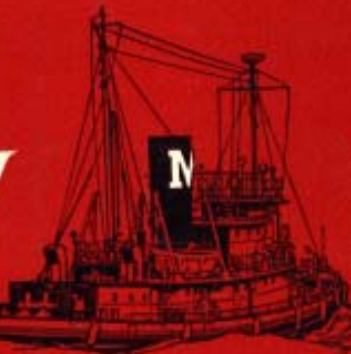


TOW LINE



PUBLISHED BY MORAN TOWING & TRANSPORTATION CO., INC.

AUGUST, 1949



ON THE COVER

Speaking of covers, a plausible caption for the night photos adorning this issue of *The Tow Line* might be "We Cover the Waterfront," since that is precisely what Moran has been doing in New York harbor, the world's greatest port, since the 1860's.

Without being hair-line exact about directions, you are looking (clockwise, beginning upper right) north, east, south and west from the Whitehall Bldg. roof a few floors above our editorial office. This would be between nine and ten o'clock on a reasonably clear summer night, and in general terms this is what you see . . .

North: Up North River, Manhattan side, along the brightly lighted Westside highway, showing ferries entering and leaving Liberty Street terminal, and (right center) the New York Telephone Co. Bldg. at 140 West Street.

East: Through a cluster of Manhattan financial district skyscrapers, across East River toward the Columbia Heights section of Brooklyn, with the arch of Brooklyn Bridge visible between two tall buildings (center).

South: Past construction work on the Brooklyn-Battery tunnel, across open water between East and North Rivers, over Governors Island toward the Red Hook and (right background) Bay Ridge sections of Brooklyn.

West: Directly across North River to the New Jersey shore, from Pier Five, Central Railroad of New Jersey, to Pier "F", American Export Lines, and out across Jersey City.

All this territory and more—from Sandy Hook to Yonkers, from South Amboy to City Island—Moran's experienced harbor pilots and equally skilled shore staffs know, as the saying goes, "like the palms of their hands."

[Editor's note: In case there are amateur photographers in the audience, these pictures were made with a 4 x 5 Speed Graphic camera, using Super Panchro-Press type "B" cut film and an exposure of 30 seconds at f.11.]



A FIFTH DIRECTION—

Made from the roof of the Whitehall Bldg. at the same time our cover pictures were taken, this in-between view is to the southwestward looking past the Statue of Liberty and Ellis Island (left and right center) toward the Bayonne section of New Jersey and the northern shore of Staten Island. Elongated boat lights in all night photos indicate how far ferries travel in 30 seconds.

TOW LINE



Published by
MORAN TOWING & TRANSPORTATION CO., INC.
17 Battery Place, New York City

R. M. MUNROE, Editor
Vol. II

LUCILLE CHRISTIAN, Associate
No. 3

New Tugs Surpass Expectations

In that issue of *The Tow Line* dated August, 1948, just a year ago, in an editorial captioned "The Better to Meet Your Requirements—", we announced that Moran had contracted for the construction of five ("repeat, five") Diesel-electric, steel-hulled, 1,500-horsepower tugs especially designed for work in New York harbor.

Four of the five are now in operation here, with the fifth to follow about the middle of this month—the only difference being that our new vessels are rated at 1,750 horsepower. It is no exaggeration.

The construction and delivery of these boats not only place this firm in an outstanding position, strategically, but chalk up a few new records. Except for contracts made by the

United States Government for tugs, the order placed by Moran with the Livingston Shipbuilding Co. of Orange, Texas, and the Cleveland Diesel Engine Division of General Motors Corp. is the largest single order anyone around here knows about. Moreover, the new tugs are the most powerful of their size and type.

It is a pleasure to be able to say, at this stage of the proceedings, that the Grace, Doris, Barbara and Carol Moran have been very well received by our friends and, no question about it, their day-to-day performance has been highly satisfactory. They are in demand at all times. They have proved extremely satisfactory in every respect to their crews.

In fact, we are so impressed by the

performance and prospects of our new tugs that we hope to build at least five more in the shortest possible time. This additional order should be a source of gratification to everyone who participated in the inception, construction and operation of the first of our brand new boats.

Here she is, the notorious steam yacht Grille, built for the late and unlamented A. Hitler—"fastest, largest, most luxurious afloat," according to the present owner's advertisements in local public prints—heading up the East River on June 15th for her exhibition berth on the north side of Pier 11. Escorting "M" tugs shown in this I.N.P. telephoto made from Moran's dispatching office not only docked the vessel, but one of them, Grace Moran, provided transportation for working press (reporters, newsreel and still photographers, radio-television people, and all) to and from the Grille's temporary anchorage in Gravesend Bay. The other "working" tug in this instance was the Doris Moran, second of five new 1,750-horsepower Diesel-electric units being added to the Moran Towing & Transportation Co.'s New York harbor fleet. The Grille, 475 feet long, is rated at 3,873 tons.



Again . . . the Coast Guard Protects the Mariner

COMMANDER O. C. ROHNKE, USCG

Chief, Aids to Navigation Section, Third Coast Guard District

Three summers ago the New York press pounced happily on a freak accident in which an empty, fogbound tanker somehow lost its bearings approaching New York and ran high aground on Coney Island. News *was* scarce that week, and the tanker *did* look somewhat bewildered there on the beach, so the press' reaction is readily understandable.

Inversely, however, the very novelty of the incident points up significantly how efficient is the job being quietly done on a nation-wide and perennial basis by the Aids to Navigation Section of the Coast Guard, which operates and maintains the 38,000-odd lighthouses, lightships, radiobeacons, buoys and channel markers that guide world shipping in and out of the ports of America and its possessions.

Patently, this is a gargantuan task requiring continual new developments and, above all, constant vigilance. Fog horns, lights, radiobeacons, lighted buoys—all mechanical devices—are subject to failure at any time. Unlighted daytime aids may be sunk or destroyed. And, worse, if, for any reason, an aid is dragged from its charted location, a marine disaster could easily result.

How does the Coast Guard's Aids to Navigation force preserve its virtually unblemished record of reliability?

Initially, the brunt of actual servicing and surveillance is borne by a small fleet of sturdy, specially-equipped Coast Guard buoy tenders, and their crews. On regular schedules, and on special missions when necessary, these patrol the nation's waterways, recharging batteries, changing bulbs and otherwise maintaining aids on station. Annually, each buoy is relieved and transported to large buoy depots, co-manned by Service and civilian specialists who check, repaint with special anti-corrosive paint and otherwise completely overhaul the physical structure, as well as mechanism, before the buoy is again placed on station. (One of the largest of the buoy depots is at St. George, Staten Island; annually, it effects a turnover of several thousand items of equipment.) Besides its attendance on buoys, the tender fleet services lightships and all mechanical, unattended aids.

One of the most important sources of information to all shipping is the "Local Notice to Mariners", published by each Coast Guard District Aids to Navigation office, on the average of twice weekly, and widely disseminated. In the event of an item of emergent nature, those liable to be affected are advised by radio. Meanwhile, immediate steps are taken to correct the defect.

In this collective manner, marine accidents developing as the result of improper guidance or warning have remained at a gratifyingly incredible low.

Achieving this, the Coast Guard has enjoyed the unstinting co-operation of all marine interests. This is particularly evidenced in the voluntary system of reporting by which members of the maritime industry, yachtsmen and private individuals concerned with the proper operation of navigational aids immediately inform the nearest Coast Guard office of any defects which come to their attention.

During the recent August 1-7 observance of the Coast

(Continued on page 9)



Commander O. C. Rohnke,
USCG



Romer Shoals

No soft touch is the
Coast Guardsman's job



Ambrose
Lightship

Sandy Hook
Light Station



Scotland
Lightship



The CIUDAD DE MANIZALES, most recent addition to the GRANCOLOMBIANA fleet, arrived in New York July 19th from the Canadian Vickers shipyard at Montreal, for her maiden voyage to South America. She is the second of three similar, 4,000 gross ton ships being added to the fleet of Flota Mercante Grancolombiana, jointly operated by Colom-

bia, Ecuador and Venezuela. The company inaugurated sailings two years ago with eight of its own vessels. It now operates approximately twenty ships providing general and refrigerated cargo service between New York and New Orleans and Buenaventura, Cartagena, Barranquilla, Tumaco, La Guaira, Maracaibo, Puerto Cabello, Guanta, Puerto Sucre (Cumaná) and Guayaquil.

Robert Trout Speaking:

WNBC 11 O'clock News—Sunday, June 5, 1949



Here's a story of a rescue at sea. The heroine of the piece is Marion Moran, not a woman, but a 143-foot sea-going tug, belonging to the Moran Towing and Transportation Company, right here in our town. You've probably seen the Moran tugs puffing around the harbor, towing barges and lighters, or dragging ships many times their own size. On Friday, the Marion Moran was on her way from Charleston, South Carolina, to New Orleans. It was

heavy going. The Marion was near the Gulf Stream, which runs Northward, you know, and when there's a wind in the opposite direction, that Gulf Stream gets to be as nasty a piece of water as you'll find in most places in the world. It's been responsible for many a ship disaster. While the Marion was headed South her captain, Ira George, got a radio message from the Moran people here in the city: "the oil tanker Flagship Sinco was in dis-

(Continued on page 9)





ONCE AGAIN THE GREAT

Ile de France

ENTERS THE PORT OF NEW YORK

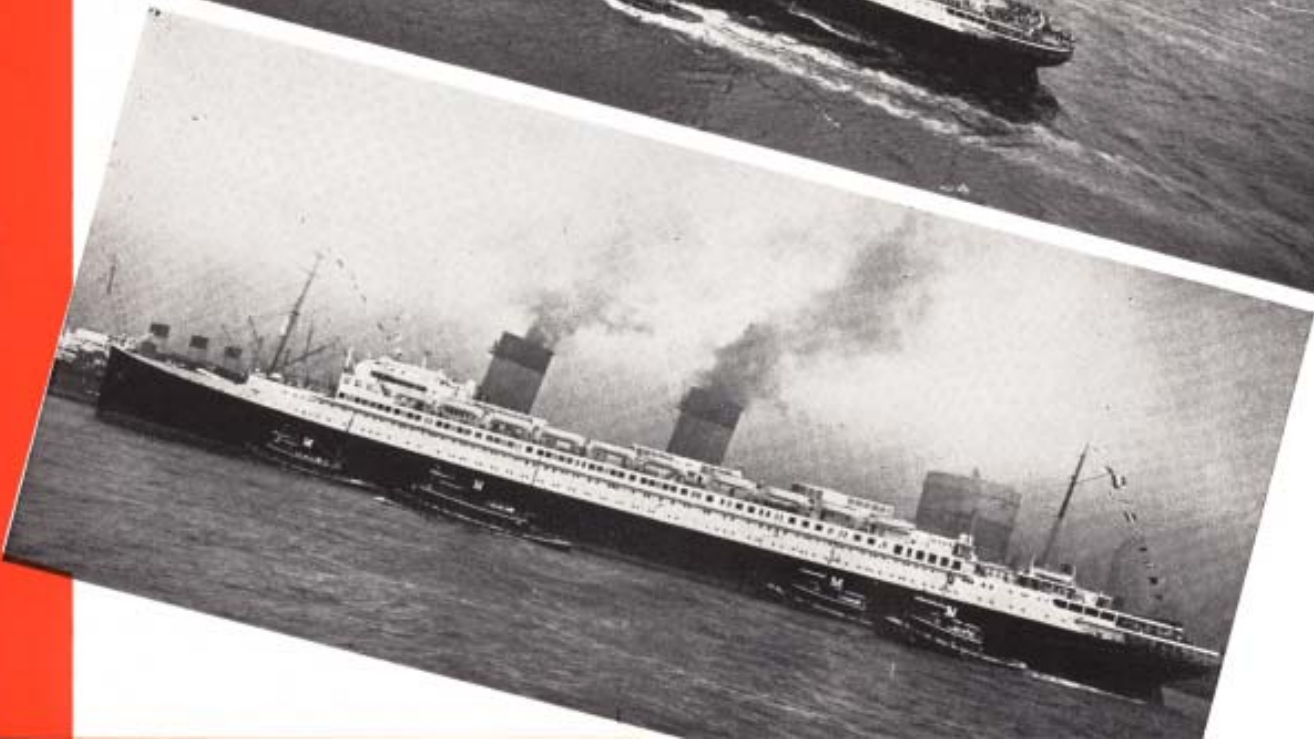
On July 27 the Port of New York opened its arms and extended the traditional whistle blowing, fire boat welcome to a friend who has been away too long—the “Ile de France”. Completely renovated and redesigned from the “port holes in” since her duty as an allied troop-ship, the flagship of the French Line steamed proudly up the North River and into her berth at the foot of 48th St.

In general the amazing reconstruction job, which has completely transformed the “Ile” and cost \$25,000,000, emphasizes the greatest possible comfort for the greatest number of passengers. Among her new features are a heated swimming pool, an air-conditioned theatre, roomier staterooms for all classes and the swank “Cafe de Paris”, an expected rendezvous of trans-Atlantic celebrities.

Once more Moran is proud to serve the magnificent liner. To Captain Joseph C. Cailloce, his crew and the “Ile” herself, we say congratulations, success and smooth sailing.



Captain Joseph Cailloce, who is in command of the newly-rebuilt Ile de France.





COL. W. W.
WANAMAKER
Corps of Engineers,
U. S. Army
District Engineer
New York District

The New York and New Jersey Channels of New York Harbor

(Continued from preceding issue)

The water-borne commerce of the New York and New Jersey Channels has increased greatly with the increased industrial development of the adjacent shore lines and the improvement of the waterway. A tabulation of this commerce for five year intervals since 1885 and including 1941 when the all time record year was reached and 1946 the latest published record.

Statement of Water-Borne Commerce for
New York & New Jersey Channels

Year	Short Tons	Additional Tonnage Carries In Transit Short Tons
1885	9,800,000	
1890	10,271,000	
1895	11,048,000	
1900	12,373,000	
1905	16,059,000	
1910	15,930,000	
1915	26,130,000	
1920	33,938,000	
1925	31,345,000	13,044,000
1930	40,822,000	7,890,000
1935	34,635,000	11,665,000
1940	45,821,000	14,069,000
1941	53,328,000	13,702,000
1945	45,110,000	11,142,000
1946	44,524,000	12,833,000

The trend toward the use of deeper draft vessels in New York and New Jersey Channels is illustrated by a study of the report on trips and drafts of vessels contained in the Annual Report of the Chief of Engineers. For the year 1935 the number of reported trips by all vessels of 18 feet draft or greater was 2,991, the number of vessels of 30 feet or more was 190, or about 6% of those of 18 feet or greater. For 1940 the corresponding number of deep drafts was 318 and the ratio was 9%. For 1945 the number was 609 and the ratio 25%, and for 1946 the number was 1,167 and the ratio was 41%.

Changes in the makeup of the water-borne commerce of these channels with particular reference to coal and petroleum are of interest. In 1905 the tonnage of sixteen million consisted approximately as follows: Coal 40%, oils less than 1% (petroleum products were not carried as such in the published reports), and other commodities 59%. By 1925 the composition of the total tonnage was:

Coal	27%
Petroleum and its products.....	60%
Other Commodities	13%

In 1946 the corresponding percentages have still further changed—the coal decreasing and the petroleum and its products increasing:

Coal	13%
Petroleum and its products.....	82%
Other Commodities	5%

Many other significant trends can be developed from the detailed classification of these statistics, but space here does not permit. The published records are available in all District Engineer offices as part of the published Annual Reports of the Chief of Engineers. These reports may be purchased from the Government Printing Office.

The New York and New Jersey Channels are an integral part of the Port of New York. Their 1946 tonnage is exceeded by only two waterways in the country, viz., the Duluth-Superior Harbor and the main entrance channels to New York Harbor. It was 1.4 times that of each of the Ports of Baltimore and Philadelphia, 1.8 times that of the Port of New Orleans, and 3 times that of each of the Ports of Boston and Los Angeles.

Future Development

With the present tendency toward a more complete development of the entire waterway, and the use of larger and deeper draft petroleum carriers, steps have been taken by proponents of the improvement to have the depth made uniformly 35 feet throughout the entire channel. As a result of their efforts the River and Harbor Act of March 1945 carried an item directing a preliminary examination and survey of "Arthur Kill, New York and New Jersey between a point one thousand feet north of the mouth of Smiths Creek and a point one thousand feet south of Buckwheat Island." After the usual public hearing and study of prospective benefits expected to result from the further proposed deepening, the District and Division Engineers submitted preliminary examination and survey reports favorable to improvement. The recommended project would provide that the above section of Arthur Kill be deepened to 37 feet in rock and 35 feet in soft material at an estimated cost of \$11,561,000. This report is now before the Chief of Engineers who will probably submit his report and final recommendations to the Congress in the near future.

* * *

Morantow: Tank barge "Arthur Herrmann," Havana, Cuba, to Vera Cruz, Mexico; thence to Texas City, Texas; thence to Vera Cruz; thence to Mobile, Ala.; thence to Port Everglades (Fort Lauderdale), Fla.; thence to Baltimore, Md.—5,637 miles.

Newark C. of C. Rivers and Harbors Committee Inspects Facilities With New "M" Tug

Members of the Newark Chamber of Commerce Rivers and Harbors Committee and guests made their annual inspection trip of New Jersey channels and port facilities June 16 aboard the Barbara Moran, third of this company's five brand new Diesel-electric harbor tugs.

The group first inspected maintenance dredging in progress in the 20-foot channel project in the Passaic River east of Jackson Street bridge, then proceeded up the Hackensack River to the upper reaches of the 30-foot channel project to view the site of a proposed turning basin near Penhorn Creek.

Following inspection of Newark Bay facilities, the party proceeded through Arthur Kill to Raritan Bay for its return to Port Newark via New York Bay, Kill Van Kull and Newark Bay.

Members of the committee aboard the Moran tug were: Harold L. Francis, Chairman of the Rivers and Harbors Committee, and Eastern Traffic and Transportation Manager for the Koppers Co., Inc.; W. P. Hedden, Port of New York Authority; Floyd Shannon, Western Electric Co.; C. L. Hayes, Reilly Tar & Chemical Corp.; William R. La Motte, Public Service Electric & Gas Co.; K. Husselrath, Coastal Oil Co.; H. F. Reed, Newark Terminal & Transportation Co.; and C. S. Huffman, representing W. H. Peabody, Sr., Weyerhaeuser Timber Co.

Others along on the trip were: Charles H. Watts, President of the Newark Chamber of Commerce, and Chairman of the Board of the Beneficial Management Corp.; Col. Harry O. Fischer, Corps of Engineers; J. P. Groendyke, Chief of the Rivers and Harbors Division, office of the District Engineer; Ralph A. Villani, Mayor of Newark, and Director of the Department of Parks and Public Property; Leo P. Carlin, Newark Port Coordinator, and Director of the Department of Public Works; Joseph M. Byrne, Vice-Chairman of the Port of New York Authority; Charles K. Paul, Director of the Property Administration Division, District Public Works Office, Third Naval District; A. L. King, Manager of the Marine Terminal Bureau, Port of New York Authority; D. K. Milligan, Superintendent of Terminals, Port of New York Authority; E. W. Wollmuth, Executive Vice President, Newark Chamber of Commerce; Joseph Fleming, General Manager of Swift & Co.; W. S. McPherson, Vice President of the American-Hawaiian Steamship Co.; J. A. Lehman, Vice President of the Newark Tidewater Terminal; L. J. Coughlin, President of the Bayway Terminal Corp.; "Billy" Drake, representing Albert B. Drake, President of the Lehigh Warehouse and Transportation Co.; M. J. Frechie, Traffic Manager of the Newtux Steamship Corp.; J. C. Martell, Vice President and General Manager of the Coastal Petroleum Corp.; K. S. Carberry, Secretary of the Newark Chamber of Commerce; James Sinclair, President of the Luckenbach Steamship Co.; and Roger Gilman and L. H. Knowles of the Port of New York Authority staff.

Again...the Coast Guard Protects the Mariner

(Continued from page 4)

Guard's 159th Anniversary, Admiral Ed. H. Smith, Commander Eastern Area and Third Coast Guard District, highly praised this assistance in a statement to the marine press. "In the field of maritime safety", he said, "our record would certainly not be so gratifying were it not for the reciprocal wholehearted co-operation of those agencies whose best interests are our pleasant responsibility".

* * *

Robert Trout Speaking:

(Continued from page 5)

tress in the Gulf Stream about 100 miles East of Jacksonville, Florida. A casing had broken in the Flagship Sinco's cold water circulator: There were twenty feet of water in the hold, the engines were out, she was in danger of foundering with 42 crewmen aboard. Two Coast Guard cutters were standing by, but the weather was so heavy they couldn't be of much help. In maritime terminology, the Flagship Sinco was a dead ship. Nevertheless, Captain George turned the tug Marion around and started making headway... ten knots in a half gale. At 10:50 yesterday morning, the Marion Moran was alongside the Flagship Sinco. Captain George hove a small line aboard, then crewmen of the Flagship Sinco hauled a heavy hawser from the tug and made it fast. From there on, the fate of the Flagship Sinco was a question of Captain George's seamanship. First he headed her into the wind to reduce the rolling and pitching so she wouldn't ship more water. Then, at only three knots, he headed back for Charleston (190 miles away) a course that kept him into the wind. He arrived off Charleston at 9:15 this morning, and by then the Flagship Sinco was drawing 38 feet of water. She was too low in water to get into the harbor. Capt. George will take her in at four o'clock tomorrow morning, the next high tide. A valuable ship, given up for dead, safe after two days of distress. A heroic rescue at sea? Maybe so, but Captain George and the crew of the Marion Moran aren't hanging around to pick up any medals. Now that they're back in Charleston, they'll pick up a barge and take it on to Galveston, Texas. In the life of a little sea-going tug, just another routine mission.

Morantow: Tanker, Galveston, Texas, to Jacksonville, Fla. — 1,227 miles.

* * *

Morantow: Tank barge "Seaboard No. 99," New York to Pausboro, N. J.; thence to Providence, R. I.; thence to Fall River, Mass.; thence to South Brewer, Maine; thence to New Haven, Conn.; thence to New York — 1,319 miles.

* * *

Junior Bluejackets—Ahoy!

To the Editor:

The Tow Line has been a great help and an inspiration to the members of our organization since we received the first copy in December, 1947...

Your chart of (whistle) signals has been incorporated in our "Rules of the Road" instructions to our youthful members, aged 12 years and upwards. The practical instructions were carried out recently when 65 boys were guests of the U. S. Coast Guard aboard the CGC Navesink on a patrol of New York Harbor two weeks ago.

Our organization, in operation for more than 11 years under a New York State charter, is non-profit, getting along solely on sustaining memberships and contributions. We teach boys to become good American citizens through naval and maritime training, and aid such as you and your magazine have given is deeply appreciated.

Thank you!

LT. JG. JOSEPH KRIKAWA,
Public Relations Officer.



"Hey! Watch it when you drop anchor, will you?"

* * *

Via Pony Express

Dear Sirs:

During the last war I sailed on one of your tow ships, the Southwest Pass. I liked that vessel very much and, after seeing an article about you in "Collier's," I thought I might ask for a picture of her or one of her sister ships.

Another thing. I want to express my thanks for the consideration given me by your company agents while I was "on the beach" in Honolulu.

The luck of the Irish to you and your company!
JOHN R. THOMPSON
Santa Monica, Calif.

Improvement in Damage Record

The Traffic Department announces that the following captains and mates had no claims charged against their tugs during the months of April, May, June and July:

Agnes A., M. Connor, H. Calhoun; Alice M., J. Jorgensen, A. Anderson; Anne, J. McConnell, P. Walling, F. Perry; Barbara, J. Sahlberg, G. Larsson; Carol, G. Young, N. Larsen; Catherine, J. Costello, E. Costello; Christine, H. Anderson; Doris, F. Snyder; Edmond J., W. Baldwin, F. Schweigel, R. Larkey; Eugenia M., H. Dreijer, G. Morton, W. Binker; Geo. N. Barrett, J. Todesky, P. Gaughran; Grace, C. Evans; Harriet, F. Semmens; Howard C. Moore, J. Jaques,

M. DeAngeles; Margot, E. Allen, V. Chapman; Marie S., F. Duffy, A. Tucker; Marion, I. George, G. Ashberry, E. Dexter; Mary, G. Smith, J. Rodden; Michael, T. Trent, M. Grimes, J. Stenson; Nancy, J. French, C. Sheridan, R. Poissant; Pauline L., L. Peters, N. MacDonald, A. Borden; Peter, H. Dickman; Richard J., J. Barrett, J. Cashin, J. Finneran; Sheila, C. Parslow; Susan A., J. Stenson, T. Nielson; Thomas E., R. Hayes, L. Thorsen, B. Sherer; William C. Moore, B. Baker; William J., A. Munson, J. Fagerstrom, P. Johnson; Relief Crew, K. Buck, L. Tucker.

This represents a slight improvement over the preceding period.

Like the legendary whaling master of the old school, of whom it was said that "he didn't earn his reputation on a croquet court," Capt. Frank J. Hughes, Moran's popular young assistant marine superintendent, is not called captain by courtesy. He got his title the hard way, and that coveted Navy jimcrack, the Bronze Star, would not be the only evidence he could produce to support such a claim if he were making it—which he isn't.

Born 30-odd years ago in Boston, Captain Hughes got a thorough grounding in maritime fundamentals by attending the Massachusetts Nautical School (now the state's Maritime Academy), from which he graduated with distinction at the age of 19. In fairly rapid succession thereafter he ran through the familiar sequence of jobs afloat—deckboy, ordinary seaman, able seaman, quartermaster, and all grades of mate—until finally he became "it," a master. During this period his name was not unknown to the paymasters of such outfits as United Fruit, Standard Oil of New York, American Pioneer Lines, American-Hawaiian, and Merritt-Chapman & Scott.

In 1944, according to the record, Frank joined Moran as master of the heavy-duty, seagoing tug *Gay Head*, one of a fleet of V4's numbering 50 at its peak which the company operated as general agents for the U. S. Maritime Commission. This was his introduction to wartime service one might legitimately spell with a capital "S"—trans-Atlantic towing operations mostly, such as carfloats, each with a wooden deck scow topside and an oil barge trailing astern, from New York to Falmouth, England.

World War II—yes, five months in European waters during the invasion of Normandy would be calculated to give a fellow something besides an academic knowledge of what that sort of thing is all about. All the gear for fabricating artificial harbors along the French coast never got across the Channel from England under its own power; Allied tugs, including the intrepid *Gay Head* with Captain Hughes in command, towed it over, oftener than not under combat conditions—and incidentally, with one Rear Adm. Edmond J. Moran pulling the operation strings.

The next deal for Frank was a voyage back to the United States with the mined and virtually bottomless Liberty ship *Matthew M. Maury*, a little

Ashore and Afloat



Capt. Frank J. Hughes examining new tug material in company scrapbook.

pleasure cruise from Gibraltar to Hampton Roads, Va.

Item: The *Gay Head* returned to Antwerp, Belgium, in winter convoy from Charleston, S. C., towing the barge *Seapower*, arriving there Christmas Eve just in time to be greeted with a shower of buzz-bombs—after beating off a determined E-boat attack the previous night. (The *Seapower* was a floating power plant especially designed to supply electricity to bombed cities.) One hears that the vessel next in line was torpedoed and sunk by a midget submarine in the Shelde estuary off Flushing, Holland.

Thence back to New York via England, light, in convoy; and it was right after this trip that Captain Hughes came ashore for Moran T. & T. Co. The next thing he knew he was in San Francisco, where he served as company port captain from February 1945 to June 1946. What—New York again? For the next six months or so he roamed up and down, or down and up, the Atlantic seaboard for Moran and the Maritime Commission, which old hands will tell you was no lazy-daisy assignment in those still hectic days.

(Oh, yes, it should have been noted previously that the *Gay Head* is credited with landing the first "phoenix unit" on our Normandy beachhead, to say nothing of the largest number of same during the assault period.)

Frank is a comparatively easy-going guy now, he will tell you, but don't

try to tell anyone acquainted with his "routine" chores that he has let any seaweed grow under his hull since hostilities tapered off to less than a whisper following the A-bomb incidents in Japan. His latest noteworthy assignment, completed to the very evident satisfaction of all concerned, was to bring the *Grace Moran*, first of five new 105-foot, 1,750-horsepower, Diesel-electric, steel-hulled harbor tugs being added to the "M" fleet, from Orange, Texas, to New York. . . . And war or no war, the skipper is not likely to forget very soon the all-out welcome the *Grace* got upon her arrival! (He also brought up the *Doris Moran* and the *Carol Moran*.)

The Captain and Mrs. Hughes, a native of Baltimore, Md., reside at 11 Prospect Place, New Dorp, Staten Island, N. Y.

* * *

Moran I.B.M. Division, Department of Addition: Born to Mr. and Mrs. Michael Cleary, 242-28 Eighty-ninth Avenue, Bellerose, L. I., a third son, Peter Robert, in Presbyterian Hospital, Manhattan. The other two: James and John.

* * *

Add I.B.M. Division intelligence: Miss Marie Hess engaged to marry Austin J. Whitely of Westwood, N. J., per announcement June 10th, the wedding to take place October 15th.

* * *

(1) Have done. (2) Thanx!

Editor, *Tow Line*:

Would you please send me a copy of your magazine for May? There is an article that I am interested in. One of your tug captains showed me the magazine and you should be mighty proud of the publication. Believe me, I was proud and more anxious to serve your captains, to help maintain their safety records, after reading the magazine. They are real fellows and good seamen. JAMES T. McCARTHY

(Chief Operator, New York State Barge Canal, Lock 32, Pittsford, N. Y.)



Office Girls Get Boat Ride

Soon after the Barbara Moran, third of our new tugs, arrived in New York harbor from Orange, Texas, she had occasion to make a quick trip up-river to Hastings-on-the-Hudson. The president of the firm thought it would be a good idea for some of the office girls to go along and get first-hand information on our modern floating equipment. As many as could be spared at one time made the trip; the remainder will have a similar outing probably aboard the Moira Moran, last of the already famous quintet. Left to right, above: Florence Loneragan, Olive Martinsen, Patricia Fredericks, Helen O'Brien, Patricia Szakas, Nora Lascari, Muriel Murray, Mary Bierweiler, Frances Werfelman, Alice Neary and Gloria Engel.—New York World-Telegram photo by Roger Higgins.



She Knows What Goes On

This would be Miss Rosemary Ryan, secretary to "The Boss," Rear Adm. Edmond J. Moran, a girl whose personal charm and professional efficiency (and energy) are becoming legendary around Moran HQ. A product of Bishop McDonnell High School and Pace Institute, Rosemary lives with her parents, Mr. and Mrs. Martin Ryan, at 111-32 One Hundred and Twelfth St., Ozone Park. Her hobbies, it appears, are bowling and Irish dancing—not necessarily performed simultaneously.

* * *

Courtesy Appreciated

Capt. Earl Allen,
Tug Margot Moran:

I am writing to thank you for your kindness in permitting me to cross your bow line last Sunday in my sloop, the AILEEN, No. 25, in the International Class. This was a great favor and one that my crew and I appreciated immensely. You could see that we would have lost a lot of distance in our race if we had had to go astern of the barge you had in tow.

I know that our racing in western Long Island sound must, at times, be a serious problem for you and the other captains to contend with, particularly during the summer when there are often 100 boats in the fleet. I realize, too, that when you have to tow considerably and maintain a schedule it is impossible for you to please all the contestants in a regatta, but I want you to know that we are all very grateful for such a nice favor as you did for me last Sunday.

I had an opportunity to admire the Margot Moran when you were close aboard and I must say you have a fine ship. I envy you very much in your fine duty. . . .

CORNELIUS SHIELDS



"WHITEHALL 3-2525"

The other half of the Moran T. & T. Co. switchboard crew introduced in the December, 1948, issue of *The Tow Line*. Here we have the equally pleasant and efficient team of Miss Mary Ann Flood, 163 Randolph Avenue, Dumont, N. J. (left), and Mrs. Betty Crowe, 4623 Park Avenue, The Bronx, N. Y. . . . If the person you want is available, they'll get him for you.

Short Splices

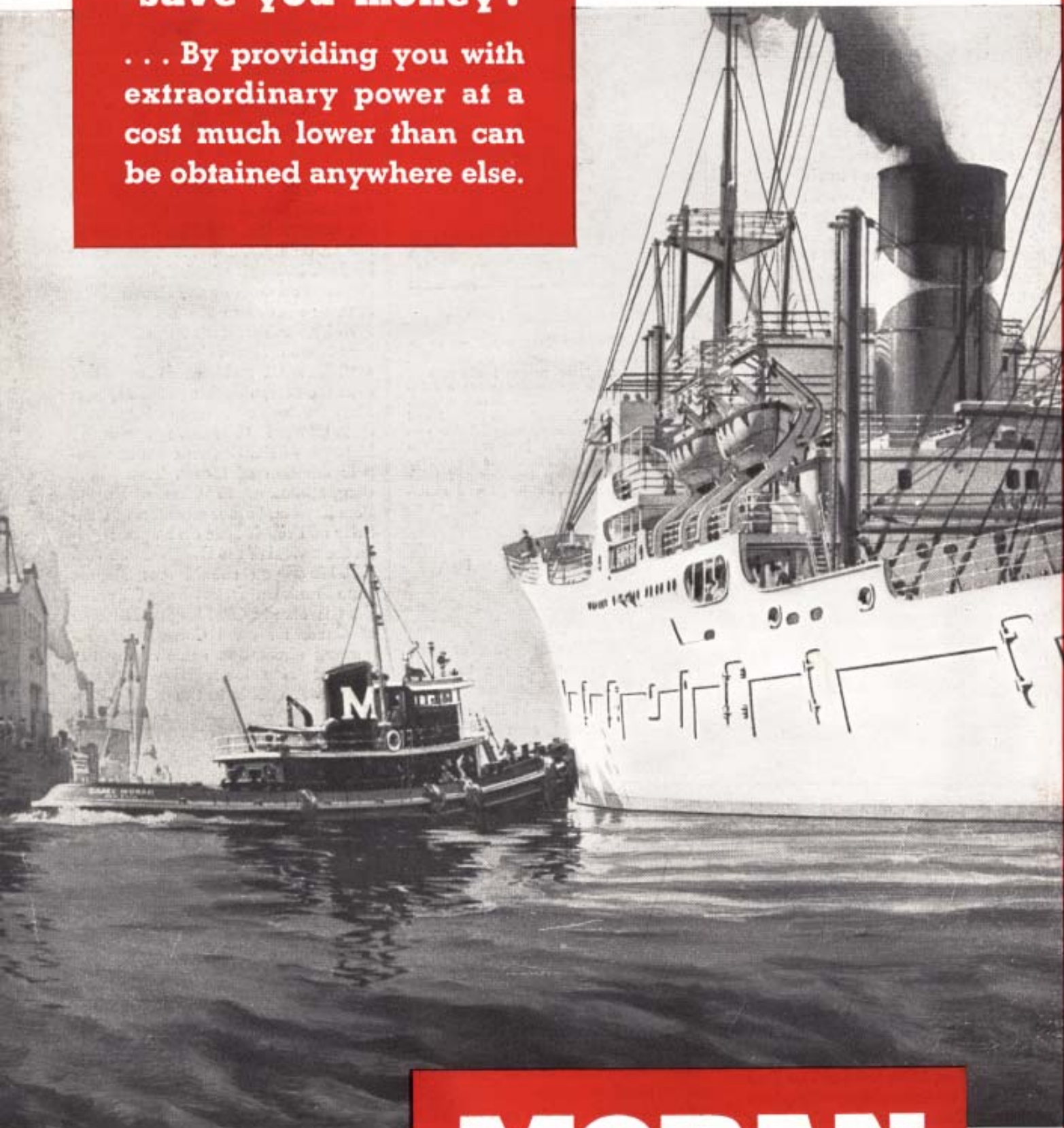
Moran crewmen, Henry Englebrecht and John Bussanick of Sheila Moran, rescued mother of two children from Barge Canal on July 17th . . . Congratulations to Mr. T. & T.'s own Admiral E. J. Moran on being appointed Trustee of The Marine Museum of the City of New York. Also on becoming a grandfather for the first time, granddaughter Cathleen being born to Mr. and Mrs. Thomas E. Moran on April 18th . . . A nice story by Jack Reycraft of the Staten Island Advance on docking the Queen Elizabeth as seen from the Doris Moran. Also by Lane Carter of the Birmingham News who was visiting New York with Mrs. C., and was so impressed with the Moran docking of the Queen Mary, he decided to write a feature on it . . . Howard C. Moore appointed Manager of the Construction and Repair Division of Moran T. & T. . . . Congratulations to Charles Hogan, Pete Rossi and other members of Publicity of French Line on a superb job on the arrival of the ILE DE FRANCE . . . Things you should see: Report from Frank Uniak, Publicity Chief for the Cleveland Diesel Engine Division of General Motors Corporation, regarding circulation achieved by the original Grace Moran arrival story and picture. Available in the TOW LINE office.



Capt. George Young, Captain of the CAROL MORAN and Mrs. Young can well be proud of Dorothy Ann, age 8 years, George B. Jr., age 13 years, James Thomas, age 6 years, Patricia Mary, age 10 years.

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