

TOW LINE



PUBLISHED BY MORAN TOWING & TRANSPORTATION CO., INC.

APRIL, 1950

Super-Tugs, Super-Tankers . . .
(Pages 6-7)



ON THE COVER—

An exceptionally striking night study of one of our newest, most powerful, harbor-type tugs, the *Carol Moran*, by that inimitable marine specialist, Rosenfeld (in this instance, Stanley), who made the most of a quiet interval between assignments when she happened to be moored at the bulkhead adjacent to Pier One, North River.

In more ways than one, this outstanding photograph is symbolic of Moran's outstanding services to ships and shipping in New York Harbor, the world's busiest port. We, too, are specialists on a 24-hour basis—365 days a year.

Although the *Carol Moran* is a far cry from the "hay-burners" of an earlier day, it might be said that she had "steam up" and within minutes after receiving orders could have been underway at a speed skippers of the coal era probably would have considered indecent, if not illegal.

Slightly more than 100 feet in length, steel-hulled, and as modern as those United Nations buildings going up on the East River Drive, our 1750 horse-power diesel-electric *Carol* and her sister ships, *Grace*, *Doris*, *Barbara* and *Moira* (*Moran*), are specially designed for docking, undocking and shifting vessels in New York Harbor. They are as maneuverable and dependable as so many 1950 express cruisers.

It makes little difference whether a ship arrives during daylight hours or blackest night, in good weather or in bad. To the skipper aboard, that big white "M" on the stacks of the tugs is all the assurance he needs of a speedy, efficient and safe docking.



TOW LINE



Published by
MORAN TOWING & TRANSPORTATION CO., INC.
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R. M. MUNROE, *Editor*

LUCILLE CHRISTIAN, *Associate*

Vol. III

No. 2

Moran-Olsen In Operations Merger



John G. Olsen
President

The merger of the operations of Olsen Water and Towing Co., Inc. with ours was announced in the press on March 12th. As pointed up in the announcement, a new operating company, Olsen Water and Towing Company, Inc., has been formed to handle Olsen's operations, but the Moran harbor fleet will be available to serve the Olsen accounts.

Mr. John G. Olsen has been elected President of the new company and Mr. Edward J. Hennessey, who has been associated with Olsen for some years, has been elected Vice President.

As was expected, the Olsen merger has proved extremely successful and the new Olsen operating company is now in the position to provide the same equipment and service that we have been providing.



Edward J. Hennessey
Vice-President

Definitely, here is no tropical scene. This is the sort of thing that happens in and around the Port of New York in season—specifically, what happened when the tug Margot Moran, returning light from a tow to Baltimore, Md., arrived here at 1:15 a.m. February 21st with the mercury hovering around five degrees above zero. The Margot had just delivered the J. Rich Steers, Inc., derrick No. 8 and scows Nos. 51 and 53, picked up at Claremont Terminal, Jersey City, to the Maryland port. This chilling photo was made by a roving New York Daily News cameraman before daylight that morning, at the bulkhead adjacent to Pier One, North River, as crewmen set about chipping ice in preparation for their daily harbor routine.



Sayreville Plant Proves Raritan Can Be Cleaner

(From the Newark Evening News)

BY JACK MEHL

SAYREVILLE—That industry can substantially contribute toward cleaning up the Raritan River if it is willing to spend the time, effort and money, is being proven here by the Titanium Division of the National Lead Co. At a daily cost of more than \$2,200 the concern is dumping its weak sulphuric acid waste 16 miles at sea.

Most experts agree Titanium has spent more money to find a suitable outlet for its waste than any other company in the state, if not in the nation. The figures are astronomical. Before deciding to barge the waste to sea, the company had expended more than \$10,000,000 in other experiments.

The plant manufactures titanium dioxide, a product with hundreds of uses, chiefly in the paint business. For example, it is employed as a pigment in enamel, bathroom fixtures, refrigerators and the like. During the recent war it enjoyed one of the highest priorities.

The substance is extracted from ore and the liquid waste from its production is a highly dilute solution of sulphuric acid, about 8.5 per cent actual acid, the remainder being water. To put it another way, there are 8½ drops of acid in every 100 drops of liquid barged to sea.

A specially-constructed barge was built at a cost of nearly \$2,000,000 and put into service a little more than a year ago. The barge makes a round-trip to the dumping area, 16 miles

southeast of Scotland lightship, off Sandy Hook, every 18 hours. Annual cost of operation is \$813,000.

It carries 3,200 tons of waste that is discharged under pressure from pipes 10 to 15 feet below the surface while the barge moves slowly back and forth across the selected area. Two hours are required to pump out the entire load.

The Moran Towing & Transportation Co. of New York operates the tug which handles the barge. To make sure that every load is dumped in exactly the same spot on each trip, radar (*See editor's note) is employed on the tug. The particular tug in use saw service with the Navy during the war.

When it was first proposed to embark on this program, many fishermen expressed alarm that the waste would harm sea life. To learn the answer, the company made tests in conjunction with the Fish and Wildlife Service, the Atlantic States Marine Fisheries Commission, other agencies and independent experts.

The company contends that after many months of operation the program has in no way affected marine life and that fishermen, both sport and commercial, have withdrawn their objections. However, the concern maintains constant contact with interested agencies.

Officials of Titanium are convinced the present program has done much to reduce pollution in the Raritan. Proof of this, they



say, is the fact that last Summer, for the first time in many years, sizable crabs were caught right off the company's docks.

Several members of the newly-formed "Restore the Raritan Society," have expressed approval of National Lead's program and say that if the titanium plant can get rid of its waste without contaminating the river, so can other concerns.

(* Editor's note: For additional details regarding radar equipment aboard the tug Edmund J. Moran, assigned to this practically continuous tow, see August 1948 issue of the Tow Line, Page 5.



Above, in red panel: Diesel-electric tug Edmund J. Moran, grid-like rotating antenna atop forward mast, is Radiomarine radar equipped for towing acid laden barge to and from dumping ground in all kinds of weather, day or night.

Above: Loaded barge Sayreville in lower New York Bay, as tug prepares to stream tow before heading for sea.

Right: Waste materials, sulphuric acid and ferrous sulphate in solution, are pumped aboard barge at National Lead Co. loading dock on Raritan River, Sayreville, N. J.

—Newark Evening News Photo.



Service Awards

Two hundred sixty-seven employees of Moran Towing & Transportation Co., Inc., have been presented with specially designed medallion tie clasps in appreciation of their years of faithful service with the company.

Clasps representing fifteen years or more of service are of solid gold and those representing five years or more are of silver.



Rear Admiral Edmond J. Moran, President, addressed this personal letter to each of the recipients, with his own congratulations:

As an expression of our appreciation of your loyal service, we wish you to accept this tie clasp, with our very best thanks, for the contribution you have made toward the promotion of our interests and success. We are very proud of you and we hope that this small token of our gratitude will be acceptable.

We assure you that our whole effort is directed to the best standards of fair dealing and efficient business administration. We will strive to continue the pleasantest relations with all of our associates in the management of what we feel sure you agree is the outstanding enterprise of its kind.

A group of 33 employees, headed by George W. Brink, Port Arthur, Texas, who has been with the firm for more than 50 years, received the 25-year clasps. Other groups: 20-year clasps, 23; 15-year, 25; 10-year, 52; 5-year, 134... all were delighted.

→
St. Pat's Day in the mornin', it was, that 17 cadets from the SS. American Sailor, school-ship of the Maine Maritime Academy, Castine, Me., scrambled aboard our tug Barbara Moran alongside the bulkhead at Pier One, North River, for a two-hour cruise of New York Harbor as guests of the firm. Joe Moore, spark-plug of the "M" sales department, did the honors. William Lane, company commander, said the American Sailor, in port for five days, and berthed at Pier 26, N. R., was on the last leg of a three-month cruise which touched Caribbean islands, Vera Cruz, and New Orleans—the latter just in time for the Mardi Gras. That's Capt. John T. Jorgensen, 624 Fifty-first Street, Brooklyn, in the pilothouse window, Cook Josip Rubinich in the galley doorway, and Deckhand Pat Cahill standing by the mooring line. Capt. Kenneth Buck of Brentwood, N. J., is framed in the pilothouse window of an adjacent tug, the Carol Moran.

Night Harbor

(From the New York Times)

Dark water curls between the crusted piles
Where weary yawls came rocking home
across
The tumbling green tinged bright with
sunset gold
And now rub noses in their harboring stall.
A lantern mounts and moves along the
wharf
Where wafts of tar and fish and sodden
wood
Drift through the darkness and the ghostly
creak
Of hawsers can be heard, like plaintive
sighs.
Then through the misted gloom men's
voices float
And fall away, and someone lights a pipe
And clambers up a ladder, and the door
Of night is closed, and all is still again.

ARTHUR STRINGER

(With whose permission, and the newspaper's, this excellent verse is reprinted here.)

Further Improvement In "M" Safety Record

Again there is a slight improvement in the 2-month safety record of the Moran fleet. The following captains and mates have no damages charged against them for the months of February and March:

Agnes A., M. Connor, E. Costello, T. Neilson; Anne, P. Walling; Barbara, G. Larsson; Carol, G. Young, N. Larson; Catherine, J. Todesky; Chesapeake, J. Jaques; Christine, J. Bassett, C. Halstein; Doris, F. Snyder, P. Gaughran, Jr.; Edmond J., W. Baldwin, F. Schweigel, C. Davis; Eugenia M., J. Biddick, G. Morton, E. Ryan; Grace, J. Gully; Harriet, A. Bragg, J. Fagerstrom, G. Hayes; Helen B., H. Becker; Kevin, B. Ballance, W. Willis; M., J. Depuey, W. MacDonald, J. Barlow; Margot, E. Allen, J. Guinan; Marion, I. George, G. Ashberry, H. Dexter; Mary, B. Baker, H. Hague; Moira, C. Sheridan, B. Seherer; Nancy, M. Grimes, R. Poissant; Pauline L., T. Trent, M. Sullivan; Peter, C. Moreh, H. Dickman, E. Ericksen; Sheila, C. Parslow; Thomas E., R. Hayes, L. Thorsen, W. Hayes; William C. Moore, A. Anderson; William J., J. Cashin, A. Munson, D. Bodino; Relief Crew, K. Buck, L. Tucker, J. Jorgensen.

E. B. (Here is New York)

White and Barbara Moran

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Although nothing in nature partakes of evil, it is of course absurd to suggest that one set of weather conditions is not more buoyant than another. The most buoyant conditions we have encountered lately were those we met with on a morning when, instead of going to work, we went downtown and boarded the tug Barbara Moran, Capt. George Mason. (It is sometimes advisable to set off in a perverse direction right after breakfast.) The morning itself was all that a low-spirited weather prophet could have asked for—clear skies, wind northwest, tide flooding. Our friends, by and large, were in bed, in itself a buoyant thought. We soon found ourself pushing hard on the starboard bow of the Nieuw Amsterdam. The work of docking a liner has a purposeful quality that is infectious and health-giving and makes the river seem the only decent place to be. Barbara quivered in diesel-electric responsiveness. She wore ice on her rail. Captain Mason did not quiver, and wore a single-breasted blue suit, a pullover sweater, and dark glasses to cut the glare of the world's extreme felicity. It amused us to note that the mechanics of getting a large ship into a narrow berth are just about what they were many, many years ago: it is an operation that has thumbed its nose at progress. The best way to work a ship into a dock is for tugs to swarm out and lean against her. A simple-minded idea, but a perfect one. Even the signals from the docking pilot are as simple as ever: peeps on a mouth whistle for the bow tugs, blasts on the ship's horn for the tugs at the stern.



Super-Tugs Dock Super-Tankers

SUPER-TANKERS call for super-tugs... From the accompanying layout of dirty-weather photos of Grace Moran-class harbor tugs handling the 28,385-deadweight-ton tanker Olympic Star—picked up at Quarantine and docked at Pier 6, Constable Hook, Bayonne, N. J.—it is apparent why a loaded vessel of this size is nothing to fool around with.

Besides such a super-tanker's huge proportions, in this instance the tugs and docking pilot had to contend with rain, snow, fog and a stiff wind! Moreover, the Star was drawing 32.5 feet of water, and in the channel to Con. Hook there is only 33 feet at low tide, the chart says. The operation, especially in docking, was made still more difficult by the circumstance that the tide was about to change from flood to ebb.

The Moran docking pilot, Capt. George Mason, who numbers the Cunard White Star "Queens" among his regular chores, had the Grace, the Doris, the Barbara (Moran) under his direction. Ordinarily, since the super-tanker was a little late on the tide due to an unavoidable delay at Quarantine, four or five less powerful and less maneuverable tugs would be required for a foul-weather job like this, but Captain Mason said his three 1,750-horsepower Diesel-electrics proved more than adequate.

Leaving Quarantine, the Olympic Star (with "M" tugs alongside) proceeded upstream toward Con. Hook at a speed of about 12 knots, but off St. George, S. L., it was necessary to slow her down to a minimum preparatory to docking—since otherwise it would have been all too easy to overrun a relatively narrow channel leading to the dock, thus grounding her. Needless to say, the actual docking operation went off without a hitch.

Olympic Oil Lines, Panama, which owns the Star, has five such super-tankers, all with Olympic for a first name—others being Thunder, Flame, Torch and Laurel—and all except one in operation. That one is scheduled for delivery about May 5th. A smaller vessel, also in operation, is named Olympic Games. These ships were built in the Sparrows Point plant of Bethlehem Steel Co. at Baltimore, Md., and are indeed "something special."

The Olympic Star, delivered in October 1949, made her first voyage from Baltimore to the Persian Gulf

in ballast, and brought back 201,190 barrels of crude oil which was discharged at Philadelphia. Since then she has made a similar trip every 47 days, plus one short voyage to Cartagena, Colombia—the one that brought her to New York on the occasion we are concerned with here.

Here are some dimensions and general characteristics of the Star and her sister ships, as gleaned from a brochure, "The Design of a Class of 28,000 Ton Tankers," by Messrs. H.





gives them a speed of 17.4 knots at the maximum—or a designed sea speed of approximately 16 knots—the whole should give you a pretty good idea why they are called super-tankers. They are, in every sense of the word.

The skipper aboard the Olympic Star is Capt. A. Momongos. To him and his crew, to Captain Mason (and his opposite numbers among our docking pilots) and the crews of Moran tugs involved, to responsible officials of Olympic Oil Lines:

Heartiest congratulations on these vessels and their extremely important operations—and fair winds and following seas!

Morantow:

Tank barge, New York to Baltimore; thence to Port Everglades, Fla.; thence to Tarafa, Cuba; thence to New Orleans; thence to Mobile; thence to Cienfuegos, Cuba; thence to New Orleans; thence to San Ramon, Cuba; thence to Port Everglades; thence to Hoboken, N. J.—7,215 miles.

de Luce and W. I. H. Budd of the Bethlehem shipbuilding division:

Length, overall, 624 feet, seven inches; breadth, molded, 84 feet; depth at side, molded, 44 feet; draft, molded, 33 feet; displacement, total, in salt water, 36,280 tons; deadweight (designed loaded water-line), 28,170 tons.

Liquid cargo capacity, 241,500 barrels; dry cargo capacity (bale), 78,000 cubic feet; fuel capacity, 26,550 barrels; fresh water capacity (potable and reserve feed), 100 tons, (distilled feed), 33 tons.

When it is added that the shaft horsepower of these 17,900-gross-ton vessels is 13,750 at 103 r.p.m., which

ROPE:

From Factory to Operations

Fundamentally, tow-boating is the business of providing additional power for floating equipment whenever and wherever it is needed. Since it is not technically or economically feasible for ship owners to equip large or unwieldy vessels with the kind of power and maneuverability necessary to cope with adverse winds, currents and other handicaps in docking, undocking and shifting in port, the tug, in a manner of speaking, becomes a second engine room.

These additional power plants—Moran's total is crowding fifty—are linked to the customer's vessel by means of rope, and this same rope is one of the most important links between such a firm as the Moran Towing & Transportation Co. and its hundreds of customers in the Port of New York and, actually, throughout most of the maritime world. The company's revenue arrives via a piece of rope—in the form of a hawser, a bow line, a fender, etc.

Being the largest firm of its kind in the world, Moran is one of the largest users of rope; and in view of

the important part manila and recently nylon play in our industry, "M" operating personnel ashore and afloat are continuously studying rope—its strength, its weight, its adaptability in this particular line of work, and the general characteristics of various kinds and sizes. They look for ways of utilizing rope to the fullest extent, always judging it first from the safety factor.

In a relatively small way then, it behooves us to take an active interest in the manufacture of rope. It is important to us to know, not only all the ills to which manila and nylon are subject, but how the finished product, the rope itself, can be used to best advantage—that is, most economically. To this end it is of prime importance to determine the hows and whys of extending the life of rope in working operations. This, Moran crews and maintenance men are attempting to do.

Rope manufacturers have been most cooperative in allowing the firm's investigators to use their facilities and to observe at first hand, from the very

beginning, the highly specialized techniques of manufacturing. Thus working together closely, both makers and users stand a far better chance of getting maximum performance out of rope at minimum costs.

To date Moran has equipped only two tugs with nylon-type hawsers. The Margot Moran got an 8-inch hawser in June 1948, which incidentally has given eminently satisfactory service, and the Peter Moran was given 200 fathoms of 7-inch only a few weeks ago. Some 5½-inch rope of this type has been used, also.

There are many advantages in using nylon, principally its relatively light weight and its elasticity. Moran is still testing it, trying to ascertain through actual use in operation under varying conditions in harbors and at sea just what it will and will not do. This must be determined beyond reasonable doubt; you can't take unnecessary chances in this business, all cost factors aside.

Capt. Frank Hughes, assistant marine superintendent, visited the plant of the Plymouth Cordage Co., North



Plymouth, Mass., this winter to observe the manufacture of another hawser for Moran, as well as to institute and participate in certain technical tests of rope of various kinds. Three pictures in the accompanying layout are concerned with his trip and experiments.

A new 7½-inch manila hawser previously mutilated by Captain Hughes, to simulate the condition of a rope badly abraded in service, was put on a testing machine which applied steadily increasing pressure to determine its remaining strength. It broke at the advertised strength of 46,500 lb. One conclusion: A line can appear to be seriously worn and still retain a high percentage of its original strength. The photograph underlying our headline on Page 8 is of a tested section of the very hawser in question.

Bottom row of photos, left to right:

(1) Watching the sparkling white nylon hawser come off the big laying machine in the rope room at the Plymouth factory. Left to right: John Carver, of Baker, Carver & Morrell, distributors; Julius Kessler, machine operator; Captain Hughes; and Walter Carr, foreman of the department.

(2) Dial of Plymouth's rope testing machine, registering the 46,500 lb. of tensile strength aforesaid.

(3) H. Dickman, mate aboard the Peter Moran, and Captain Hughes splicing a thimble into the end of the Peter's brand new nylon hawser.

(4) Crewmen coiling the new hawser on the after deck of the Peter at Moran's shipyard, Port Richmond, S.J., February 8th, 1950.



Moran Tugs, Personnel Aid "Port of N. Y. Day"

Moran personnel and equipment made a special contribution to the area-wide Port of New York celebration February 14th, upon request of the National Broadcasting Co.'s news and special events department.

NBC's dilemma—reminiscent of the Indian girl who was said to have been "moderately eaten by a lion"—was that its local outlet, WNBC, had no air time available between noon and 12:05 p.m. on that date, precisely the interval during which all steam and air whistles in the harbor were scheduled to be tied down. Yet they wanted to take judicial note of the business, including the sound... What to do?

Easy—make arrangements with the Moran fleet for a separate little ceremony! So Jay Heiten, director of that department, RCA Building, Radio City, and George Robinson, an equally affable engineer, trundled the necessary mobile short-wave equipment down to the bulkhead at Pier One, North River, and (on the stroke of 12:05 p.m.) originated a two-minute Port of New York Day insert for the station's "Metropolitan News Round-up" program—a 12:05 to 12:15 p.m. feature five days a week.

A detachment of "M" tugs provided adequate background whistle effects at the proper time. Mr. Heiten interviewed briefly Capt. Kenneth Buck, skipper of the Doris Moran. NBC headquarters reported the pickup could not very well have been better. And everybody was happy—including the usual dockside audience.

Masters, Mates, Safety Records

Gentlemen:

I have been receiving your magazine, *Tow Line*, for several months, for which I am very grateful. Hope I may continue to get it, since I look forward to reading it. It is a great enjoyment to me, because I worked on the water all my past life until six years ago when, due to my health, I had to give it up, much to my regret. I get a thrill reading the names of your very competent men, both captains and mates, which appear in your safety record reports, many of whom I know. Thank you.

ROBERT McAULIFFE
(Waterford, N. Y.)

P.S.—Also many thanks for your wonderful calendar.

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.)

MAR. 7, 1900—Last Saturday furnished another illustration of the absolute necessity of deepening and widening the entrance to New York Harbor. The prevailing wind and current were the cause that the water in the channel was a few feet lower during the flood tide than usual, and consequently two big outgoing steamers, the Pennsylvania and La Normandie, ran aground on each side of the channel, respectively, thus making it very dangerous for other vessels to pass in or out. The Wells City also ran aground in the Swash Channel. Later in the afternoon all three vessels succeeded in getting off.

MAR. 14, 1900—The Commercial Towing Line, Capt. Allison Briggs, Supt., gave their new tugboat Union a trial trip around the harbor of New York on March 10th. The Union was built in Brooklyn and is a substantial wooden tugboat. She is intended for general harbor towing.

Atlas (tug) while proceeding down New York Bay AM of March 9th sprang a leak and sank near Robbins Reef lighthouse.

MAR. 21, 1900—The prospects for a heavy demand for tonnage for the ice-carrying trade during the coming summer are very good.

Mary Adelaide Randall (sch.), from Fall River for Philadelphia, while passing under the East River bridge, New York, on March 20th had the tops of all four topmasts broken by them coming in contact with the structure. She proceeded.

MAR. 23, 1900—Our old friends, Messrs. Chubb & Son, have removed to their new office building, Nos. 5 and 7 South William Street. This new building is erected on the same spot where Chubb & Son for a number of years have been very successful as agents and attorneys for a number of marine underwriting associations, among them "The New York Marine Underwriters," "The Marine Insurance Co. of London," "The Sea Insurance Co. of Liverpool," "The London Assurance (Marine)," etc. We heartily wish them continued success and prosperity in their new home.

John A. Griswold (tug) was fouled by a schooner-barge in tow of the tug O. L. Halenback in the North River, NY, on March 26th and had her pilot house carried away.

APR. 4, 1900—Old Dominion (ss) of the Joy Steamship Co. took fire AM of March 30th at her berth on the north side of Pier 35, North River, NY, and before the flames were extinguished she had suffered a loss of her machinery and cargo of about \$12,000.

APR. 11, 1900—The fleet of steamships now in the course of construction for the American-Hawaiian Steamship Co., of which Messrs. Flint, Dearborn & Co. are the general agents, have been named as follows: American, Hawaiian, Californian and Oregonian. The American will be ready to leave New York about July 1st for San Francisco and Honolulu. The company will be ready to receive freight at the covered pier at the foot of 42nd Street, Brooklyn, after May 1st.

APR. 18, 1900—New York Quarantine—Health Officer of the Port A. H. Doty gives notice to all masters and consignees of coastwise vessels that on and after May 1st all vessels from domestic ports south of Cape Henlopen shall, on their arrival at the New York Quarantine grounds, be subject to the visitation of the Health Officer.

Ashore and Afloat



There was something of an uproar in the Moran dispatching department when your editor was working late in an adjoining office one evening soon after taking up these duties in February 1948.

"Cap'n Jordan's bark is worse than his bite," observed a departing skipper in answer to an inquiring glance from this startled typewriter tapper.

That could be the radius of the matter, but not the circumference; for Walter J. Jordan (b. June 6, 1896), a Moran employe for nearly 25 years now, knows whereof he speaks when it comes to the manifold problems of tow-boating in New York Harbor. It might be assumed that few former pilots currently occupying swivel chairs in dispatching offices ashore are better informed as to what goes on afloat, or why.



Walter has another distinction: he attended St. Stephens parochial school in his native Brooklyn with one Edmond J. Moran—too many years ago, either of them will tell you.

Breaking into the game in 1916, Walter served for a year as deckhand for his father, Capt. Harry Jordan, aboard the tug William Tracy. The pattern after that is familiar: Carroll Towing Co., deckhand; Campbell & Stewart Water and Towing Co., deckhand and later—after being licensed as a pilot in 1919—night captain aboard a

tug bearing the owners' names; New York Central Railroad, a couple of years later, as deck mate aboard tug No. 8, and finally captain of Nos. 7 and 1, respectively.

Walter's first job under the "M" houseflag was as deck mate aboard the Claire Moran, under Capt. Chester Evans, now skipper of the Grace Moran and one of the firm's ace docking pilots who handle the Cunard White Star "Queens". Without the slightest hesitation The Jordan will tell you he was made pilot of a Moran cattle barge—a bizarre craft no longer in evidence in the world's greatest port—before becoming No. 1 man of a relief crew assigned to various tugs at various times.

In 1939 Walter's license was raised to the coveted "unlimited" classification, and he himself became a docking pilot. About four years ago he moved into his present spot as one of Moran's regular dispatchers.

The residence address is R.F.D. No. 1, Huntington, L. I. (For awhile there was a scheme afoot to interview Mrs. Jordan on the subject of her lord and master, but it was abandoned finally on the ground that your editor already knows too much about him!)

Walter's hearty humor occasionally is misinterpreted by persons not well acquainted with him. It's a good thing to remember, that business about his bark and his bite.

TUG MASTERS, MATES:

The yachting season in Long Island Sound and adjacent coastal waters is here again. A good many yachtsmen in this latitude are old and valued friends of ours. It is the wish of the management that they be given every courtesy of the road consistent with safety and common sense whenever and wherever their craft are encountered. A couple of minutes to them sometimes means the difference between winning a sailing race and losing one.

When the Diesel-electric, sea-going 143-footer Marion Moran, heroine of more than one hair-raising rescue at sea, happened to be at Port of Spain, Trinidad, B.W.I., on March 29th, we have it from Capt. Joe Goodwin who also was on hand that there was quite an upsurge in the usually placid social life aboard. Capt. Ira F. George of Mobile, Ala., skipper, had as his guests at luncheon the following Aluminum Co. of America personnel:

Haven Walton, manager; Ernie Melville and John Gardner, both of Alcoa's operating department; Arthur J. Ivey, New Orleans port engineer; and Captain Goodwin.

Afterwards the party inspected the vessel's 1,900 h.p. power plant, its powerful towing engine, and other equipment, obviously admiring the excellent condition of tug and gear.



This is the shot we did not quite have room for in the last (February) issue of the Tow Line, in connection with that Page 4 story, Moran Docking Again Broadcast by "Voice." It shows (l. to r.) Capt. Tony Huseby, the "M" docking pilot; Capt. Jacques Levecque, relief skipper of the Ile de France; and Lois Ross, "Voice of America" sound engineer, on the wing of the French luxury liner's bridge as a Mini-tape recording of the docking operation was being made for a special short-wave broadcast beamed to France. According to Paul M. Deac of the "Voice" French desk, the program was eminently satisfactory.

Designed to stimulate and foster support for plans or projects to benefit the Port of New York in general and the Brooklyn waterfront in particular, an official Port Committee has been formed by the Rudder Club. Commodore John L. Sullivan appointed W. L. Rich, S. S. Abbate and J. B. Moore to charter memberships. The latter, very active in club affairs and in the business and social life of the port, is identified with Moran's sales department.



This is Miss Priscilla Batts of Miami, Fla., recently named "Miami Maide" and selected as queen of the Miami Manufacturers' Exposition. Want to know why she's in the Tow Line, aside from her obviously decorative qualities? She is the daughter of Mrs. Thelma G. Wells, formerly manager of Moran's branch office in San Francisco, and—guess what!—a granddaughter of Capt. Joseph A. Goodwin, one of the firm's oldest and most respected employees. Prior to the Miami whoop-de-do she attended a festival in Havana, with the mayor and other officials of the Florida city, to extend an invitation to Cubans, and there she was crowned again with all the pomp and circumstance of a bona-fide coronation. "Apparently she inherited her good looks from her grandmother's side of the family," the captain points out gallantly; and it's the consensus at Moran HQ that she IS prettier than Joe.

"M" Tug Models Again

Dear Mr. Moran:

I read "Chow Down" in This Week, the Sunday magazine section of the New York Herald Tribune, with a great deal of interest. While I have watched your beautiful tugs around the harbor for many years, I have never given too much thought to the chef. After trying his steak and kidney pie I take my hat off to him.

Both my wife and I take a great deal of pride in turning out an excellent meal. We feel especially proud when guests come and eat hearty . . .

I like the Grace Moran pictured and would like to make a scale model of that tug. Is there any possibility of your sending a plan for the purpose?

JACK KAHT

(Ridgefield Park, N. J.)

FLASH!... Born April 25th at Holy Name Hospital, Teaneck, N. J., to Capt. and Mrs. John Sahlberg of Bergenfield, their sixth child and fifth son.

SUGGESTIONS, PLEASE

To All Hands: When we asked for practical suggestions for improving Moran equipment and operations, and said those adopted would earn cash awards for the originators, we meant it—and still do. Locked slotted boxes for depositing suggestions, which are carefully considered at monthly meetings of the Traffic Committee, are available to personnel in the dispatching and accounting departments, as well as at the shipyard. Use them early and often.

S.S. Ancon "Sparks" Writes

Dear Sir:

On my arrival (in New York) a few days ago from Panama I found another copy of the *Tow Line* waiting for me at home. Having spent some time on Moran's coastwise (?) ATA's, naturally I have a soft spot in my heart for towboating.

I was especially glad to see the page with articles about Captain Biddick and Jack Faulkner, having sailed with the Captain and having met Jack on several occasions in New Orleans. The ease and skill with which Captain Biddick handles his sea-going tug would lead a landlubber to believe he was actually born on one—and I suppose if he could have had his way he would have been!

As a "Sparks," I not only meet other radio officers who have sailed with Moran, but I run into men at sea and

in port who just love to find a Moran-man to talk over old times with. There seems to be a certain kinship that towboatmen pride themselves on. Now the closest I come to towboating is in reading "Tugboat Annie" stories, which bring back pleasant memories.

I have the 12-4 watch on this vessel, and as a result I did not wake up until we were almost docked at Pier 64, North River. As I drew back the curtains, all I saw was some tugs with the big white "M" on their stacks, and I could not go to breakfast until I had watched the rest of that expert docking operation—looking closely, trying to spot somebody I might know. Result: I got so absorbed that I almost missed breakfast!

. . . Congratulations on the fine material published in your magazine.

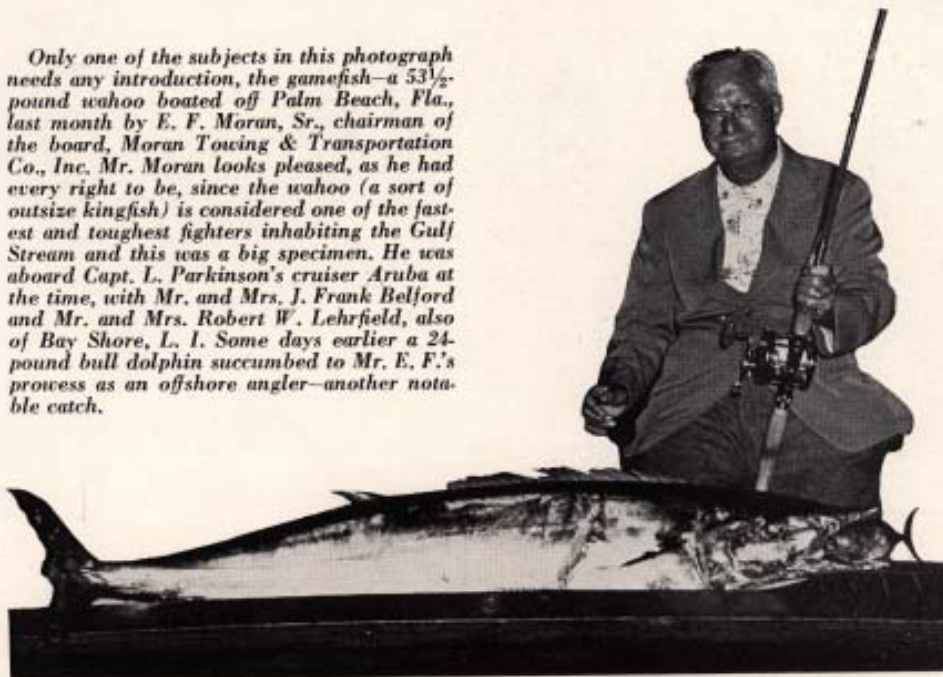
BERNARD A. STOLLER

S.S. Ancon, Panama Line.

Pat Cahill, deckhand aboard the Barbara Moran, and Mrs. Cahill have named the latest addition to their family—you guessed it—Barbara. In commendable nautical style, our reporter added, "Pat's daughter arrived at 0700, 2/28/50, at the Flower-Fifth Avenue hospital, Manhattan." The Cahills have two boys: Patrick, two, and Edmond, three and a half. The *Tow Line* hears the family needs a larger apartment. P.S.: This advertisement won't cost 'em a dime.

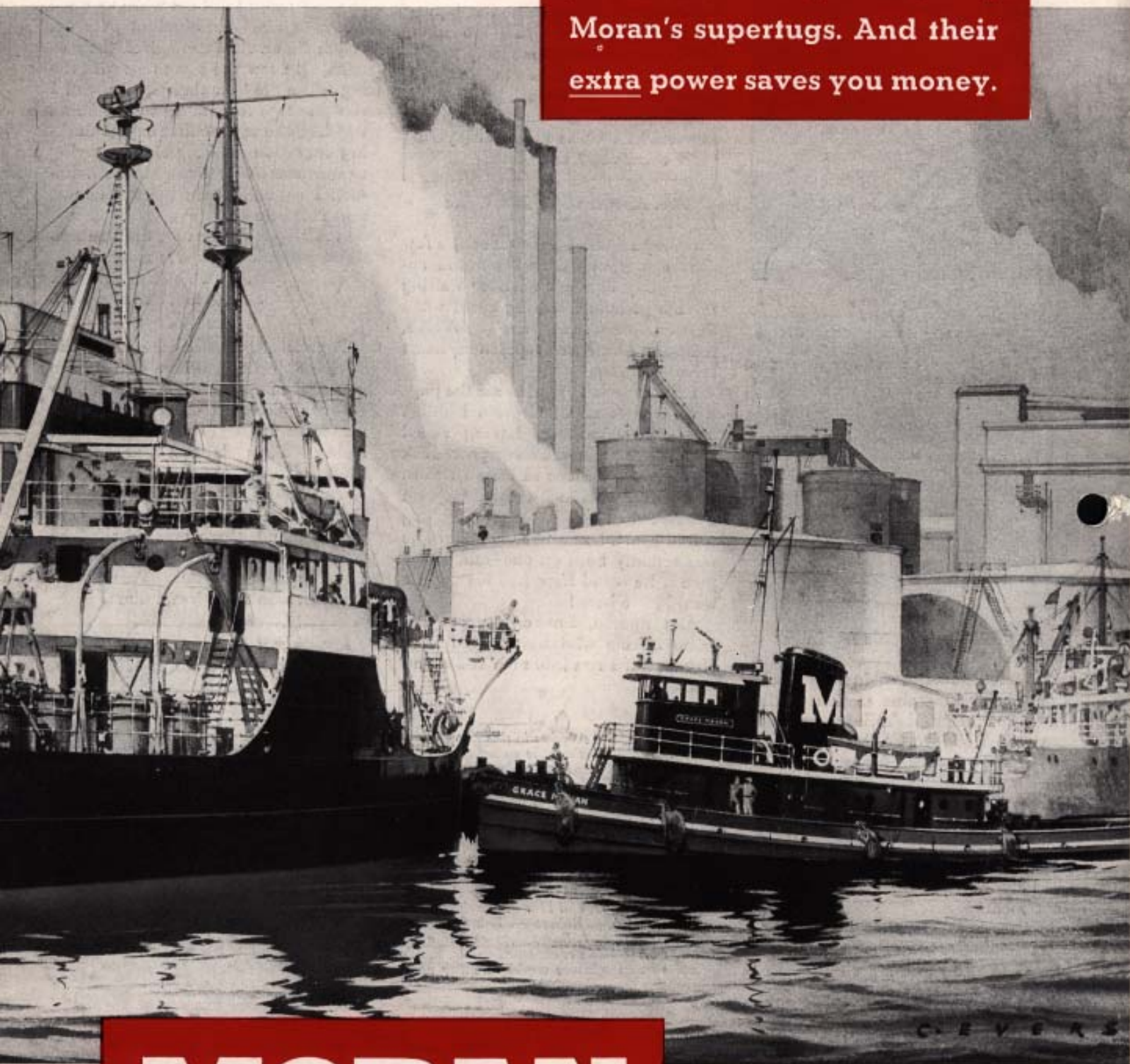
Morantow: Dredge, New Orleans, La., to Brownsville, Texas—580 miles.

Only one of the subjects in this photograph needs any introduction, the gamefish—a 53½-pound wahoo boated off Palm Beach, Fla., last month by E. F. Moran, Sr., chairman of the board, Moran Towing & Transportation Co., Inc. Mr. Moran looks pleased, as he had every right to be, since the wahoo (a sort of outsize kingfish) is considered one of the fastest and toughest fighters inhabiting the Gulf Stream and this was a big specimen. He was aboard Capt. L. Parkinson's cruiser *Aruba* at the time, with Mr. and Mrs. J. Frank Belford and Mr. and Mrs. Robert W. Lehrfield, also of Bay Shore, L. I. Some days earlier a 24-pound bull dolphin succumbed to Mr. E. F.'s prowess as an offshore angler—another notable catch.



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