

THE MORAN

Tow Line



JUNE, 1948

The Toots and Walt Disney . . .

See pages 6 and 7

ON THE COVER

The tug Joseph H. Moran, II., 143-foot, 1,900-horsepower unit of the Moran ocean-going fleet, towing the gold dredge Santa Margarita down stream in the Mississippi River below New Orleans, part of the industrial section of which is seen in the background.

Owned by the Placer Management Corporation of British Columbia, Canada, and San Francisco, the Santa Margarita was brought down to New Orleans from the extreme upper reaches of the Mississippi. She is 180 feet long and 70 feet wide, with a draft of slightly more than nine feet.

The Moran tug picked up the dredge and departed from New Orleans on April 10th, 1948. On April 28th, 18 days and 1,611 nautical miles later, the tow arrived at Barranquilla, Colombia, South America, completing another successful voyage—the third such for the Placer organization and associates.

Many such heavy long-distance tows fall to the lot of Moran tugs and their thoroughly competent and experienced crews. The expressive and salty word "Morantow" has been coined to designate these long and sometimes difficult hauls, the mileages for many of which will be found scattered through the pages of this and subsequent issues of *The Tow Line*.



THE MORAN

Tow Line

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MORAN TOWING & TRANSPORTATION CO., INC.

17 Battery Place, New York City.

R. M. MUNROE, Editor

LUCILLE CHRISTIAN, Associate

Vol. I

No. 3

We Like Constructive Criticism

Open to suggestion . . . None is so perfect that he may not at times need a monitor, for he is incurably the fool who will not listen to another.

—Baltasar Gracian

It is the sincere belief of Moran Towing & Transportation Co. officials—firmly based, not only on unique achievements, but continuous and healthy development in a highly specialized, competitive and otherwise hazardous field—that they have both the ability and the experience to man and operate tugs and to administer such a necessarily sprawling enterprise with a high degree of efficiency.

They have another deep-rooted conviction, which is pretty well summed up in the words of the uncommon philosopher quoted above. They realize fully that in the towing business, as in other lines, there is always room for improvement.

Among readers of *The Tow Line* undoubtedly there are many who con-

sider themselves competent, and probably are, to criticize this or that phase of Moran operations—harbor, coast-wise or deep-sea. The company will welcome and value suggestions from its clients, from the men who operate its equipment and those who maintain it, from the people in its offices, and from well-disposed persons throughout the maritime industry. They should feel free to tell the firm what, if anything, is wrong with its operations.

This is their assurance that criticisms made in good faith will be graciously received. It would be helpful if such criticism were constructive, but it should not be assumed the other kind will be less welcome. After all, the diagnostician is under no obliga-

tion to remove a diseased appendix, much less to replace it; it is enough, and no small thing at that, for him to point out the trouble.

Morantow: Dredge, New York to Sondre Stromsfjord, Greenland, at the Arctic Circle—1,985 miles.

* * *

Morantow: Tanker, Fortaleza, Brazil, to Norfolk, Va.—3,010 miles.

* * *

Morantow: Two tin dredges, Tampa, Fla., to Banka Island, Netherlands East Indies—12,996 miles.

* * *

Morantow: Floating powerhouse, Antwerp, Belgium, to Philadelphia, Pa.—3,468 miles.

NYLONS FOR A LADY

Moran and Plymouth Cordage Co. officials, marine news editors, officers from Eastern Area Coast Guard HQ, shipping executives and others gathered at the bulkhead at Pier One, North (Hudson) River, June 16th to inspect the first nylon hawser to be put in commercial use.

The ocean-going tug Margot Moran, fresh from a routine overhaul, spic and span as a Powers model, got the 1,350 feet of 8-inch rope, largest ever made by Plymouth, and proceeded to put it into use immediately in connection with sundry offshore assignments.

More than two and a half million nylon filaments, roughly the equivalent of 74,250 pairs of stockings, went into the sleek white hawser. Other statistics, vouched for by factory technicians: breaking point, in excess of 105,000 lbs.; a working elasticity of 26 per cent at half load.

(Speaking of elasticity, we had to stretch a point to make the June issue of *The Tow Line* with this item.)



DURING the past 20 years the Port Authority has issued bonds of a par value of \$503,000,000 for new projects or refunding purposes. It has spent \$240,000,000 on the construction of new port facilities. Its revenues over the past 19 years amounted to \$244,000,000. Of this amount \$57,000,000 was spent for operating expenses and \$88,000,000 for interest payments. The balance of \$99,000,000 was applied to debt reduction, the establishment of reserve, and additions and betterments to facilities. The present annual interest is \$4,800,000...

Port Authority Functions

Bridges and Tunnels. The Comprehensive Plan is a statement of general principles of port development rather than a commitment to specific remedies.

Thus, while the unification of railroad operation was of immediate concern in the days of the organization of the Port Authority, the need for and construction of bridges and tunnels to handle motorized traffic has played a great part in the unification of the port area. The extent to which these bridges and tunnels have served the Port District may be measured by the fact that in 1925, 12,500,000 vehicles crossed the Hudson River; in 1946 that number had grown to over 41,000,000.

Actually, the Port Authority's bridges and tunnels have joined the two great states of New Jersey and New York into one vast business, residential, and recreational area.

A pioneer in underwater river crossings, the \$50,000,000 Holland Tunnel was completed in 1927, and was first operated by the Port Authority in April, 1930. It provides four traffic lanes between Manhattan and Jersey City, and is the busiest vehicular tunnel in the world.

The second four-lane roadway under the Hudson River, the Lincoln Tunnel, connects mid-Manhattan with Weehawken, New Jersey. The first two-lane tube of this \$80,000,000 tunnel was opened in December, 1937, and the second tube in February, 1945.

In 1931 we completed the George Washington Bridge, spanning the Hudson, at a cost of \$60,000,000. Joining uptown New York with Fort Lee, New Jersey, its 3,500-foot main span is twice the length of the longest suspension bridge ever built before.

Our original New York-New Jersey crossings were the three Staten Island bridges—the Outerbridge Crossing, opened to traffic in June, 1928; the Goethals Bridge, put in service during the same year; and the Bayonne Bridge, completed in 1931. Together these structures cost about \$30,000,000.

Railroad Terminals. The Comprehensive Plan of 1922 envisioned the construction of a series of union inland railroad terminals for less-than-carload freight. At each station the shippers in the vicinity would send and receive all package freight without regard to the railroad over which it was shipped. Our terminals were to be "postoffices" for such freight.

The Port Authority's Union Inland Freight Station, built at a cost of \$15,000,000 and completed in 1932, occupies an entire city block in Manhattan. The first floor and basement are occupied by railroads and operated as a union freight terminal. The railroads pay the nominal amount of ten cents a ton for each ton of freight moving through the terminal. The terminal is supported entirely

The Port of New York Authority

By AUSTIN J. TOBIN

Executive Director, The Port of New York Authority

by the rentals which we receive from the fourteen upper stories, which are fully developed and leased for light manufacturing, warehousing, and office purposes.

This freight station in 1946 handled for shippers throughout the Port District about 126,550 tons of less-than-carload freight moving by way of the eight trunk-line railroads. In addition, the railroads handled some 259,000 tons of freight through the Railway Express Agency terminal in the basement of the station.

Grain Terminal. The 2,000,000-bushel Port Authority Grain Terminal on Gowanus Bay, Brooklyn, was formerly operated by the state of New York as a part of the State Barge Canal System. The state came to the conclusion that it could be more useful as a port facility for the Authority. On Governor Thomas E. Dewey's recommendation, the terminal was therefore transferred to the Port Authority on May 1, 1944. The property had been reflecting an annual loss of about \$55,000 to \$60,000 a year to the state of New York in operating deficits and deferred maintenance. In the first calendar year of Port Authority operation that loss was converted to a net operating revenue of more than \$156,000.

With a grain storage capacity of about half the total available in the Port of New York, the terminal, completely rehabilitated, handles a major part of foreign shipments of grain in full cargo lots requiring direct loading to ocean vessels. Our 550-foot grain loading gallery now under construction will accommodate two ships at a time. A part of the terminal property, the Columbia Street pier, has been rehabilitated and improved by the Port Authority, and is now one of New York's finest dock facilities.

Truck Terminals. We are building the world's two largest motor truck terminals, one in downtown Manhattan and the other in Newark, New Jersey. Designed to reduce street-traffic congestion and the high cost of distributing merchandise freight in the port area, these port offices for truck freight will be completed in 1948, if no unusual delay is incurred in obtaining building materials. The three-block-long \$6,200,000 Manhattan Truck Terminal will have a daily capacity of 2,000 tons of merchandise freight. Located a few blocks from the Holland Tunnel and the steamship piers, and providing facilities for the consolidation of local delivery loads, this terminal is expected to effect a saving of more than 1,800,000 truck miles and more than 15,500,000 truck tire miles a year. Its island freight platform will be equipped with an overhead circular chain conveyor and trailers, enabling it to hold to 15 per cent the rehandling of freight. This is an increase in efficiency of 20 per cent over any existing terminals. The efficiency of road-haul units will be increased 20 per cent by prompt turn-around.

At this truck terminal, shippers and receivers will be able to pick up and deliver with their own local and city trucks, consolidated consignments from many over-the-road carriers. A fleet of small trucks will operate pick-up and delivery service with efficiently routed, consolidated loads between the terminals and steamship piers and shippers' places of business. The roof of the terminal will provide parking space for as many as 90 complete tractor-trailer units, thus taking off the street all vehicles awaiting loading at the terminal.

The \$3,570,000 Newark Terminal, which will occupy a 29-acre site, will perform a similar type of service, and will help maintain the competitive position of industrial and distribution centers in northern New Jersey.

Bus Terminal. In mid-Manhattan we are building a "Grand Central Bus Station" which will occupy the entire 200 x 800-foot block extending from Fortieth to Forty-first streets, between Eighth and Ninth avenues, outside of the congested traffic area. Connected by overhead ramps with the Lincoln Tunnel, which handles 75 per cent of the 2,500 intercity buses entering and departing from Manhattan daily, the Port Authority's Union Bus Terminal will replace the eight individual terminals now scattered through the heart of the greatest area of traffic congestion in New York. The central location of the terminal, only a block from Times Square, will permit the 60,000 New York and New Jersey bus commuters to reach important business, amusement, and shopping centers with a short walk to subways and surface transportation.

Construction of this great terminal by the Port Authority represents the public recognition of the need for reduction of the intolerable traffic congestion which is costing businessmen here an estimated million dollars a day.

This is the third installment of Mr. Tobin's illuminating article on the Port of New York Authority. The first two covered the background of this highly successful bi-state undertaking, its personnel, and the character and extent of its financing. The concluding installment will appear in our August issue.

Morantow: Two drydocks, New York to Milne Bay, New Guinea — 10,934 miles.

* * *

Morantow: Dredge, Baltimore, Md., to Buenos Aires, Argentina — 6,216 miles.

* * *

Morantow: Dredge, New Orleans, La., to Philadelphia, Pa.—1,670 miles.

*Courteous
Canalers can
be Courageous*

IN the towboat business not all the glamour, high adventure, personal risk, and glory of successful achievement go to the deep-sea and coastwise fleets. Some of it is left for the plodding harbor craft, and not a little, it now appears, for those patient modern "mules" of the inland waterways—the canalers.

Recently, in the quietest and most unassuming way, the tug Anne Moran and her competent crew, as familiar to lock-tenders along the Barge and Oswego Canals between Albany and Buffalo as the seasonal opening and closing of traffic, have been distinguishing themselves and the firm. A brace of reports, one public and one private, received by headquarters since the last *TOW LINE* came off the press illustrate vividly that introductory homily.

According to J. W. Von Herbulis of the Seaboard Shipping Corp'n, New York, not only the Anne Moran but one of his company's 20,000-barrel oil barges, the Panhandle, figured prominently—vitaly, as a matter of fact—in a recent waterfront emergency in Cleveland, Ohio. The New York edition of Platt's Oilgram News, a daily trade publication, in its issue of May 17th quoted C. A. Wesberg, Ohio and Michigan Operations Manager for



Captain Joe McConnell



Cities Service Oil Co., as believing the Lake Erie port was saved from a potential disaster as tragic as Chicago's "when Mrs. O'Leary's cow kicked over the lantern" only by the quick thinking and courageous action of firms and personnel affected.

Big Trouble Afoot

It seems a six-inch valve at the base of a million-gallon Cities Service tank filled with domestic gasoline suddenly let go and started a chain of fast moving events which at one time assumed the proportions of a grade-A municipal emergency. The volatile fuel floating on the Cuyahoga River in a heavily industrialized area in the heart of the city created a tremendous hazard—especially in view of an estimated 100,000,000 gallons (!) of petroleum products stored in similar terminals along the waterfront.

Cities Service operations people started pumps to transfer gasoline from the leaking tank to other storage facilities, but even at peak capacity of the pumps, 15,000 gallons an hour, you can figure out for yourself how long the transfer would have taken. Wesberg spotted the empty Panhandle and the "M" tug tied up at the Shell Oil Co.'s terminal, and forthwith went into a series of long-distance telephone huddles with the Seaboard and Moran offices in New York. As soon as essential permissions, clearances, etc., were obtained the Anne Moran moved the barge to the Cities Service terminal.

Obviously the risk was something close to terrific; but marine loading pumps were speedily connected to the broken line, and nearly 12 hours later the tug and barge moved out of the danger zone with a 16,000-barrel cargo of gasoline. Police, fire and U. S. Coast

Guard forces assisted in reducing the fire hazard to an anything but comfortable minimum until the discharging tank was completely empty.

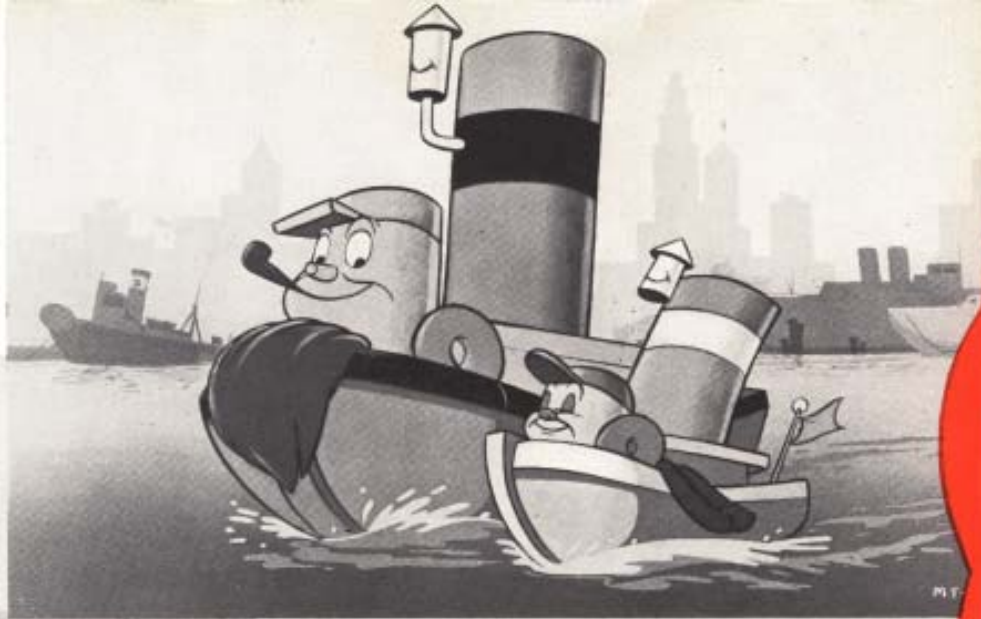
We didn't hear an awful lot about this hair-raising stunt from Capt. Joseph F. McConnell of Kingston, N. Y., and the rest of the Anne's crew. Apparently it just meant another day's work and a special report to the home office, for them; but officials like Wesberg and Von Herbulis, not to say Johnny Metzner of the Moran operations department, certainly pointed with pride—once they got past viewing with alarm. As far as *THE TOW LINE* is able to report, nobody (but nobody) in Cleveland or New York, least of all any official of the companies involved, is the least bit annoyed over the heroic action taken or its successful outcome.

The Other Barrel

That's part of the double-barreled story we started out to tell. The rest tells itself; or rather it is told by W. P. Barrows of the McFarlin Clothing Co. of Rochester, N. Y., whose thoughtful communication to Edmond J. Moran, head of the Moran Towing & Transportation Co., illustrates a point "The Admiral" is fond of making whenever an opportunity occurs.

This is an especially good opportunity, he thinks, to make clear once more how desirable and important it is for employees both afloat and ashore always to be courteous and as helpful as possible in their relations with the public. Such pleasant cooperation as Mr. Barrows reports was recently given to him by Captain McConnell and his crew under radically different circumstances pays dividends in good will at the most unexpected times.

(Continued on page 9)



Stills from the movie, showing the young mischief looking for trouble and with his proud pappy after becoming a hero. (Any resemblance you may detect between these colorful characters and "M" tugs is not coincidental.)



Nine-year-old Hollywood starlet Luana Patten and a couple of young D.P.'s get some instruction in the mysteries of knot tying from Fred McHale, engineer aboard the Thomas E. Moran. (They made friends with the cook too, of course.)

THE blue-blood pedigree of "Little Toot," obstreperous young hero of the whimsical sequence which comes perilously close to stealing the show in the new movie "Melody Time," on view at the Astor Theater, runs something like this:

The Moran Fleet, Hardie Gramatky, G. P. Putnam & Sons, Walt Disney, R.K.O.

Please be advised, those of you who have not had an opportunity to see this humorous left-handed epic of New York Harbor, "Little Toot" is indeed something special—in fact, right off the top shelf in Disney's cabinet of miracles. The story is as American homespun as buckwheat cakes and ham gravy; yet the critical acclaim that greeted its Times Square premiere this month would do justice to a Stokowski concert at Carnegie Hall.

The colorful, mischievous scion of our "Toot" family is the very prototype of the local kid who made good, a hair-raising combination of an Alger hero and Peck's Bad Boy. He first saw the light in artist-writer Gramatky's studio overlooking the East River, and subsequently came to public notice in a charmingly written and illustrated book published in 1939 by the Putnam firm.

Having previously worked for Disney in Hollywood, Gramatky had no trouble in interesting the wizard of the animated cartoon in producing "Little Toot's" story in motion pictures. As will be noted in accompanying photos, a tour of New York harbor aboard the tug Thomas E. Moran, personally conducted by E. F. Moran, Sr., chairman of the board, resulted in a lather of actual pro-

duction, with Gramatky doing an adaptation and Disney artists, photographers, recording engineers, and all turning on the steam at the studio end. Not inappropriately, the Andrews Sisters drew the assignment of vocalizing a musical accompaniment.

When Moran officers and employees previewed the picture last March at the invitation of the RKO-Disney people, several sequences still were only pencilled in, but the enthusiastic opinion of all hands that it was "really something" was unanimous. As far as the Moran Towing & Transportation Co. official family was concerned, "Little Toot" was already safely over the falls.

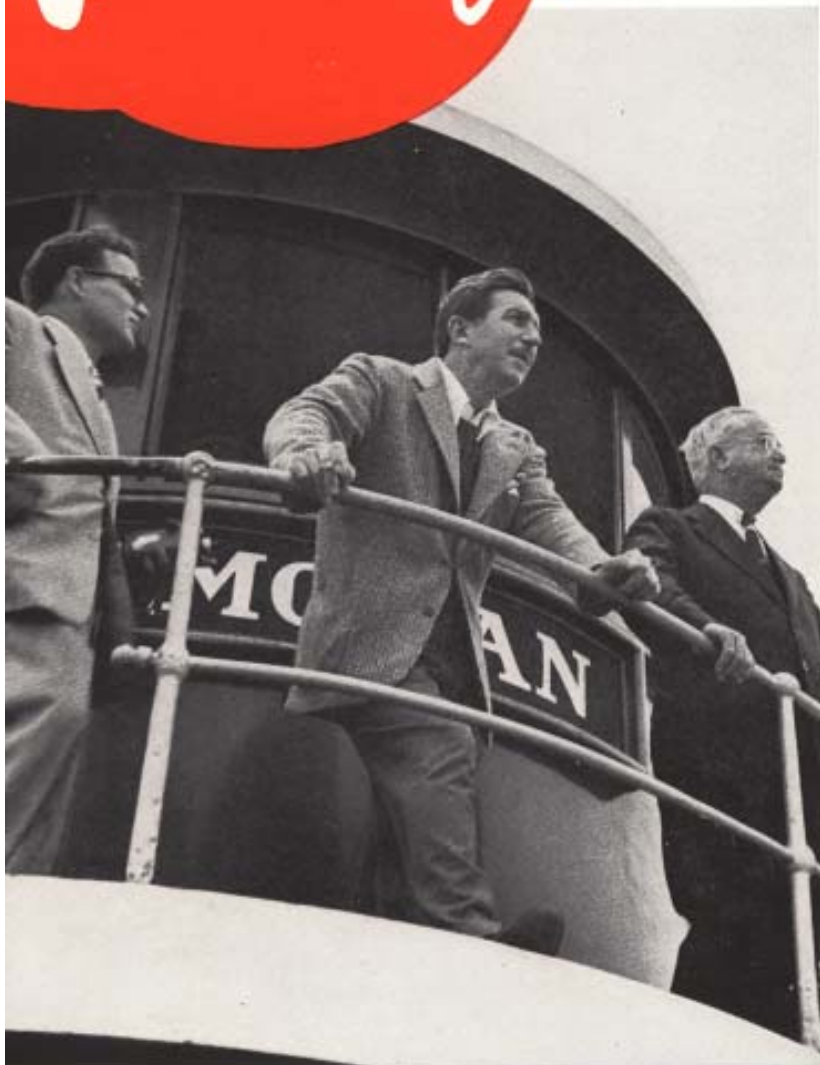
Just before the local premiere there was another flurry of excitement in our offices on the 25th floor of the dockside Whitehall Building, 17 Battery Place, overlooking the Hudson and East Rivers and the upper and lower harbor, when the Thomas E. Moran again was called upon to do a pleasant stint in behalf of that increasingly famous member of the "Toot" family. Proudly the Thomas E. transported a deckload of American Overseas Aid—United Nations Appeal children, guests of the 9-year-old Hollywood starlet Luana Patten, featured in another "Melody Time" sequence, from the Battery to Coney Island, where Luana officially opened Steeplechase Park for the 1948 season, and where one of the new juvenile rides had been christened—guess what—"Little Toot"!

This is about all the space The Tow Line has to acquaint you with the background of the picture, but we can tell you this much in addition: you certainly owe it to yourself to see it.

Picture credits: Cover and Page Two, Air Photos & Advertising, Inc.; Page Three, Maritime Reporter; Page Five, the William Studio; Page Six, Reproductions from "Melody Time" © Walt Disney Productions; Page Eight, Morris Rosenfeld; Page Nine, Todd Shipyards, Inc.

THE TOOTS
and

Walt Disney



Left to right: Hardie Gramatky, creator and illustrator of the "Little Toot" legend; Walt Disney, in the flesh; and Eugene F. Moran, Sr., chairman of the board of directors of the Moran company, and host on the original harbor tour.



Mr. Moran, Disney and Gramatky get down to serious discussion of the possibilities of animating "Little Toot" as a feature of "Melody Time." (Obviously, the ship's cook aboard the Thomas E. was not without influence in this talk.)



Coney Island dignitaries greet young Miss Patten and her guests, an American Overseas Aid-United Nations Appeal for Children delegation, as they came ashore from a Moran tug to open Steeplechase Park for the 1948 season.



The Andrews Sisters, stars of stage, screen and radio, whose harmonies relate the adventures of "Little Toot" as the Disney cartoon unfolds. So popular has their rendition become that a complete album of records has been made of it.

Pauline L. Moran in War and Peace

AS is well known in maritime circles, many of the Moran tugs, especially those of the wide ranging deep-sea fleet, have exceedingly colorful war records. One such is the Pauline L. Moran—not the biggest or most powerful of the lot, perhaps, but a tug to reckon with when it comes to day-in-day-out performance where the going is tough and dependability is a prime requisite. Recently she completed without a single mishap one of the longest non-stop tows ever undertaken by a privately owned towboat of her size and power: a dead vessel (the 11,000-ton Liberty ship *Norlago*) from Port of Spain, Trinidad, to New York at an average speed of slightly more than five knots.

It was a passing mention of this outstanding voyage, in a profusely illustrated feature which included the front cover of the May 15th issue of *Maritime Reporter*, that inspired Richard W. Cutler of Brooklyn, sometime ship's cook aboard the Pauline when she was the U. S. Navy tug *Uncas* during the war, to compose the following interesting communication to the editor of that semi-monthly. With Mr. Cutler's kind permission his recollections of part of the wartime service of this tiny but valiant member of the fleet are reproduced herewith:

To the Editor:

In regard to your interesting article, "Global Towing," concerning the widespread activities of the Moran tugs, I wish to add the following, which I believe to be of general interest.

During the recent war I served in the United States Navy as a ship's cook, and the earlier part of my service was aboard the USS. *Uncas*, formerly the *Susan Moran*.

This little queen of the tugboat fleet was in the process of construction at Levingston's yard in Orange, Texas, when the war began and the Government took over. She was completed through Navy authority and renamed *Uncas* (YTB-242).

Her long and effective war career began in earnest in May, 1942, when



her Navy crew sailed her from Texas to Boston. We crossed the then dangerous waters of the Gulf of Mexico alone and witnessed the effect of enemy submarines on important shipping. From Key West, Florida, we proceeded up the coast, always traveling alone and by day, north to a point where it would be safe for us to enter the Inland Waterway without scraping bottom all along the line; but since the average depth of the canals often was the same or less than the draft of our sturdy little ship, sometimes we were forced to "make our own channel," as the saying goes, a not too difficult task for such a powerful tug.

Upon our arrival in Boston we were assigned to the job of laying and maintaining anti-submarine nets in the local harbor; subsequently at Portland, Maine. Our 105-foot powerhouse took to this work with zeal, and after a busy but uneventful summer's work we were recalled to Boston and reassigned for greater and far more difficult tasks overseas.

Before continuing I would like to mention that the sturdy power plant of our little ship consisted of a huge Diesel-electric system, controlled electrically, enabling her captain, a Gloucesterman, to maneuver her with ex-

treme ease and accuracy. Her crew of 20 lived comfortably in cabins, luxurious in Navy eyes, but a blessing in disguise to us.

Following a complete checkup in the Boston Navy Yard, we proceeded in company with another Navy tug—also a Moran ship, I believe—joining a large convoy in Halifax, Nova Scotia, and making our way across the North Atlantic.

Our convoy underwent serious attack by enemy submarines for 48 hours (November 4-5, 1942), and our craft were detailed to the task of picking up stranded survivors of some of the luckless vessels. The *Uncas* alone carried a total of 110 men in addition to our own crew! After four rough and foodless days we arrived at Reykjavik, Iceland, discharged our dismal human cargo, and set about the duties for which we had been sent there.

During the course of our stay in Icelandic waters we discharged many types of duties, serving for a time as an ice-breaker at the Marine Air Base, as a rescue ship, in addition to the usual towing and miscellaneous work. In all this year and a half of strenuous activity our little queen of tugs acted as a lady should and gave her master and crew no trouble whatever.

Upon our release from duty in Ice-

(Continued on page 9)

The Bigger the Better!

Many and varied are the shifting jobs to which Moran tugs are assigned around teeming New York harbor. Here the Thomas E. Moran and the William C. Moore, familiar wheel-horses of the local fleet, are pictured moving the former U. S. Navy floating derrick Hercules from the U. S. Naval Shipyard to the Todd yard, Brooklyn, for Hughes Brothers, Inc., present owners. Towering 98 feet above a dry-dock bed, this unique unit is 125 feet long and 70 feet wide. It is capable of hoisting 230 tons—which would include such dead weight lifts as locomotives, barges, tugs, etc.—and transferring its load from one end of the 289-foot stationary cantilever to the other.

But harbor work is only one phase of Moran's operations, which in re-



cent years have assumed virtually global proportions. The Hughes office, 17 Battery Place, has asked the company's marine division to work out detailed plans for towing the Hercules from New York to Buenos Aires, Argentina, as soon as she has been dismantled for that purpose. Another

Hughes request involves the proposed transfer of a similar floating derrick, a sister ship of the Hercules, already dismantled at Honolulu, T. H., to either Maracaibo, Venezuela, or Formosa in the China Sea, together with the eight-yard dipper dredge Hellgate—the latter a separate tow of course.

Pauline L. Moran—Cont'd

land we again crossed the wide and treacherous Atlantic. Later the Uncas was sent south to Brazil, where she was worked just as hard as in the north.

Then, when the war was ending, she went through the Panama Canal, and to the best of my knowledge she is still at work somewhere on the Pacific Coast.

There is a soft spot in my heart for Moran tugs. I feel a wave of friendliness whenever I see them warping the great liners in or out of their berths, towing barges, etc. Naturally, your article on the Moran fleet and its achievements will be added to my wartime collection and treasured with the other material.

To my mind, the Susan Moran, in her drab coat of wartime gray, is one of the unsung heroines of World War II. Thank you for bringing her back to my mind so vividly.

Very truly yours,

/S/ RICHARD W. CUTLER

If there is an apparent confusion of names in the foregoing, it is only because Mr. Cutler at the time he wrote the letter was not familiar with the Pauline L. Moran's post-war history.

Capt. Nelson L. Proctor, her present skipper, picked her up in San Francisco when the Moran Towing & Transportation Co. took her back from Uncle Sam, and brought her through the Panama Canal and up to New York, where she was renamed in honor of the wife of Joseph H. Moran, II, vice president and secretary of the firm, himself the wartime skipper of a Navy PT boat. Since then she has been extremely active up and down the Atlantic Coast and also in the Caribbean. Her recent Trinidad-to-New York voyage is only one of many long tows.

Courteous Canalers—Cont'd

Mr. Barrows' letter is quoted in its entirety:

Dear Mr. Moran:

I feel I should write to congratulate you on the caliber and quality of the men you have in your employ.

I have just completed a trip with a yacht which I was bringing up the coast through the Barge and Oswego canals. In the town of Phoenix on the Oswego canal there was a holdup due to one of the Cargill grain boxes getting stuck across the river about four miles below.

We tied up in line, awaiting our

turn. It looked like a long delay; however, upon talking to the lock tender, I found out we could proceed, as we were small enough to get by the obstruction.

In order to get into the lock we had to pass your barge, which practically filled the entrance. I approached your Skipper, asking if he would help me out by going astern about 50 feet. He agreed, so we proceeded on our way.

I have brought quite a few boats of my own through the canal at various times; and, as a rule, the treatment a pleasure craft receives from the commercial fleet is not to be commended. The willing action of your Skipper and crew was most appreciated.

I did not get the Skipper's name; however, he was in command of the "Anne Moran," which was the tug pushing the oil barge.

In my business, as a rule, we get more kicks than we do boosts, and I always appreciate a good-will response from a customer. While your company is a big one, I think you will appreciate this note of praise for the high grade personnel in your employ.

Yours very truly,

/S/ W. P. BARROWS

"Little Old New York"

Ed Sullivan, in the N. Y. Daily News, June 10

In the gray murk of the Hudson, the two Moran tugs pushed and hauled at the Queen Mary as the Cunarder worked out into midstream, her nose sniffing for the salted tang of the Atlantic. Two tugs can handle her, going out; it takes up to nine tugs to berth her on her New York arrivals, a dangerous problem in weights and pressures of ship and tide. . . . These ocean giants must be berthed or taken out during the last two hours of the tides, flood or ebb, depending often on circumstances but more often depending upon which side of the pier is to be occupied or vacated. A ship on the north side of a Hudson River pier is affected most strongly by the flood tide, or incoming tide; the south

side of the pier is affected most strongly by the ebb, or outgoing tide.

Rivermen still tell, in awed tones, of the Cunard skipper who berthed the Queen Mary without aid of tugs. He had to do it, because a tugboat strike had tied up New York harbor. The time was October, 1938 . . . Commodore Robert B. Irving, Cunard veteran, chief of Scotland's Clan Irving, later knighted, could have been pardoned a tightening of his throat and butterflies in his stomach as he started up the river, because this was a \$30,000,000 gamble. On his marine savvy and on his nerve depended those millions in ship, plus untold millions in passengers . . .



DEPARTMENT OF STATE
NEW YORK, N. Y.
200 West 57 Street

NY 51, 194

Mr. R. B. Moran
Moran Towing & Transportation Co., Inc.
27 Battery Place
New York 4, New York

Dear Mr. Moran:

Thank you for sending us the twelve photographs which I am referring herewith. They have been a great help in furthering the government's overseas information program.

We are grateful for your suggestions.

Sincerely yours,

Robert G. Woodruff

Robert G. Woodruff - Picture Editor
IMAGE AND PHOTOGRAPH DIVISION - OSI

Enclosure-12
RWS:JL

THEM WUZ THE DAYS!

(Trio of items painlessly extracted from the "One Hundred Years Ago in the New York Tribune" department on the editorial page of the New York Herald Tribune.)

(April 19th)

STEAMSHIP UNITED STATES—Capt. Nye, of the packet-ship Henry Clay, reports that on the 12th inst, at 6 P. M. he spoke the new steamship United States, from New-York to Liverpool. She was then in lat. 41 48, lon. 58 32. The United States left New-York on the afternoon of the 8th inst, and had accordingly accomplished about a quarter of the distance in four days.

* * *

(May 6th)

SPRINGFIELD AND NEW-HAVEN ROUTE—We received, last evening by the new steamer *Commodore*, from New-Haven, a copy of the *Boston Atlas* in 10 hours from the City of Notions. This New-Haven, Hartford, and Springfield line puts passengers 'through by daylight' now and no mistake.

* * *

(May 26th)

PROFITABLE STEAMBOATING ON THE HUDSON—An affidavit filed in the Supreme Court in relation to a suit at law, states the profits of one of those floating palaces, the Isaac Newton or Hendrik Hudson, for the last year, to have been \$60,000. What will be the fare on the railroads when the steamboat companies reduce their large amount of profit to one half or one quarter?

Morantow: Tanker (T-2), Fal-mouth, England, to New York — 3,092 miles.

MORAN TOWING & TRANSPORTATION CO., Inc.

CONSOLIDATED CODE OF SIGNALS FOR OCEAN GOING TUGS AND VESSELS IN TOW

Attention	████████████████████	7 Short
Right Your Rudder	████████████████████	1 Long
Left Your Rudder	████████████████████	2 Long
Let Go Hawser	████████████████████	3 Long
All Right, Go Ahead	████████████████████	4 Long
Pumps Cannot Hold Leak	████████████████████	5 Long
Pay Out Hawser	████████████████████	1 Long 1 Short
Shorten Up Hawser	████████████████████	1 Long 2 Short
Get Under Way	████████████████████	1 Long 3 Short
Prepare To Anchor	████████████████████	1 Long 4 Short
Get Up Steam	████████████████████	1 Long 5 Short
Steady Your Rudder	████████████████████	2 Long 1 Short
Heal Head To Sea	████████████████████	2 Long 2 Short
Let Go Stern Barge	████████████████████	2 Long 3 Short
My Rudder Disabled	████████████████████	2 Long 4 Short
Anchor Separate	████████████████████	2 Long 5 Short
Make Fast Hawser	████████████████████	1 Long 1 Short 1 Long
Stern Barge Adrift	████████████████████	1 Long 2 Short 1 Long
Call For Tug	████████████████████	1 Long 3 Short 1 Long
Let Go Anchor	████████████████████	2 Long 1 Short 1 Long
Man Overboard	████████████████████	2 Long 2 Short 1 Long
Hawser Has Parted	████████████████████	2 Long 3 Short 1 Long
We Are Leaking	████████████████████	1 Short 1 Long
Your Lights Are Out	████████████████████	2 Short 1 Long
Come Alongside	████████████████████	3 Short 1 Long
Stop Tug	████████████████████	4 Short 1 Long
Signal Not Understood	████████████████████	5 Short 1 Long
Windlass Or Engine Disabled	████████████████████	1 Short 1 Long 1 Short 1 Long
Take Me To Nearest Harbor	████████████████████	5 Short 1 Long 1 Short
Answer On Radio Telephone	████████████████████	5 Short 3 Long
Man Injured, Need Medical Assistance	████████████████████	5 Short 4 Long
Extinguish Your Lights	████████████████████	3 Long 1 Short

DANGER SIGNALS

8 Short } By Day—Flag in rigging.
 } By Night—1 Red Light in rigging.

DAY SIGNALS FOR VESSELS WITHOUT STEAM. NOT SEAWORTHY

Roll ensign and put on stop so that stars will not show.

IN DISTRESS


Hoist ensign, Union down—to be used only in extreme cases.

VESSEL IN DISTRESS MUST HAVE IMMEDIATE ATTENTION

Two red lights—one above the other.

NOTICE: Captains of vessels in tow must answer all signals promptly.

ASHORE and AFLOAT



Perhaps not the most spectacular, but surely one of the most important positions in the Moran company, is held by Fred C. Handelmann. Fred is a jovial mustached gentleman, easily identified by an ever present aura of cigar smoke.

He is an old timer with Moran, having started in 1915 as a stenographer. Moran, a comparatively small organization at that time, needed a young man with varied talents to cover a number of positions. Fred filled the bill. He filled it so well that he is now head of the company's busy insurance and claims department, and is recognized as an authority on marine insurance.

Born in West Hoboken, New Jersey in the 1890's, he has been working in New York these many years. In 1922 he married Grace E. Whitman and together they have raised a fine son, who is now attending Rutgers University in New Brunswick. (Just ask Fred about Raymond's three and a half years at Guam as a 1st Lieutenant in the Air Corps.)

To get back to the head of Moran's insurance and claim department, upon his return from World War I in 1919, he was placed in charge of the new claim department. In the ensuing years, he has built it into the efficient, well organized group that we have today.

Fred is a great motoring enthusiast and enjoys setting forth from his West Englewood home with no particular

destination in mind. He says the happenings along the way enliven the trip and release him from the worries of Moran's vast fleet. They also provide many a yarn for making his friends chuckle, which, although he won't admit it, is another of his hobbies. Fred's other main interest is bowling. Although he states he is very fond of the game, somehow we couldn't get him to say too much about his average.

A first-hand description of Moran tugs docking the world's largest passenger ship, the Cunard White Star liner Queen Elizabeth, was featured recently on "They Make the World Go 'Round" over Fordham University's non-commercial radio station WFUV-FM. This is a weekly educational program devoted to unusual, colorful occupations and the qualifications, responsibilities and experiences of skilled persons involved. Capt. Dan Anglim, chief dispatcher for the Moran company, which regularly docks and sails the Cunard vessels and many others, was interviewed on the deck of a tug during the actual operation.

Thomas Edmond (Tommy) Moran, son of Rear Admiral and Mrs. Edmond J. Moran of Darien, Conn., and Miss Elizabeth Bynum, daughter of Mr. and Mrs. Frank McElroy Bynum of New Canaan, Conn., were married May 1 in the Roman Catholic Church of St. Vincent Ferrer, New York. The ceremony was performed by the Rev. Andrew Jenks, O.S.B., who also was celebrant of a nuptial mass. The main ballroom of the Hotel Pierre was the scene of the wedding reception and breakfast. Mrs. Richard J. Farricker of Hartsdale, N. Y., a sister of the bride, was matron of honor, and Kevin Moran of Darien was best man for his brother.

Miss Alice Neary (Accounting, formerly USMC) has returned from a three-week vacation trip to California. Alice and her mother visited relatives in San Francisco and spent some time touring, as far East as Arizona. Her greatest thrill, she says, was the authentic rodeo she saw in Phoenix, Arizona. Alice says the weather was beautiful, the climate delightful, but she prefers Manhasset.

Mr. and Mrs. J. Frank Belford, Jr (vice president in charge of opera

tions) are the proud parents of a son, Kevin Blake, born on April 11th. The Belfords have two other children, Jeff and Kerry.

Raymond G. Fox, son of Ray Fox, the executive vice president of Moran T. & T. Co., was married April 17th to Miss Harriet C. Minchin in Old Greenwich, Connecticut. The bride's sister was her matron of honor, and the groom's brother-in-law acted as his best man. Following a brief honeymoon in Bermuda, the couple are making their home in Old Greenwich. Ray is sales engineer for the International Business Machine Company.

Pede (Dispatching) Berg's son, Walter, has entered the United States Merchant Marine Academy at Kings Point, Great Neck, L. I., where he is studying engineering.

Edward J. Johnson (Dispatching) has been elected president of the Steamship Bowling League for 1948-49. This outfit consists of 14 teams representing various steamship and towboat companies. The league plans to resume competition in the fall.

As this issue of *The Tow Line* was splashing off to press, it was expected momentarily that Ye Editor's family, consisting of Mme. Munroe and 17-year-old Jack, who has just graduated from Ponce de Leon High School, Coral Gables, Fla., would join him at 185 Clinton Avenue, Brooklyn, for the summer months. The son and "heir" expects to enter the University of Miami next fall.

Mary Miller, daughter of Capt. Joe Miller (Dispatching), was married June 12th to Frank J. Migliore at St. Matthew's in Ridgefield, N. J. After honeymooning in Canada, the couple will make their home in Palisades Park, N. J. (Latest news bulletin: Captain Joe is still all a-twitter.)

Albert Tews, Moran's stalwart storekeeper, exiled these many years to Staten Island, cabled *The Tow Line* that he had become a grandfather. The baby, Vena Orso, was born in Michigan to Al's daughter, Alberta. If present plans develop, the little girl will be christened in New York at old Trinity Church, in July.





COASTWISE TOWING

**...long a specialty
with the Moran fleet**



In all ports along the Atlantic coast and in the Gulf of Mexico, Moran tugs have long been a familiar sight. Not a day goes by without a Moran tug setting out to haul a vessel, or other floating equipment between ports.

Deep sea towing anywhere on the globe is a Moran specialty. Today the company is the only one in the Western Hemisphere with the specialized equipment and full facilities to handle large-scale ocean-towing anywhere in the world.

Indeed, if you have a towing problem of any kind—coastwise, deep sea, inland or harbor—our diversified fleet and seasoned staffs insure efficient operation.

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