9 . . . More of the same. The above amateur snapshot and the one at the top right show the Leicester just coming on deck. Leonard Goodwin, Jr., master of the tug, surveying the situation.





1 . . . Inland the ill-fated vessel and devastating hurricane, the tugs (right) and wrecked barges.



3 . . . The 210-foot, 3000-horsepower Foundation Josephine, apparently hopelessly aground, was about to be abandoned as a total loss. After a salvage crew had patched her bottom, the tug Kevin Moran succeeded in freeing her.



LEICESTER SAGA

6 . . . The Kevin maneuvering in St. Georges harbor with the Leicester, her list corrected first to 29 degrees, then (by the hurricane) to only 5 degrees when she was refloated, about to depart for New York with the tow.

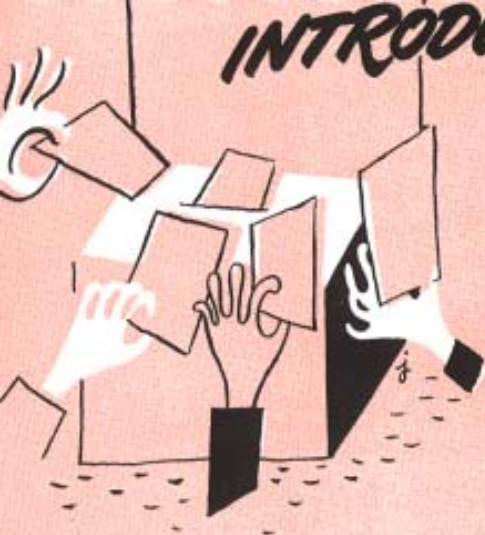


10 . . . The Kevin's crew catching the Atlantic in one of its less benevolent moods, riding onto the crest of a high one. (Inset, left above): Capt. Moran from his bridge deck with members of the crew.



10 . . . After the Leicester's riding crew had been removed at their request in the Kevin's lifeboat, the tow was rerouted to Newport News and arrived safely. Whereupon the Kevin towed the salvaged Canadian tug to Halifax, N. S.!

INTRODUCING A SUGGESTION BOX SYSTEM



This item will serve to introduce, not only something new in company policy, but another regular department in *The Tow Line*, the Moran "Suggestion Box."

The title is intended to be literal. Boxes in which employes may deposit written suggestions as to how "M" operations (either ashore or afloat) may be improved have been installed in three convenient locations: 1, at the Yard; 2, in the Dispatching Office; and 3, in the Accounting Department.

It does not matter in the least which of these boxes an employe uses—which ever is most convenient, since all sug-

gestions thus submitted will land ultimately in the laps of a three-man committee consisting of John J. Metzner, J. Frank Belford, Jr., and Joseph H. Moran, II. Suggestions also may be mailed or handed to the editor of *The Tow Line*.

It is contemplated that awards in cash will be made for approved suggestions, whether or not they are acted upon subsequently. In any case, all approved suggestions will be described in this department from issue to issue.

(Be sure to date your suggestions and sign your names.)

ILLUSTRATED Collier's ARTICLE WILL FEATURE SUNDRY "M" OPERATIONS

That energetic, rather intense looking young fellow button-holing key Moran personnel all around the 25th floor of the Whitehall Building, particularly in the Operations Department—as well as aboard some of the tugs—was Bill Davidson, one of the rising contributing editors of Collier's.

In November, that was; and all you need to do now is to keep a sharp lookout for the January 15th issue of that national magazine with young Mr. Davidson's all-out piece on the Moran Towing & Transportation Co., Inc., occupying the No. 1 position. A nice job of work, too.

The writer, formerly a member of the staff of *Yank* and certainly not the least well known of that select coterie of correspondents who reported World War II from the real vantage points inside, did one of the most thorough jobs of researching (of all kinds) for his story your editor has observed among competent working press people in New York. He wanted to know who?—what?—when?—why?—and all the details in any specific instance were none too many when he started to ask questions. A lunch with Bill, a few of us found out, took on some of the characteristics of a radio quiz program (without the horse play) or an intimate chat with the "D.A."

And unless the editors of Collier's have changed their original plan radically, accompanying Davidson's article will be any number up to a dozen of the finest low-altitude aerial photographs of ten "M" tugs docking the Cunard liner Queen Mary ever to come out of a darkroom—a complete step-by-step pictorial story of that always important and ticklish operation. These would be the product of Speed's Flying Service, Inc., based at Flushing Airport, which has every right to be proud of them.

Anyway, a volley of kudos to Collier's and Mr. Davidson (in advance) for what may very well turn out to be the "basic" article on the towing business in general and this extensive sector of same in particular... Watch for it!

MORAN TOWING & TRANSPORTATION CO., INC.
17 BATTERY PLACE
NEW YORK 4, N. Y.



December 2, 1948

From: Vice President in Charge of Traffic
To: All Tug Captains and Mates
Subject: Damage Claims

We are informed by Underwriters that we have established a commendable record with respect to damage claims. However, there is always room for improvement and, effective January 1st, 1949, we propose to begin a strong campaign to make our record even better.

It should be understood that even though we carry full insurance on all of our tugs, nevertheless our insurance policies provide for a so-called "deductible average". The effect of the deductible average is that we must pay out of our own pocket the first few hundred dollars of each damage claim. Although the amount of the deductible average on any particular claim is not great, the deductible averages on a great many claims, in the long run, mount up to a considerable figure.

Accordingly, an improvement in the damage claim situation will result not only in our obtaining a better record with Underwriters, with a consequent decrease in our premiums, but also will mean that we will save substantial money on what we would otherwise pay out on deductible average.

We have always kept individual damage claim records for each of our tug captains and mates. Beginning with an early issue of THE TOW LINE, we propose as part of our campaign to publish in each issue, the name of each captain and mate who has had no damage claims charged against him during the preceding two months.

It is our strong hope that these reports in THE TOW LINE will make each captain and mate on watch realize the importance of going everything possible to avoid damages, so that our record in this respect will continue to improve.

JOSEPH H. MORAN II

AFTER 100 YEARS

(Additional marine flavored items culled from "One Hundred Years Ago in the New York Tribune," a daily feature of the editorial page of the New York Herald Tribune.)

September 21—The Secretary of the Navy has appointed Lieut. Gillis to the command of the Astronomical Expedition to the Southern Hemisphere, authorized at the late Session of Congress. Lieut. G. will leave early next Summer.

September 23—We have received several communications in reference to the enlargement of the Battery, but as we do not doubt that the Committee will speedily report in favor of it, we think it unnecessary to urge in the matter. The work ought to have been done long ago. The sea-wall will require a small expenditure of money, but the receipts for privilege of filling in will more than refund this outlay.

September 29—The United States frigate North Carolina drifted last evening from the moorings opposite the Navy Yard, Brooklyn, and is now lying in deep water, abreast of the Powder Magazine, Williamsburgh. We believe she sustained no damage.

November 5—NOTICE: The steamer St. Nicholas has been withdrawn from the Norwalk route for a few days to receive her new water wheels for the Winter season, and due notice will be given in the Sun, Tribune, and Morning Star. John F. Rodman, Agent.—Adv.

November 24—Capt. Jewett, of the steamer Rowena, had the pleasure of taking from the steamer Iroquois, in the Mississippi, below Baton Rouge, the President-elect of the United States, Gen. Zachary Taylor, and landed him at his plantation on the evening of the 8th thirty-three miles above Natchez. The old gentleman was in fine health and spirits—talked but little about politics and less about the election, but was otherwise very agreeable and quite sociable. He had on the same old blue coat and white hat. (St. Louis Repub.)

November 28—The ship Sweden, Capt. Nott, arrived at this port yesterday, from a voyage around the World. The S. had been absent 429 days, during which she visited 5 ports, and sailed 43,600 miles. She was at sea 354 days—thus sailing on an average 123½ miles per day. (Boston Chronotype.)

November 29—The New Orleans papers state that the United States Government has purchased a lot of ground on the side of the river opposite that city, about half a mile below the foundry at Algiers, for a Navy Yard. The lot has four hundred feet front on the river, contains ten superficial acres, and cost \$15,000.

December 8—A number of boats belonging to Uncle Sam were recently sold at the Navy Yard at immense sacrifice. Several which had cost upward of \$100 each were sold for about \$7 or \$8 only, and a life-boat for which \$1,200 was paid was sold for \$20.



And here, in actual use hauling a loaded dumper, the Moran 100, outbound in the North River approximately off Barclay Street, is that fabulous Plymouth nylon hawser put aboard the tug Margot Moran in mid-June. In almost constant use ever since, the 1,350 feet of 8-inch rope may be said to be "just what the doctor ordered," according to the men who handle it, who will tell you that the manufacturer's claims for the new product have been fully substantiated. The forthcoming winter months will provide more critical tests.

Foreign Commerce Club Honors Towboat People

The Foreign Commerce Club of New York, Inc., honored the marine towing and transportation industry of the port for the seventh year when its all-out "Tow Boat Night" made rafters of the grand ballroom of the Hotel Commodore echo the good-fellowship of hundreds on the evening (and wee sma' hours) of November 17th.

Among those flying the Moran pennant at various tables were: John S. Bull, John J. Metzner, Fred Schilling, Joe Miller, George Mason, Chester Evans, Eddie Walsh, Joe Moore, Howard Moore, Neil Devine, Joe Finnegan, Walter Jordan, Nick Bodlovic, Eddie Johnson, Norman Hile, Fred Margana, Peder Berg, John Tedaldi, Ed Larsen, and ye editor of ye *Tow Line*. Joseph H. Moran, II, occupied a chair on the dais among the club's official honor guests.



The following is quoted from the souvenir menu prepared by the Tow Boat Night Committee:

Since the days of the Clipper Ships, I have been constantly engaged in assisting the water-borne commerce of the Port.

No other vessel can do my work.

I can handle any type of vessel of any tonnage.

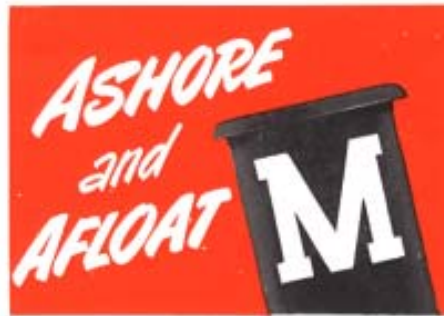
I do not complain about difficult jobs. I am strong and sturdy.

I handle my jobs efficiently and expeditiously, whether the weather is fair or stormy, and despite adverse tides and winds.

I have made good under all conditions and I am always on call for service.

I wouldn't mind if now and then someone would realize my value and give me a friendly pat on the back and tell me that the Port of New York couldn't get along without me.

*Yours Indispensable Friend,
THE HARBOR TUGBOAT.*



An exceptionally keen accounting mind and an incomparable memory are the two outstanding characteristics of Moran's comptroller, Fred Schilling.

Fred joined the company in 1919 (at a tender age, let's say) as an assistant bookkeeper. He was advanced steadily to become head of the department, and was elected comptroller of the company in October, 1943.

F. S. is a born Manhattanite, but now commutes from Valley Stream, Long Island. His son, Andrew, aged 4½ years, is the apple of his daddy's eye. As a matter of fact, when he was beseeched for a picture for this issue, Fred informed us he had no pictures except movies with his son. The pride in his pronunciation of the word "son" is something to hear.

Fred's interests outside the office are centered mostly in his family and home. He has just completed converting his cellar into a playroom, which it is understood contains every imaginable gadget and convenience for his family's enjoyment. He enjoys a game



of golf, but doesn't dare keep score, he'll tell you confidentially. (His prowess in this sport may be checked in Volume I, No. 1 of this publication.) He used to bowl, but insists he is getting too old for a game that strenuous. This reporter has seen a photo depicting his horsemanship some years ago, but the "never-failing memory" broke down when he was questioned along this line.

Fred is a long standing member of

the Downtown Athletic Club, as well as the Association of Water Transportation Accounting Officers.

About five years ago he took over the difficult job of working out a harbor rate schedule for Moran. Obviously, this was no job for a beginner. As a result of his efforts, our towboat harbor schedule is understandable even to a child, something heretofore almost unknown in the industry.

Fred is to be congratulated on piloting Moran's difficult accounting problems safely and surely through poor years, good years, and the demanding war years, when, you will recall, Moran operated a fleet of half a hundred V4 tugs for the Maritime Commission.

L. O. C.

Morantow: Liberty ship, Port of Spain Trinidad, to New York, non-stop—2,180 miles.

Done!

Editor of The Tow Line:

The curiosity of many educators regarding the expanding field of ocean transportation and towage is surprising. This is especially true of teachers in elementary and high schools, but it also applies to instructors in colleges.

So far this year we have received considerably more than a hundred requests from administrators, teachers and students in various schools — especially on the Pacific coast, for some reason — for descriptive literature and pictures of Moran tugs and tows. These seem to be increasing weekly.

As explained by many of the letter writers, knowledge of community living through transportation has become a "must" in many scholastic programs.

This may interest others among your readers.

HELEN O'BRIEN
(Sales Department)

Morantow: Tanker, Montevideo, Uruguay, to Baltimore, Md.—5,700 miles.

1, Thanks. 2, Welcome

Dear Mr. Munroe:

Enclosed please find copy of *Tow Line*, Volume I, Number 2. While looking over my file I discovered an extra copy, and am sending it along because I know they are scarce.

I keep and treasure every copy of the magazine. Also, thanks for your article on the tug Harriet Moran.

J. L. GORHAM, SR.
First Mate

Sherman H. Barber, "the Gentleman at the Adjacent Desk," for the past five years and nine months assistant to Moran's Marine Superintendent, Capt. Earl C. Palmer, will leave the company at the end of this month. As *The Tow Line* gets off to press, he is not at liberty to say where he will be located after the first of the year. Previously employed by Gibbs & Cox, naval architects, at 21 West Street, and (before and during the early part of World War II) by the U. S. Maritime Commission, Washington, Sherman resides with his family at 4717 Carpenter Avenue, New York (66), N. Y. . . . Fair winds and following seas, mister!

Morantow: Barge, Mobile, Ala., to Trinidad, British West Indies — 2,004 miles.

Capt. Joe Miller, a veteran Moran employe (since 1928), on October 15th was named chief dispatcher, succeeding Capt. Dan Anglim, who died suddenly about two weeks before that date. Congratulations, Cap'n Joe!

Morantow: SS. *Exanthia* (mine-damaged C-3), Genoa, Italy, to New York—4,061 miles.

U. S. COAST GUARD TO RESCUE AGAIN!

Excerpt from the search and rescue diary kept by the Operations and Rescue Control Center, Fifth Coast Guard District, Norfolk, Va., dated 250800-260800 November 1949:

1643/25

MEDICO TUG PAULINE MORAN
TUG PAULINE MORAN WITH BLOOD POISONING. REQUESTS REMOVAL 1710 CG-83493 DEPARTED OCRACOCKE LBS TO RENDEZVOUS OFF OCRACOCKE INLET. CG-83493 REPORTS PATIENT DELIVERED BELHAVEN N. C. FOR HOSPITALIZATION AT 0100. (CASE CLOSED)

The patient aforesaid was Joseph G. Belanger, whose home address is 42 Federal Street, Brunswick, Maine, a cook aboard the Pauline L. Moran. It seems his trouble was a badly infected finger, but everything was under control soon after his arrival at the hospital.

Another low and sweeping bow to the United States Coast Guard, whose motto—as who doesn't know?—is, "Always Ready."

Miss Patricia Parkes, our pleasant and efficient blonde receptionist, and R. Emmett Mullin were married Friday, December 3rd, in Our Lady's Chapel, St. Patrick's Cathedral, Manhattan. They will keep house, apartment-style, in Staten Island.

Morantow: Escort carrier (baby flat-top), Norfolk, Va., to Mobile, Ala.—1,450 miles.

Despite what all hands considered to be complete distribution immediately following its publication a few weeks ago, the demand for copies of that astonishing Moran Towing & Transportation Co. booklet, "Another Remarkable Year...", continues strong. Requests have been received from marine-minded persons as widely separated as Ketchikan, Alaska, and San Juan, Puerto Rico. Anyone else wishing to have a copy of the booklet may obtain it by communicating with the editor of this magazine.

Morantow: Tug and barges, Kingston, Jamaica, to Buenos Aires, Argentina—5,295 miles.

"WHITEHALL 3-2525"



... Which is the trunk-line number of Moran's new two-position switchboard, handling calls for all departments, including heavy ship-shore traffic with harbor and sea tugs. Lillian G. Harrison, chief operator (foreground), has been with the company 24 years; the other half of the team is Frances (Gloria) Engel.

Morantow: Derrick barge, Cristobal, Canal Zone, to the Azores—3,405 miles.

No. 2 Man of Argentina Inspects Port of New York Marine Facilities



"ARGENTINE GENERAL TOURS NEW YORK HARBOR," the overline of a caption for one of three news photos distributed by Acme News Pictures (New York bureau) said, "Gen. Juan Pistarini (right) of Argentina, touring harbor installations in New York, sees the sights under the guidance of Rear Admiral Edmond J. Moran, president of the Moran Towing and Transportation Co., largest of its kind in the world. They are aboard a Moran tug."

CREDIT (ACME) 10-18-49 (SA)
NY DC MGS SA

A Lament for the Day Line

(From the New York Herald Tribune)

They are gone from the river now,
All of them gone from the river;
Gone with the whale-boat, the sloop,
The beaded Algonquin quiver;
All the proud, spun-sugar queens,
Their black stacks sweeping the sky,
The white bone of foam in their teeth,
Gliding serenely by.

They are gone, and the ripples press
From their prows to the shore no more,
To lap on the giant toes
Of Dunderberg, Storm King, High Tor;
The silver tone of their bells
Is silent, their whistle's cry
Will never again pull the stars
Out of the velvet sky.

All of the gracious names—"Mary Powell" and "The Chauncey Depew"—
All of the salt-flavored piers
So far inland; they are gone too,
And the feet are stilled which danced
Polka and waltz over foam,
And the proud decks rotted which bore
Once the tall warriors home.

They are gone. The children to come
Will know but a tale that is told;
The paddle-wheels quiet, the
Fires blackened, and lifeless, and cold,
Only the river remains
Living, eternal and free,
Bearing white ghosts on its heart
Down to the ghost-gray sea.

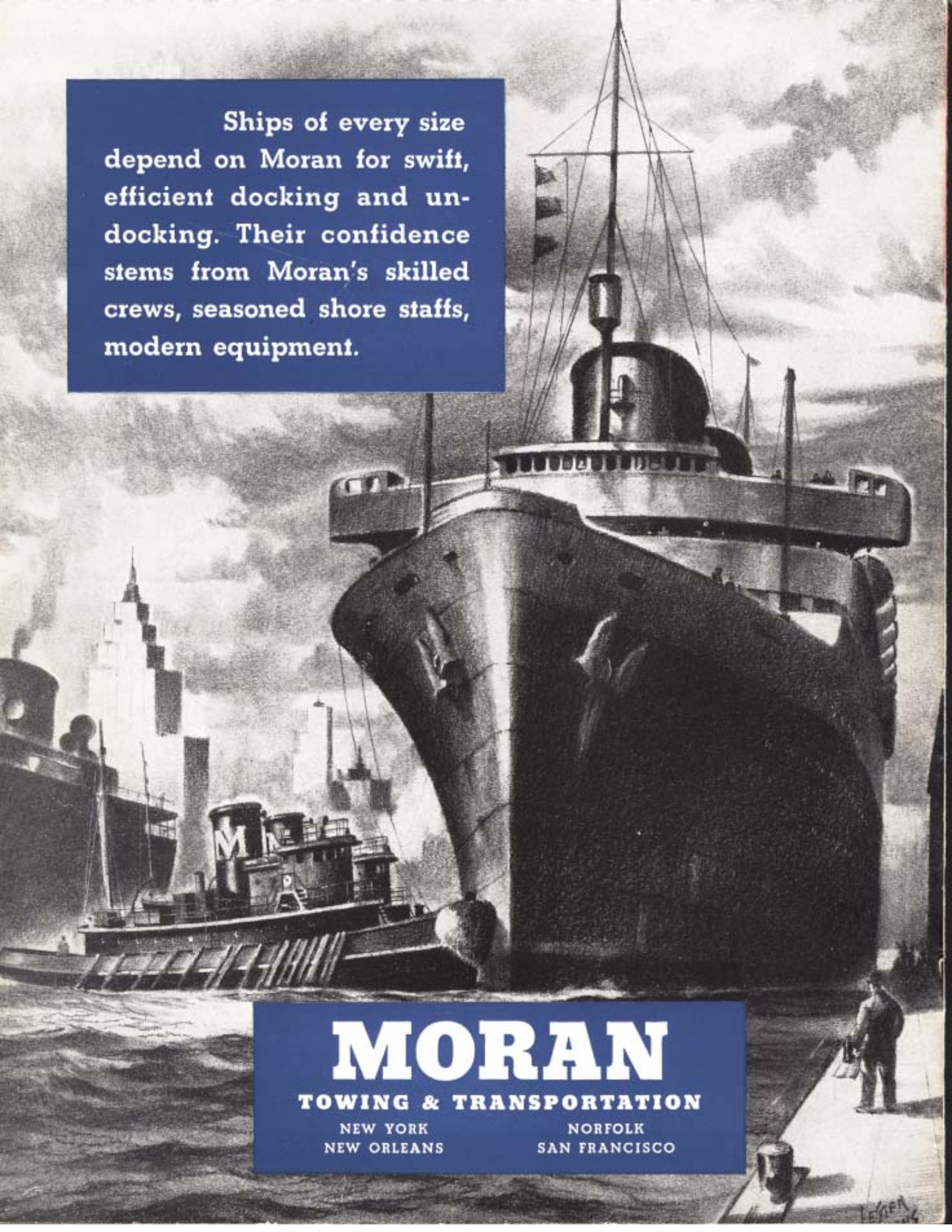
MARY ELIZABETH SERGENT.

3,400-Mile Tow Gets Under Way at Halifax, Nova Scotia.

(New York Times, Nov. 24)

HALIFAX, N. S., Nov. 23 (Canadian Press) —The Halifax tug Foundation Lillian cleared port today on the start of a 3,400-mile tow to Africa. The vessel is taking the derrick ship Foundation Saguenay to Sierre Leone, about fifty miles from Freetown, where it will be used by a Canadian company. The voyage is expected to take about thirty days.

(Editor's note: The Foundation Lillian is jointly owned by Foundation Maritime, Ltd., of Halifax, and Moran Towing & Transportation Co., Inc. It is operated by the Canadian firm.)



**Ships of every size
depend on Moran for swift,
efficient docking and un-
docking. Their confidence
stems from Moran's skilled
crews, seasoned shore staffs,
modern equipment.**

MORAN

TOWING & TRANSPORTATION

NEW YORK
NEW ORLEANS

NORFOLK
SAN FRANCISCO