

TOW LINE



PUBLISHED BY MORAN TOWING & TRANSPORTATION CO., INC.

OCTOBER, 1949

Suez Delivery . . .
See pages 6-7



ON THE COVER

During recent months, especially since the last week in April when the Grace Moran, first of her class, was accorded an all-out welcome to New York, the maritime world has been hearing more and more about our five new tugs—their extra power, astonishing maneuverability, economy and efficiency in harbor operations of all kinds. Now that all five are on regular assignment here and have more than substantiated claims made for them by the builder, Livingston Shipbuilding Co., by the Cleveland Diesel Engine Division of General Motors Corp. and other suppliers, and by this company and its operating personnel, this could be just the time for taking stock along specific lines.

You are not likely to see a more comprehensive and convincing picture of delicate operations involved in docking a huge trans-Atlantic liner than the spectacular photo on our front cover. This would be the new fleet consisting of Grace Moran and her sister 105-footers—Doris, Carol, Barbara and Moira—handling the "Queen Mary" on her arrival in New York, August 25.

It tells the story, completely—the basic story of specialized skill, abundant power in the right place at the right time, rapidity and economy of operation, and supreme confidence on the part of every interest involved.

It was no "happenstance" that Moran was prepared to dock this 81,235-ton vessel, second largest liner afloat, with only five 1,750-horsepower, Diesel-electric tugs instead of 10 miscellaneous craft as formerly. As new tugs arrived from Texas, our operations people had been steadily whittling down the number assigned to docking the Queens.

They knew what they were about; and so did the Cunard White Star people, who, without unlimited confidence in this firm, might have been disinclined to approve our practical demonstration of economy-in-power. Now it is an accomplished fact, almost routine—although of course unfavorable winds and tides are still factors to be reckoned with, and neither Moran's business nor Cunard's has been built on taking unnecessary chances. If and when additional tugs are needed on a job they will be there . . .

Modernization is the American way. If in this instance it results in revolutionizing the towboat industry in New York Harbor, who stands to lose anything except the horse-and-buggy boys?



TOW LINE



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R. M. MUNROE, *Editor*
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The Margot Moran and Her Crew

The Margot Moran's recent voyage to Port Said, Egypt, described in detail elsewhere in this issue, is another outstanding accomplishment by an "M" tug, and we speak of it with justifiable pride. No small part of that pride is based on a conviction—surely universal—that the success of such an undertaking depends so much on the overall efficiency of the tug's crew.

Extremely long distance voyages are nothing new with Moran. In the early part of this century, in 1906 to be exact, the tug Catherine Moran—a steamer of considerably less power than the Margot, but with the same general hull dimensions—completed safely a trip from Philadelphia to the west coast of the Isthmus of Panama, where it was operated in connection with building the Panama Canal.

A year or so later, a sister tug, the Eugene F. Moran, ran from Philadel-

phia to Manzanillo, Mexico, where it was purchased by the Mexican Central Railroad and renamed Colima.

Both the Catherine and the Eugene F. made their long and difficult voyages via the Straits of Magellan, and although the capacities of their bunkers cannot be compared with the Diesel fuel potentials of our modern tugs, their range under economic coal consumption was truly remarkable for that day.

We have completed many remarkable deliveries, and it is certain that we will complete many more—if the need for such continues.

Everyone acquainted with the circumstances has nothing but the highest praise for the crew of the Margot Moran (under Capt. Jimmie DePuey), as well as for the designers and builders of the tug and her power plant . . . To one and all: Well done!

Another truly remarkable *Morantow*, recent enough to be almost spot news, was the Eugenia M. Moran's feat in bringing the seriously damaged and disabled Panamanian SS. Turan, originally an American Victory ship, subsequently under the Belgian flag, from Recife, Brazil, to Mobile, Ala., a distance of more than 4,300 miles.

Something like a year ago the Turan went aground on a reef at the entrance to the Port of Recife, damaging her bottom badly. A full cargo of wheat was almost a total loss.

Months later the vessel's between-decks hatches in three damaged holds were reinforced and sealed. Compressed air was pumped in below the hatches to maintain buoyancy when she was pulled off the reef.

The Eugenia M. (Capt. Hans K. Dreijer), which had just delivered a tow from New Orleans to Maracaibo, Venezuela, proceeded to Recife light and departed from that port with the Turan on July 21. It was necessary to tow the vessel stern first, since only an engine room bulkhead remained as protection against battering seas. Captain Dreijer had a perfect right to be concerned about hurricanes in the Caribbean at that season, because if one were encountered the tow probably would be unable to weather it, but luck rode with him.

By August 8 the Eugenia M. was at Port of Spain, Trinidad, for fuel and to give the Turan's riding crew (William F. Wilbur, formerly skipper aboard the Marion Moran, captain; Martin R. Bolan, chief engineer) a little time to increase her buoyancy at one end, which had been lessened during a spell of bad weather en route.

In the accompanying aerial photo you see the tug and tow making port at Mobile on September 6—right side up with care. Waterman tugs assisted the Eugenia M. with the Turan up Mobile Bay from Sand Island to the Pinto Shipyard. (Inset photo: Captain Dreijer.)

American Ship Brokerage Corp., New York, represents the present owner of the Turan.



Coastal Harbor Radio-Telephone System Serves Maritime Interests

Commercial and Private Craft Rely on Modern Communications

S O S, the radio distress signal long used to summon help at sea, gave way to a radio-telephone call on a foggy morning 10 years ago when the pilot boat Sandy Hook collided with the Norwegian American liner *Oslofjord* in New York's lower Bay. Thereafter, in the next 40 minutes before the *Sandy Hook* foundered, many calls for assistance went shoreward. The skipper and the captain of the pilot boat *New York* kept the Coast Guard informed on a losing fight the crew was making to keep the vessel afloat. In a final call the *New York* announced she was coming in with all hands from her sister ship, and asked the Coast Guard to mark the location of the sunken craft with a buoy.

All these messages were carried over a two-way communication system which the *New York Telephone Company* has since expanded into its far-flung coastal harbor service. Calls from ships are picked up by one of four radio receiving stations and relayed to the marine operator in lower Manhattan. She sends them along through land wires to their destinations.

From telephones ashore, calls are handled by the marine operator by land wire to a transmitting station, thence by radio to the designated vessel. Calls between ships suitably equipped for radio telephone may clear through the marine operator or go directly between vessels.

Valuable in Emergencies

In emergencies, the dramatic supersedes the routine, which for the most part covers the 300,000 messages handled annually by the *Bell System's* coastal-harbor facilities to and from some 11,000 vessels. These are reached by 18 transmitting stations—seven along the Atlantic coast, six on the west coast, three in the Gulf of Mexico, two on the Great Lakes. About a third of this traffic is handled for some 2,500 craft in New York and vicinity. Thirty-three of these are tugs of the *Moran Towing & Transportation Co., Inc.*, all equipped to send and receive telephone messages. While many tugs use this service, pleasure craft, fishing boats and coastwise vessels also share in many of the 300 calls handled daily by three marine operators at the company's Long Lines building.

Coastal harbor traffic becomes heavily seasonal when pleasure craft move about at the height of the summer. Calls then average about 400 a day. A falling barometer is always reflected by more calls at the marine positions. Last July 4th the switchboard was swamped when a squall descended suddenly on Long Island Sound.

Since the coastal harbor range is usually considered between 150 and 300 miles, transmitting and receiving stations are located to cover fully coastwise shipping operations; but whenever air waves are used for communications, freak occurrences are common. One local station picked up a message from a tug in the Amazon River, Brazil. It is not uncommon for a station here to pick up a call direct from Miami waters. By the same token, messages transmitted to craft in this vicinity often are heard hundreds of miles away.

WOX Covers New York

The New York district is covered by WOX, a 400-watt transmitting station operating on two channels, from St. George, Staten Island, and WAQ at Ocean Gate, N. J., near Tom's

River. Other stations on the Atlantic seaboard are at Boston, Wilmington, Norfolk, Charleston, Jacksonville and Miami. In the Gulf there are stations at Tampa, New Orleans and Galveston.

WOX transmits on 2522 and 2590 kilocycles; receiving stations at Old Field Point, Lindenhurst and Great Neck, Long Island, and Fort Wadsworth, Staten Island, have frequencies of 2126 and 2198 kilocycles. WAQ transmits on 2558 and receives on 2166 kilocycles.

In calling from a ship within a 150-mile radius of New York, the caller puts his set on the air by switching a control key. Then he signals the marine operator. When she responds, he gives his vessel's name, call letters and the number he wishes to reach. She completes the call. A call from a land telephone to a ship is placed by calling long distance and asking for the marine operator, who signals the vessel.

Before coastal harbor service was introduced in 1934, in Boston, small harbor craft owners and operators were reluctant to use radio telegraphy to communicate with land locations and other vessels because a special radio license and a knowledge of code were required. Now, small boat owners and operators outfit their vessels with equipment which can be used without special engineering knowledge or a study of radio telegraph code.

Modern Dispatching

The *New York Telephone Company* in 1936 set up its first channel for use by towing and lighterage concerns. Tug operators soon saw the value of a system that offered a high-speed and efficient dispatching service which could reach craft at any time of day or night. Captains found they no longer had to walk long piers to use land telephones. Mega-

phones that carried seagoing shouts from leather lungs were discarded. Flag wig-wagging, always inadequate in fog and darkness, gave way to the telephone instrument.

Most calls to and from tugs and lighters are duty calls, involving orders; but emergencies arise, particularly in heavy weather, when added towing power is required or assistance is needed during breakdowns. Only recently a *Moran* skipper's timely call reporting a fire aboard a nearby ship brought out harbor firefighting equipment "on the double."

A special feature of coastal harbor telephone service are weather reports sent out at 10:50 A.M. and 10:50 P.M., EST. Reports of marine information, such as Coast Guard notices to mariners, are added to daily weather announcements whenever available.

By 1940, when some 1,500 vessels were equipped for radio telephone in this district, the second channel was added to WOX.

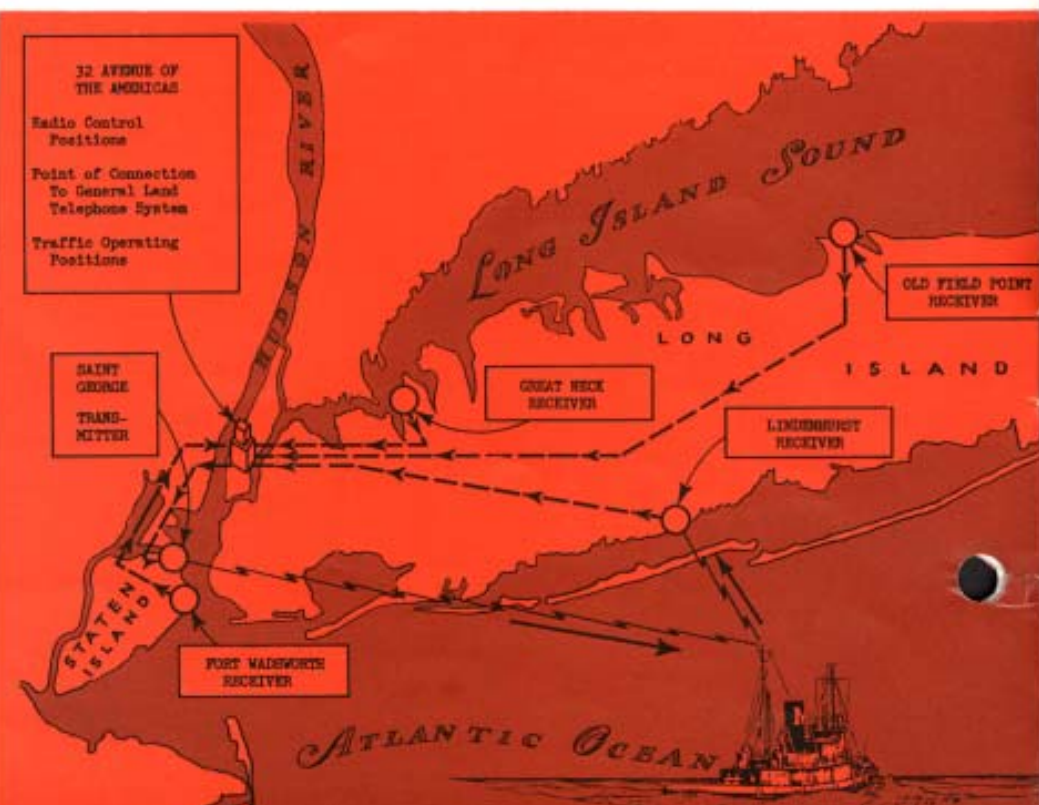
FM System in Use

A post-war development in radio telephony, known as maritime service, is offering telephone communication to harbor craft in a higher frequency band, 152-162 megacycles. About 50 vessels, including some of the *Moran* fleet, use this FM system, which has a radius of about 30 miles from the Long Lines building, 32 Avenue of the Americas, where transmitting equipment is located.

Now handling six times more traffic than during the pre-war years, coastal-harbor service plays an important role in the expanding and ever-improving *Bell Telephone* system that reaches more than 4,700,000 in New York State and 33,000,000 in the country as a whole.

Morantow: Rescue operation, Liberty ship, 1,170 miles east of Cape Henry, Va., to Newport News, Va.—1,195 miles.

Morantow: Barge "I. D. Fletcher," New York to Boston, Mass.; thence to Bangor, Maine; thence to New York—811 miles.



Sea-Going Tugman Explodes Theory of Errant Mariners

Officer of Marion Moran Lauds Men Who Are Wed

(From the Florida Times-Union Jacksonville, Sept. 27th)

It takes a married man to make a good sailor, according to Grover C. Ashbury of Foster, Va., first mate on the tugboat Marion Moran.

Ashbury doesn't have a bachelor on his ship and won't take one if he can help it. "A bachelor is apt to be a drifter," he said.

The Marion Moran was in port here yesterday, moored at McGiffin Terminal after towing the ex-CVE Atheling here from Norfolk, Va. The cleanliness of the ship spoke for the good spirit and discipline aboard.

"The men never leave the ship for another job once they come aboard," Ashbury said. "We don't have any discipline problems. The ship is like a home to the men. They earn good money—over \$300 for a seaman—and like the work."

The Moran Towing & Transportation Co., Inc., 17 Battery Place, New York, which operates the Marion Moran, is perhaps the best known towing company in the world. It operates two types of towboat fleets. One is for harbor work, and the other is for deep-sea towing jobs.

"The two groups see very little of each other and can't usually do each other's work," the mate said.

He drew another fine distinction. "Harbor tug men are home lovers who like to be home each night. Sea-going tug men are sea-farers. Sea-farers have just as much love for their homes, but they love the sea too. They get home three or four days out of a month, in addition to their annual time off."

Ashbury was the only member of the Marion Moran's crew who could get home when the tug was in Norfolk to pick up the Atheling. His home is near Norfolk. The master, Capt. Ira F. George, Jr., lives at Mobile, Ala., and most of the crewmen have families in the Gulf port area.

The Marion Moran rarely gets into the Atlantic Ocean. On one of its few trips into this area it rescued the tanker Flagship Sinco which broke down at sea off here the first week in June, 1949, and towed the wholly disabled ship into Charleston, S. C. (*)

Usually, the 143-foot sea-going tugboat operates out of the Gulf of Mexico and frequently transports floating petroleum production equipment to marine fields in the Caribbean area.

Ashbury said the Marion Moran had a good cook in Henry Hartog of Charleston, and the crew had no complaints on food.

The crewmen take a beating occasionally in rough weather at sea, but can count on relatively good riding if they have a heavy tow astern. When the tug is towing, it makes from five to eight knots and will ride up and over the waves rather than plunging into them as it would at higher speeds.

(*) Editor's note: See Page 5, August issue of *The Tow Line*; also photo and caption elsewhere in this issue, re *Marion with tow.*)

Morantow: Rescue operation, tanker, 1,125 miles ESE of New York to New York—1,125 miles.



OUT

Capt. William M. McGuire, Third Coast Guard District (New York) Marine Inspection Officer under Rear Adm. Ed. H. (Iceberg) Smith, has retired to enter the private shipping field. He has been

succeeded by Capt. Lewis B. Shackelford, formerly Officer-in-Charge of Marine Inspection at Philadelphia.

Beginning a sea-going career at the age of 17, Captain McGuire enlisted in the Navy during World War I, at the close of which he entered the merchant marine service, in which he rose from third mate to master. He was a federal vessel inspector since 1929, first in the Steamboat Inspection Service of the Department of Commerce, then in the Coast Guard.

Known throughout the industry as a persistent searcher for truths in maritime accident cases, as well as in connection with his duties as an arbiter of ship safety consideration, he has been one of the most popular officers in this district.

Captain Shackelford, a native of Severn, Va., extends greetings to shipping firms and individuals in the New York area. He invites anyone interested to visit him at district headquarters, 80 Lafayette Street, Manhattan.



IN

Want to brush up on your navigation? Wigwag the Yachting Committee, Downtown Athletic Club, (Henry B. Hammond, chairman) re a series of courses to be given in conjunction with the North River Power Squadron.

Sea-going tug Marion Moran (Capt. Ira F. George, Mobile, Ala.) departing Boston, Mass., Friday morning, September 16, for Newport News, Va., with the damaged U. S. Coast Guard cutter Eastwind in tow. The Eastwind was in collision with the tanker Gulfstream off the New Jersey coast on the night of January 18-19, resulting in a loss of 13 lives aboard the cutter, which is being repaired in the plant of the Newport News Shipbuilding & Drydock Co. Severe collision and fire damage amidship, starboard side is not visible in this picture made by a service photographer in Boston harbor.



Capt. James D. DePuoy (left) and First Mate Otto Towner, both of Baltimore, Md., trace their route to Suez on globe in Tow Line office.



Suez Del



Above: First Asst Engineer Bill Morton snapped this shot of ex-Army Y-boat, Caltex-85, from deck of Margot Moran as she came alongside at New London dock. Right: Tug stands out to sea after technicians had adjusted compass and calibrated direction finder in Gravesend Bay, New York.





Moran Tug Tows Caltex-85, New London To Port Said: 5,137 Miles in 26½ Days

As someone in Moran headquarters remarked, leafing through abstracts of the Margot Moran's log, "There is more to all this than meets the eye."

Capt. Jimmie DePuey's noncommittal account makes this international *morantou* seem commonplace. Indeed, it has been outdone by other "M" tugs and crews; yet it would be wrong—not to say an injustice—to assume that so gallant a voyage, half way around the world in little less than sensational time, has much in common with, say, the annual New York-Bermuda yacht race, or even the Margot's routine coastwise operations.

It was reported by the Evening Day of New London on July 11 that the tow departed there shortly before noon the previous day. An August 7 entry in the log reveals it arrived off Port

Said, Egypt, at 8:30 a.m. on that date, slightly less than 10 days out Ceuta, Spanish Morocco, where a brief refueling stop was made. Total steaming time from the Connecticut port: 26 days, 13 hours, 40 minutes—an average overall speed of 8:05 knots.

(Nobody connected with Plymouth Cordage Co. is likely to be depressed over learning that at Ceuta Captain DePuey broke out the Margot's fabulous 8-inch nylon hawser, which had given continuous and eminently satisfactory service since the previous July, and used it in the Mediterranean all the way to Suez. No complaints from him either.)

Running light on her return trip, the tug departed Port Said at 2 a.m. August 9 and arrived New York at 4 a.m. August 29.

ivery...

Tug Margot Moran

Abstract of Log, Excerpts

New London, Conn., to Ceuta, S.M. —

JULY 10: 1125, under way, tow streamed, proceeding seaward. 1153, Race Light abeam 1 mile. 1330, Montauk Point abeam.
 JULY 11: 0226, Nantucket Lightship abeam 1 mile.
 JULY 24: 3823N x 13.44W. Wind NNE force 5, sea rough, heavy swell; tow laboring heavily, reduced speed.
 JULY 27: 1000, arrived Ceuta. 1020, pilot aboard. 1050, hawser off tow; anchored off Ceuta entrance. 1130, finished with engines; all fast to municipal docks.

Ceuta, S.M., to Port Said, Egypt —

JULY 27: 1430, agent aboard, delivered clearance papers. 1445, left dock. 1510, fast to tow, securing hawser and bridle. 2120, all secured, anchor aweigh, underway to sea.
 AUG. 1: 37.16N x 8.54W. Distance run, 203 miles; clear, fine weather; tow riding well.
 AUG. 6: 0830, arrived off Port Said. 0945, hawser and bridle aboard, pilot aboard, all fast alongside Caltex-85. 1230, barge and tug fast to dock, finished with engines. 1500, barge accepted in apparent good condition by Caltex representative, receipt in order. 1720, pilot aboard. 1730, left dock. 2117, finished taking fuel and water.

Port Said, Egypt, to New York —

AUG. 9: Wind NW force 5, sea rough, 0200, left dock, pilot's orders. 0245, pilot off.
 AUG. 12: 36.07N x 14.32W. Distance run, 280 miles; wind WNW force 5, sea rough. Reduced speed, pitching heavily, awash.
 AUG. 16: 1010, Gibraltar abeam 3 miles. 1120 Tarifa Isle abeam 2 miles.
 AUG. 22: 35.42N x 41.42W. Distance run, 236 miles; wind WSW force 2, sea slight; clear fine weather. 1514, rendezvous U. S. Coast Guard weather ship Matagorda Parin, picking up mail. 0524, mail aboard, full ahead.
 AUG. 26: 33.16N x 63.30W. Rough sea. Laboring heavily. Barometer 29.78. Proceeding southward to avoid hurricane.
 AUG. 27: Heavy NE swell. Slow speed, awaiting disposition of No. 2 hurricane to SW.
 AUG. 28: 33.09N x 71.44W. Distance run, 290 miles; wind SW force 4, moderate sea, clear and fine. 2000, full speed, course 314 degrees, proceeding toward New York.
 AUG. 29: 1252, pilot McLeary aboard. 0413, arrived Quarantine. 0600, doctor aboard. 0630, pratique granted, left dock. 0700, arrived Moran yard. 0715, fast, finished with engines.

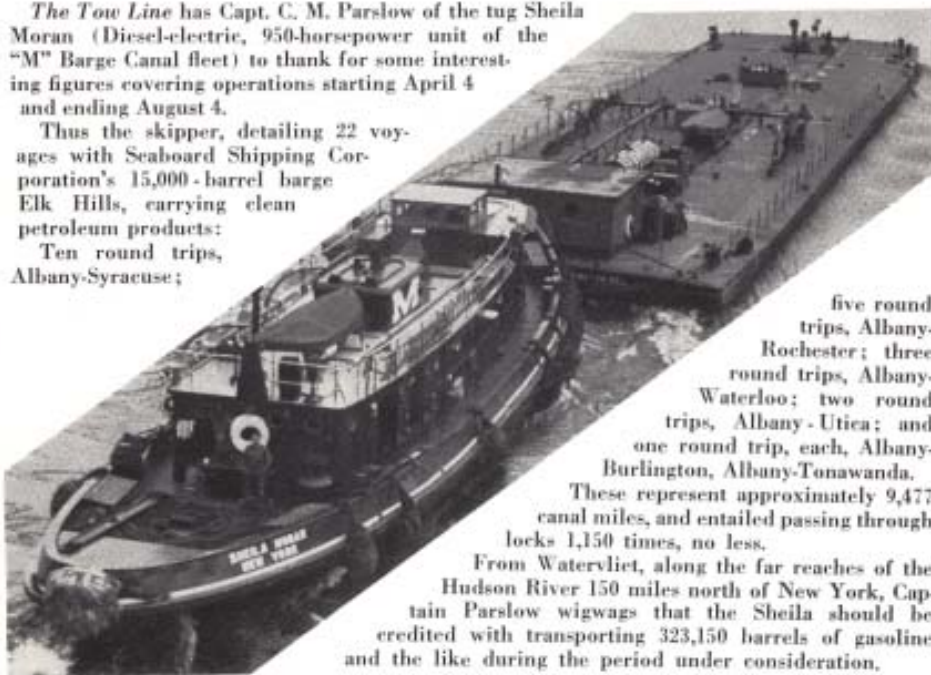


SPEAKING OF RECORDS...

The *Tow Line* has Capt. C. M. Parslow of the tug Sheila Moran (Diesel-electric, 950-horsepower unit of the "M" Barge Canal fleet) to thank for some interesting figures covering operations starting April 4 and ending August 4.

Thus the skipper, detailing 22 voyages with Seaboard Shipping Corporation's 15,000-barrel barge Elk Hills, carrying clean petroleum products:

Ten round trips, Albany-Syracuse;



five round trips, Albany-Rochester; three round trips, Albany-Waterloo; two round trips, Albany-Utica; and one round trip, each, Albany-Burlington, Albany-Tonawanda. These represent approximately 9,477 canal miles, and entailed passing through locks 1,150 times, no less.

From Watervliet, along the far reaches of the Hudson River 150 miles north of New York, Captain Parslow wiggles that the Sheila should be credited with transporting 323,150 barrels of gasoline and the like during the period under consideration.

The accompanying photograph shows Seaboard's Elk Hills propelled by the Sheila Moran, moving northward in the Hudson River, approaching the N.Y.C. RR. bridge below Albany, N. Y.

Improvement in Damage Records

Another slight improvement in the damage claim record of the Moran fleet was made in August. The following captains and mates have no damages charged against them for the month:

AGNES A., M. Connor; 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; CHRISTINE, D. Conrad, H. Anderson, P. Brittain; DORIS, F. W. Snyder, W. Hayes; EDMOND J., W. Baldwin, F. Schweigel, R. Larkey; EUGENIA M., H. Dreijer, G. Morton, W. Rinker; GEO. N. BARRETT, J. Todeski, P. Gaughran, Jr.; GRACE, J. Gully; HARRIET, G. Bragg; HELEN B., H. Becker; HOWARD C. MOORE, J. Jaques, M. DeAngeles; KEVIN, N. Proctor, J. Barrow, S. Krauss; M., W. Smith, W. Whitlow; MARGOT, E. Allen, V. Chapman; MARIE S., A. Tucker; MARION, I. George, G. Ashberry, E. Dexter; MARY, M. Rodden, J. Rodden; MICHAEL, T. Trent, M. Grimes; MOIRA, B. Baker; NANCY, J. French, C. Sheridan, R. Poissant; PAULINE

L., R. Jones, M. Sullivan; PETER, C. Moreh, H. Dickman, D. Bodino; R. J. BARRETT, J. Cashin, J. Finneran; SHEILA, C. Parslow, J. Chartrand; THOMAS E., R. Hayes, L. Thorsen, B. Scherer; WILLIAM J., A. Munson, J. Fagerstrom, P. Johnson; RELIEF CREW, K. Buck.

Into the Archives!

Capt. Earl C. Palmer:

Would it be possible for this Society to be placed on the mailing list of *The Tow Line*, published periodically by the Moran Towing & Transportation Co., Inc.? We would appreciate receiving it, for reference and preservation in our library.

We have been given numbers 1 and 2 of volume II, for February and May of this year, and would like to supplement them with the issues for 1948, if possible.

DOROTHY C. BARCH, *Librarian,*
New York Historical Society

Stanley Janeczek, a nephew of Captain Hayes, and the youngest crewman aboard the Thomas E., is working diligently for his mate's license. He lives in Kingston, too, and has been on the tug for a couple of years.

NEW BEACON TO AID VESSELS IN HARBOR

(*New York Times: Sept. 29th*)

Master mariners and barge captains approaching New York Harbor from the south this coming December may blink their eyes in astonishment when they see two lightships in the area generally covered by Scotland Lightship since 1868.

The lightship, which guards the southern approaches to the Port of New York and the entrances to South and Swash Channels, will be supplemented by a ninety-two-foot-long experimental lightship, according to information published in the current Daily Memorandum issued by the Navy Hydrographic Office at Washington.

Third Coast Guard District Headquarters here confirmed this yesterday and added that the new craft would go on station on Dec. 15. The new lightship, marked "EXP" in large white letters on each side of her red hull, will be unmanned, and will be completely controlled by electronic devices operated from shore.

In her appearance, the "EXP" will not differ at all from other United States lightships. Her hull will be red, superstructure white and her mast and lantern gallery buff. She will occupy a spot 5,850 yards east of Sandy Hook Light, and to the north of the Scotland Lightship.

The "EXP" will exhibit a red light of 2,000 candlepower forty feet above the water and flashing every six seconds. The visibility will be twelve miles. A fog signal will consist of an electric chime diaphragm horn that will sound one blast of two seconds duration every ten seconds during low visibility.

PERSONALITIES

Eugene Moran, chairman of the board of the Moran Towing & Transportation Company, a Commissioner of the Port of New York Authority, was the principal speaker at the first fall meeting of the Steamship Historical Society on September 23rd. Mr. Moran spoke on "Tugs and Towing," illustrating his talk with movies and lantern slides. — *Marine Progress, Weekly News Report, September 28, 1949.*

50 YEARS AGO

(The following items of interest were painstakingly extracted from files of the New York Maritime Register by Capt. Earl C. Palmer of Moran HQ, curator of The Tow Line's historical section.)

MARCH 1, 1899 (An editorial)—The action of the pilot of the Tug Robert Robinson in leaving the Bark Pactolus, which he had bargained to tow into New York from sea for \$150.00, to go in pursuit of a larger vessel which apparently would offer a better rate, is reprehensible and should receive censure. The U. S. Steamboat Inspectors should look into the matter. The pilot of the tug received his just reward by losing both tows. He evidently forgot the old adage relating to the bird in the hand and the one in the bush.

MARCH 8, 1899—The new White Star freighter *Afric* which sailed from New York on March 3rd took out 15,000 tons of freight, equal to 20,000 measurement tons. She was drawing 31 feet when she crossed the bar.

The ship *Emily F. Whitney*, Pendleton, Master, was the first American ship to leave New York under the new law which allows the ship owner to advance to the sailor no more than the equivalent of one month's wages. The efforts of the Boarding House Keepers to prevent her securing a crew proved futile and the sailors shipped are to form one of the best crews shipped out of New York for many years past.

APRIL 19, 1899—"The Irish Navy" was one of the many toasts at the banquet of the National Board of Transportation, given at the close of the annual convention held at New Orleans last week. The toast was ably responded to by the founder and commodore of said Navy, M. Moran.

AUGUST 2, 1899—M. Moran, for *Progreso*, put back to New Orleans July 29th with boiler tubes leaking.

AUGUST 23, 1899—The American three-ton cutter *Great Western*, from Gloucester, Mass., June 18, entered Bristol (Eng.) channel yesterday and her solitary occupant, Howard Blackburn, reported all well. It is expected the small boat will reach Bristol shortly.

SEPTEMBER 13, 1899—The celebration attending the homecoming of Admiral Dewey is a boon to the owners of steamboats and tugboats at New York and its vicinity. The popular desire to participate in the naval ceremonies is so great that every available craft has been chartered at a good rate. The international yacht race has also created a good demand for excursion boats and the rates paid for these are far beyond the usual figures.

SEPTEMBER 27, 1899—A hearty welcome to Admiral Dewey who arrived yesterday on the *Olympia* in the lower bay. The extensive preparations made to celebrate this event, lasting practically from Thursday to Monday next, will, we hope, please the Admiral. The principal features will be the Naval Parade on Friday and the Land Parade on Saturday, both days having been proclaimed holidays.

OCTOBER 18, 1899—A large raft of 6,000,000 feet of timber, which was being towed from Puget Sound to San Francisco by the Str. *Czarina*, is drifting around, a menace to navigation, as it broke away from the steamer. At one time it was picked up by the Str. *San Pedro*, which towed it until her coal supply ran so low that she had to abandon it and proceed to San Francisco, where she coaled up and started in search of the raft, but failed to find it again.

"And We Quote—"

(From reactions of various readers to various issues of *The Tow Line*)

Frank Reil, Director, Bureau of Information, American Merchant Marine Institute, Inc.:

"Excellent issue... Night photographs of the harbor are truly marvelous; so are some of the other photos in the magazine. As a long-time reader of hundreds of house-organs that cross my desk continually, I want to state that yours is high on the list of good ones."

George J. Neuchams, Advertising Manager, Engineering Works Division, Dravo Corporation, Pittsburgh, Pa.:

"I have just received the May 1949 issue of your fine publication, TOW LINE, and want to congratulate you on the consistently good job you are doing with this magazine."

Vice Admiral W. R. Munroe, U.S.N. (Ret.), Commander, Gulf Sea Frontier, Third Naval District, etc. in World War II.:

"Your note, together with *The Tow Line* arrived this morning... This is the first time I have received the magazine. Thanks a lot, and I would like to be put on your mailing list."

Henry Kerr Abram, Managing, Henry Abram, Ltd., Glasgow, Scotland:

"Newest issue of TOW LINE received today is a splendid getup and should return you good results."

Charles E. Jackson, General Manager, National Fisheries Institute, Inc., Washington, D. C.:

"Thanks for sending me copies of TOW LINE. It is beautiful work... and if this issue is a sample of your work you have already attained success."

Alexander Arnott & Co., The Exchange, Cardiff, Wales, England:

"We also thank you for the copies of TOW LINE, February issue... We ourselves are most interested in this publication, and... we think the house article, "We Take Pardonable Pride," particular appropriate."

Morgan Howell, Commercial Barge Lines, Inc., Detroit, Michigan:

"I want you to know how much I appreciated... The Moran Tow Line, I believe I am the only man in Detroit getting it, and have showed the magazine to many people... I do hope you will send me more, for I have enjoyed them very much."

Robert E. Faherty, Editorial Department, Chicago Daily News:

"Thanks for the TOW LINE... The Ile de France looks tempting. How come there is a Moran angle to every piece in the magazine, even with Hitler's yacht? Can't you be impartial and objective?"

Capt. John C. Fremont, U.S.N. (Ret.), 765 Park Avenue, New York:

"It is with great pleasure and interest that I read of the many splendid towing achievements by Moran tugs as outlined in TOW LINE, which you so kindly sent me."

Alexander C. Brown, Chief of Publications, The Mariners' Museum, Newport News, Virginia:

"I have not previously expressed my pleasure in receiving the magazine MORAN TOW LINE. It is full of fine items and the pictures are excellent."

G. A. Ashford, The Bermuda Transportation Co., Ltd., Hamilton, Bermuda:

"We have read the December issue of your TOW LINE and are interested in obtaining a copy, also future numbers if this is possible."

John J. Floherty, Port Washington, L. I., New York:

"As one familiar with publishing, may I compliment you on the excellence of your magazine TOW LINE. Its appearance and content set it high among the best in house publications. In the current issue your double-spread SS. LEICESTER SAGA is a perfect example of good pictorial journalism. Its pictures, captions and arrangements would do credit to the best of national magazines."

Jeff Sparks, Radio Officer, United Nations, Lake Success, New York:

"It was very thoughtful of you to send us the requested copies of your magazine which, I dare say, is one of the most attractive we have seen."

Jack Lawrence, former ship news reporter, 61 Perry Street, New York:

"Many thanks for remembering me, and I'd like to repeat that your TOW LINE is the best thing of its kind in the country, particularly the last two issues."

K. G. Schoeffler, Ass't Marine Superintendent, The Berwind-White Coal Mining Co., 1 Broadway, New York:

"I also wish to thank you and your staff for TOW LINE, which I am privileged to receive each month. Both pictures and magazine are symbols of the great efficiency that has always characterized your organization."

MARINE BEAUTY SHOPPE

Prior to her annual overhaul at Moran's yard, Port Richmond, S. I., the 143-foot, 2,000-horsepower Diesel-electric, sea-going tug *Eugenia M. Moran* gets a "facial" in the Hoboken drydock of Todd Shipyards Corp., as workmen scrape off barnacles before painting bottom.



Ashore and Afloat



Not every shirt-sleeved assistant general manager of marine operations in or out of New York harbor—like our Cornelius (Neal) M. Devine here—has the advantage of a virtually unobstructed view from his own 25th floor office window of that usually teeming stretch of open water between the East and North Rivers, between Governors Island and the Battery. In maneuvering a fleet of Barge Canal, Great Lakes, harbor and coastwise tugs the advantages of this are obvious.

Neal, who resides at 61 Blauvelt Avenue, Bergenfield, N. J., and sometimes even admits being a native of the Jersey side, started with Moran in 1942. Presently he is one of Johnny Metzner's trusted lieutenants, understandably conditioned to spelling operations with a capital "O".

His voice on coastal-harbor radiotelephone frequencies probably is as familiar to New York and other marine operators as the names of many seagoing tugs which look to him and his department for orders. Such calls are routine via Boston, Wilmington, Norfolk, Charleston, Miami, Tampa, New Orleans and Galveston.

Without anything resembling shame Neal will tell you he was with Stafford

& Co., the Wall Street stock brokers, for 21 years, working himself up from runner to office manager. One year he was assistant manager for "Soundies," a jukebox-like motion picture gadget he says there is no reason to think will ever revolutionize the flicker industry.

The Devine family includes an eight-year-old girl and a four-year old boy, who seem to be reserving their opinion as to Pop's prowess as a bowler and golfer. The Tow Line knows, but ain't tellin'.

Chief Engineer W. C. Oursler of the Pauline L. is a camera fan. In his room aboard he has shots and albums full of shots made on many tows in the course of his career with Moran. Bill's son, pictured here with the family's pedigreed cocker spaniel, served as an oiler aboard the tug this summer. He has returned to Jacksonville, Florida, to complete his high school education. The younger Bill is a senior this year... In fact, stepping aboard the Pauline L. is a little like making a quick trip south, since all except two or three members of the crew speak with typical southern drawls, an understandable thing inasmuch as they signed on in the Gulf area. All have remained aboard despite the colder climate of the New York latitude.

Oo-o-o-o-oops!... The Holland-America Line is confident it has at hand a 95-percent answer to the universal problem of sea-sickness: a relatively new drug, dramamine. The line is providing it in tablet form to passengers, without charge; and Dr. Thomas N. Cassidy, ship's doctor aboard the Nieuw Amsterdam, believes dramamine is much more effective than any remedy previously used under his direction.



An interesting and interested visitor in *The Tow Line* editorial office one day late in September was Capt. Hans K. Dreijer of Mobile, Ala., skipper aboard the Eugenia M. Moran. Elsewhere in this issue you will find an illustrated story about an outstanding tow the Eugenia M. completed satisfactorily when the tug made port at Mobile with the badly damaged SS. Turan, picked up at Recife, Brazil. Captain Dreijer became so absorbed in the published exploits of his and other "M" seagoing tugs, in the company scrapbook, it was with some difficulty that we pried him loose long enough to make a head-and-shoulders photograph of him for the files. On the other hand, that was the day very little magazine copy got written because your editor's caller kept him continuously fascinated with left-handed and not quite printable seafaring tales... The Eugenia M. at the time was in the Moran yard at Port Richmond, Staten Island, for her annual overhaul. (Remember the photo in our April, 1948, issue: the tug standing out to sea with SS. Willis Vickery in tow, heading for the James River fleet anchorage, Virginia, on her maiden voyage under the "M" flag?)

"Bud" Benjamin, Lieut., USCGR, wartime public information officer for the sprawling Coast Guard district with HQ at Cleveland, Ohio—and one of the boys who really "had something on the ball," Rear Adm. Ellis Reed-Hill will tell you—is readying a script for an RKO-Pathe short feature on "A Day in the Life of a Moran Harbor Tug," or something to that effect. Further details and approximate release time will be published in a later issue of *The Tow Line*.

Sotto voce, to J. L. Gorham, Sr., of the tug Harriet Moran: Thanx for the photos of Lock Five, Waterford, N. Y., under repair; and please continue to keep an eye peeled and/or an ear to the ground for other news-worthy items, as the Harriet comes and goes.

Late Sports Note:

The fifth annual Moran Open golf tournament is being played Sunday, October 9, mercifully too late for this great family journal to do more than record that our "spirited" competition occurs, as usual, on the course of the South Bay Golf Club, Bayshore, L. I. ... Winners, if any, in our next issue.

"Invaluable Experience"

(Moran T. & T. Co. recently made one of its new harbor tugs available to members of the training class of the Providence Washington Insurance Co. of Providence, R. I., for an inspection trip around the harbor.)

Dear Mr. Moran:

"... It would be difficult to tell you how much such a trip helped us to illustrate to the students many items concerning marine insurance which they had been taught. Suffice it to say that the experience is invaluable.

"Mr. Moore and Captain Snyder of the DORIS MORAN, as well as members of the crew, were extremely courteous, cooperative and helpful. They had many questions thrown at them by the students and were very patient in answering all of them.

"We are deeply indebted to you and wish to thank you. Sincerely,

EDWARD H. FLEER
Director of Education.

* * *

Howard F. Greiner, chief engineer aboard the Marie S. Moran, recently completed construction of a seven-room home in Port Ewen, N. Y. The family, which includes two boys and a girl, formerly resided in Kingston; and by the way, have you noticed how many Moran crewmen are from Kingston and vicinity?

* * *

Better-late-than-never item: Fred Handelman became a grandpop 7/19/49 when an eight-pound, 10-ounce son, Craig, was born to Mr. and Mrs. Ray C. Handelman.

* * *

Capt. Rodney Jones of the Pauline L. Moran was telling our Miss Christian about one of his voyages in southern waters, when the tug was executing regularly a disconcerting 45-degree roll. One crewman, off watch, was trying to catch a little shut-eye, but after awhile made his way up to the pilot house, not without some difficulty, and complained bitterly that every time he dozed off he found himself on deck—once in a drawer under his bunk!... The skipper had similar experiences, and found the best maneuver is to remove a mattress from the bunk completely, put it on the floor (preferably in a corner), and sleep there... It worked in the case of the complaining crewman, who went back on watch next morning with a comparatively good night's sleep under his belt.

Born, September 17, 1949, to John and Regina Drudy, a son, baptized Gerard, at Savior's Roman Catholic Church, Brooklyn, on October 2. The youngster's father is an oiler aboard the Sheila Moran, and he has an uncle, Jimmie, in the billing department.

* * *

The 23rd annual convention of the Propeller Club of the United States will open a three-day session at the Hotel Waldorf-Astoria on October 19, in conjunction with the annual American Merchant Marine Conference. Various panels will be dedicated to "Requirements and Responsibilities of American Shipping." See you?

Prize winners in the third annual newspaper contest sponsored by the Propeller Club included George Horne, New York Times; Julian Griffin, Cleveland Press; Ford Eastman, Duluth News Tribune. Prizes for editorial writing went to Darsie L. Darsie, Los Angeles Herald Express; Will Stevens, Vallejo (Calif.) Times Herald; and Clyde R. Berwin, Tampa Daily Times. Special feature articles won awards for Jack Foisie, San Francisco Chronicle; Dorothy Warren, St. Paul Pioneer Press; and John Bunker, Christian Science Monitor.



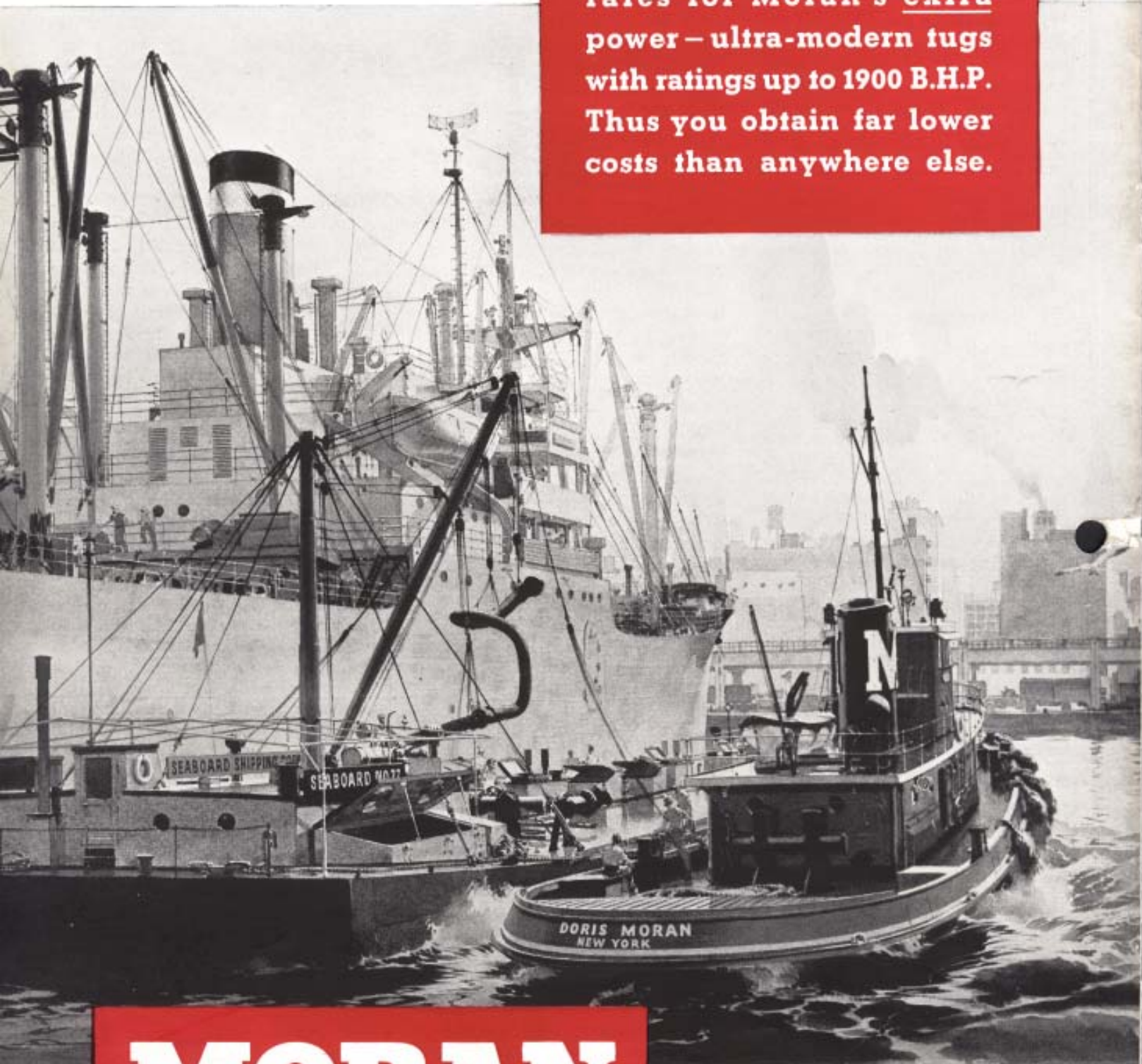
Miss Patricia Szakas (Billing Dept.) was married Saturday, September 10, to William Neuendorf in the Church of the Ascension, West 107th Street, New York. The bride wore blue lace with matching accessories, and carried white roses and stephanotis. Nora Lascari (IBM Div.) was matron of honor, and John Bierweiler, husband of Mary Bierweiler (also IBM Div.), gave the bride away. It was a double ring ceremony. The couple went to Canada for the honeymoon.

Short Splices

It is Capt. J. A. Goodwin's notion that one issue of *The Tow Line* could be fabricated out of World War II exploits of the U. S. Maritime Commission's V4 tugs, which Moran operated during those hectic years as general agent. "Boy, there was a tug for you!" Joe says in effect, undoubtedly having in mind that they were the only towboats ever built with sufficient cruising radius to take a tow across the Pacific without stopping for fuel... The Sand Key logged 7,200 miles from Balboa to Noumea and still had about 15 days' fuel available. This was the tug that arrived off Leyte with four barges before our forces were sufficiently consolidated to receive them... In other connections we have touched on the work of V4's in the English channel during the Normandy invasion; and wasn't it Adm. Halsey who cited one of these "M" vessels for towing a disabled cruiser to a position of safety while under Japanese fire?... The Pigeon Point, we are reminded, towed the old battleship Oregon from Portland to the Southwest Pacific. It was loaded with dynamite and unmanned. "I looked up this tow," the captain says, "and made sure the only way the tug could lose the ship would be by cutting the cable"... Another telephone number for the Coast Guard photolab, Pier 9, East River: WH 3-3375, which is the switchboard in an adjacent building... Capt. John G. Stahley, 42 years with the Pennsylvania Railroad's marine department—59 years altogether in the business—retired from active duty September 1, and was honored by 200 of his co-workers with a testimonial dinner at the Hotel Plaza, Jersey City... Another such retirement recently spotlighted the long service of Capt. W. J. Connors, assistant superintendent of Isthmian Steamship Co.'s 29th Street pier, Brooklyn. He joined the line at the outbreak of World War II following 30 years with the Munson Steamship Co. A native of Newfoundland, he holds both American and British master's certificates... Extra-special: Thomas Airviews photo of the Ile de France, Statue of Liberty in the background, Moran tugs escorting, in the "porthole" front cover of *The Marine Digest*, September 3rd issue. R.M.M.

More power to you

You pay only standard unit rates for Moran's extra power — ultra-modern tugs with ratings up to 1900 B.H.P. Thus you obtain far lower costs than anywhere else.



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