

TOW LINE



PUBLISHED BY MORAN TOWING & TRANSPORTATION CO., INC.

DECEMBER, 1950


Finest Tugs . . . Ships

Pages 6-7



ON THE COVER—

This black-and-white reproduction of artist Charles R. Patterson's painting of our *Barbara Moran* and the Statue of Liberty against a winter sunset sky—the original of which is doubly pleasing, needless to say—is familiar to all who received the December, 1949, (Christmas) issue of *Tow Line*. It is repeated on this issue because it is both appropriate and timeless; no one should lose sight of liberty these days.



SUPERTANKER T. S. PETERSEN—Built in the Sparrows Point shipyard of Bethlehem Steel Co., this 16,073-gross-ton vessel is owned and operated by the California Transport Corporation of New York. She is 595 feet long, with a beam of 84 feet, a molded depth of 44 feet, and displaces 36,420 tons. Her steam turbines develop 13,750 shaft horsepower. On her maiden voyage arrival in New York Harbor, Capt. Tony Huseby docked her, with *Grace, Moira* and *Thomas E. (Moran)*, at the Cal. Oil dock, Barber, N. J. "Super-tugs dock super-tankers,"—as has been noted in these pages previously.

TOW LINE

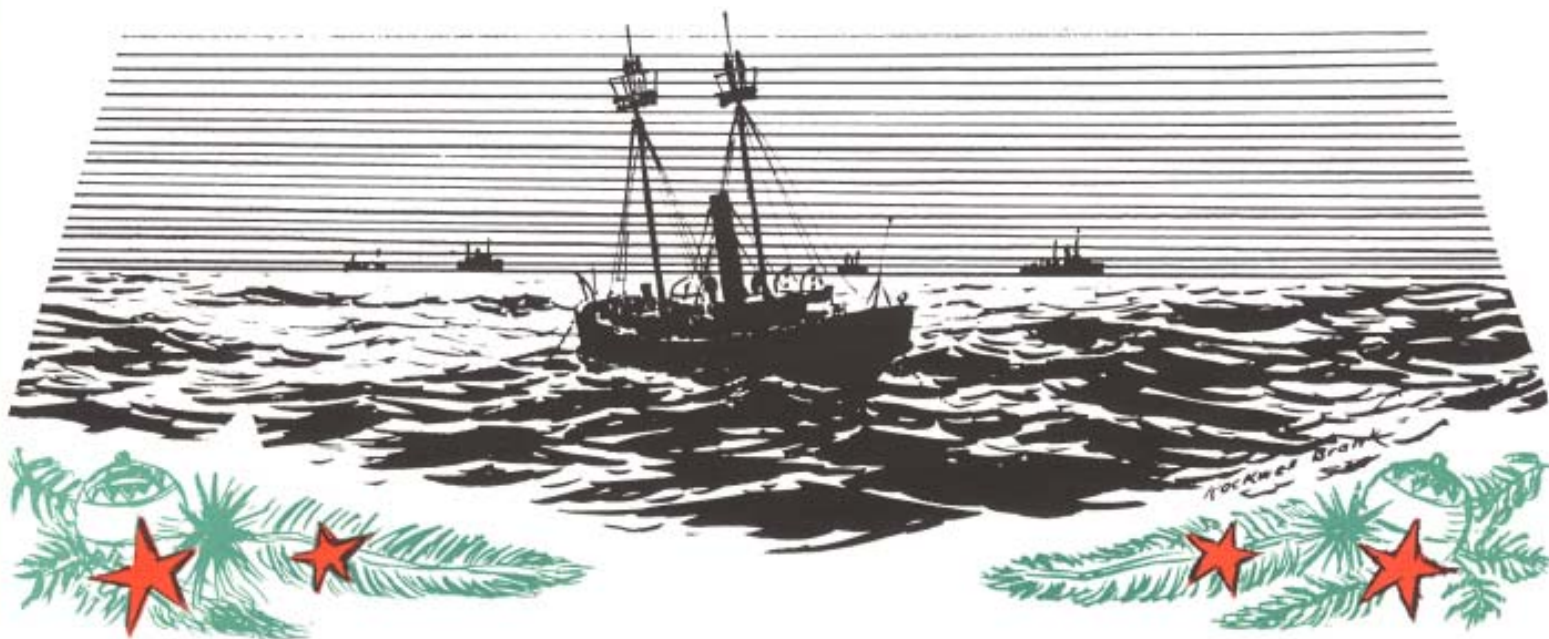


Published by
MORAN TOWING & TRANSPORTATION CO., INC.
17 Battery Place, New York City

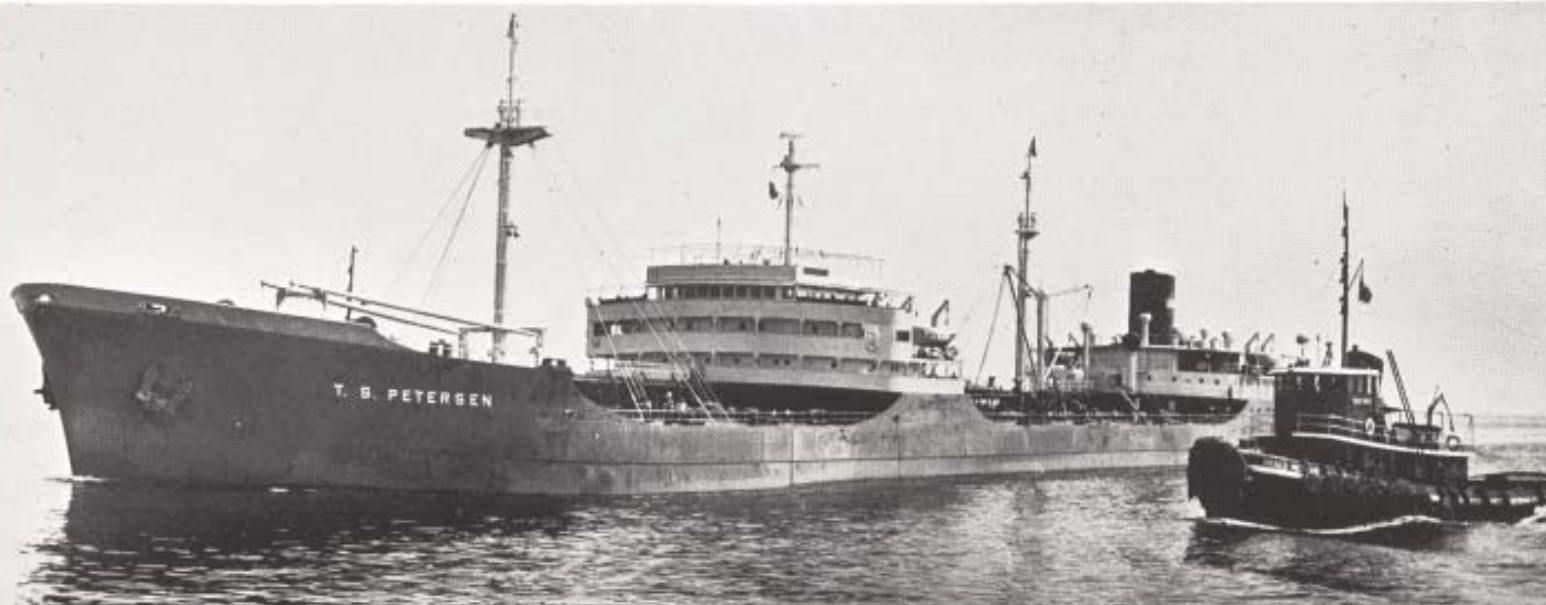
R. M. MUNROE, *Editor*
Vol. III

LUCILLE CHRISTIAN, *Associate*

No. 6



Merry Christmas



New Tug Demand Extends Fleet

Operations of five "Grace Moran-class" tugs added to the Moran Towing & Transportation Co. fleet in 1949 have been so efficient and successful in every respect, even beyond blue-print expectations, that a heavy demand for their services has been created. Customers and other friends, as well as operating personnel, have praised these tugs so highly it has been decided to build more like them. We want to have enough to go around.

That is the president of the firm speaking, in effect. Additional tugs of the "Grace Moran-class" (that is, of approximately the same design) have been ordered. Two under construction in the Jakobson Shipyard, Oyster Bay, L. I., are scheduled for delivery early next spring, as noted in the October issue of *Tow Line*.

Accurate Predictions

"The finest harbor tug ever built," said George W. Codrington, vice president of General Motors Corp., general manager of its Cleveland diesel engine division, commenting on the arrival in New York harbor, April 22, 1949, of the 105-foot, 1,750-horsepower, steel-hulled Grace, first of her class. "Because of their improved design, maneuverability, economy, and surplus of power, we have every reason to believe our new tugs will revolutionize towing operations in the world's greatest port," Admiral Moran, head of this company, added—remarkably accurate predictions, it now appears.

Our "Grace Moran-class" tugs were planned and have been utilized principally for docking, undocking and transporting vessels in New York harbor. The design was developed by Tams, Inc., naval architects, working with Moran pilots and engineers, and embodies the latest in modern shipbuilding, engineering and post-war maritime practices. The power is diesel-electric, of course.

Vital Statistics

Here then is a partial description of this tug class, reprinted from the May, 1949, issue of *Tow Line*:

Length over guards and between perpendiculars, 106 feet and 100 feet, three inches, respectively; beam (molded), 27 feet; depth (molded, midship), 14 feet, nine inches; draft, forward and aft, nine feet and 13 feet, respectively; gross and net tonnage, 238.28 and 15, respectively.

Capacities: Diesel fuel, 33948 gallons; lubricating oil, 385.90 gallons; potable water, 1,268 gallons; forepeak water, 634 gallons.

Engine, General Motors Diesel, Model, 16-278A; cylinders, 16; bore and stroke, eight and three-quarters inches by 10 and one half inches; revolutions per minute, 750.

Main generator, Allis Chalmers, D.C.; volts, 525; kilowatts, 1,210; revolutions per minute, 750.

Propulsion motor, Westinghouse, D.C.; volts, 525; horsepower, 1,500; revolutions

per minute, 600-750. (A reduction gear transmits full power at 160-200 r.p.m.'s.)

Our "Grace Moran-class" tug's stack, a single mast just aft of the pilot house, and extra side bits add to the distinctive appearance of the vessel—built to classification and under inspection of the American Bureau of Shipping.

New Features

According to Howard C. Moore, manager of Moran's construction and repair division, here are a few changes being incorporated in the new (1950-51) 105-footers—"all other details to remain the same:"

Lower freeboard forward. A certain amount of weight loss in hull structure and fuel oil is compensated by various means, moving tank bulkheads to enlarge capacities, making the entire forepeak available for salt-water ballast, etc.

Freeing ports as previously used omitted, but four holes per side in the bulwark plating, 12" x 20", with round steel bars welded across openings.

Pilot house five inches narrower, and sheer of top to be between parallel to the overall sheer and parallel to the water-line; no interior partition; visor shortened to cover forward windows only; air port in storeroom below omitted; and single door at after end.

Top of stack square instead of raking aft.

Grating aft of pilot house shortened and ladders athwartship.

Main deck house two feet longer, extending farther forward; ladder at forward end (main deck to upper deck) omitted; larger staterooms, with second toilet-and-shower room.

Lifeboat and davit starboard, with steering stand and engine control port, reverse of present arrangement.

Bits (except towing) 12" pipe, raking inboard parallel to bulwark . . . 40 KW auxiliary generator instead of 30 KW . . . More reinforcement for motor foundations . . . Improved heating arrangements and fresh air supply . . . etc.

Morantow: LSD (landing ship, dock), Mobile, Ala., to Jacksonville, Fla.—993 miles.

Storm Gave Moran Vigorous Workout

Moran operating personnel ashore and afloat will not forget soon a near-hurricane that hit New York the weekend of November 25th-26th! From the time the storm got under way early Saturday until it petered out Sunday, distress was the rule rather than the exception, and calls for assistance were a dime-a-dozen, according to Bill Bowman, supervisor of our harbor operations.

Nick Bodlovic, Joe Dowd, Joe Finnegan and Danny Grandone were on the dispatching desks, but normal 8-hour shifts overlapped—turned into double tricks in some instances. Gloria Engel, on the "M" switchboard both days, had to work by her signal lights until someone dug up a lantern, and the boys say she "done noble" rustling grub, walking up and down 25 flights of stairs! (The elevator power failed about 9 a.m. Saturday, then the lights, and neither was restored until noon Sunday.)

Equipment Moving

Just about every tug in operating condition, that could be crewed, was kept moving, picking up drifting barges and lighters, holding ships to docks when they threatened to break away, working with the Coast Guard night and day.

Item: Section of drydock at Todd's, Erie Basin, broke loose; was retrieved and made fast. *Item:* New Rochelle Victory got adrift at 24th Avenue, Gravesend Bay; was anchored off Ft. Lafayette. *Item:* Loide-Haiti broke away at 30th Street, Brooklyn; was towed back and removed. *Item:* Electric power Sunday for ships to raise anchors they had to drop Saturday . . . Etc.

Good Work at Yard

At the Moran shipyard tides were 4-6 feet above normal, covering docks and flooding shops, Bruno Lukosus says, but there was no damage worth mentioning because he and Captain Brown, Elmer Walling and all took precautions promptly. Electric motors were removed to high and dry places; heavy spare parts were raised off the floor; mooring lines of tugs were doubled and similar safeguards rigged; and the VHF radiotelephone kept working fine, fortunately.

Quite a clam-bake, they say.



U. S. Coast Guard photo, by Biscuit

En route from Philadelphia to Las Piedras, Venezuela, in ballast, the Atlantic Refining Co.'s 10,296-gross-ton tanker Atlantic Exporter became disabled with engine trouble 120-odd miles east of Cape Henry, and was taken in tow by the Coast Guard buoy tender Madrona, dispatched from Norfolk, Va. The tug Eugenia M. Moran (Capt. C. P. Hightower of Destin, Fla., master) departed New York at 11 a.m. Sunday, November 5th, came alongside and took over the Madrona's tow at 10 a.m. the following day, and arrived Newport News, Va., at 8:25 p.m. November 7th—then shoved off for New York, light.

Dutch Curiosity

Dear Sirs:

The other day I had the pleasure to read an article about your famous tugs in "Diesel Times." As I am very curious to know more about your tugs and the jobs they have managed, I kindly ask you to send me some publications of your company . . . Hoping to receive a favourable reply, I am, yours faithfully,

F. STIGTER
(Maassluis, Holland)

Morantow: C-2 cargo vessel, Norfolk, Va., to Mobile, Ala.—1,450 miles.

Cooperation Appreciated

My dear Admiral Moran:

Just a word of appreciation to you for the courtesy extended to Eastern Air Lines and members of the newspaper fraternity of New York and Miami . . . in the use of one of your largest tugs for the dedication of the largest "spectacular" neon sign in the world.

All of the members of your family and crew were extremely courteous and considerate of our problems and cooperated in 100% fashion. Mr. R. M. Munroe was especially cooperative in every way possible.

The program was a complete success due to this hearty cooperation and consideration.

Again, my deep appreciation to all.

Sincerely,
EDDIE RICKENBACKER
(Pres. & Gen. Mgr. E.A.L.)

Consider It Done

Dear Sirs:

While looking through a Time magazine I noticed an advertisement of yours showing the French Line's new "Liberté," and wondered if I could obtain a similar picture.

For many years it has been a hobby of mine to collect photos of various merchant ships. Some pictures are not possible to make at sea because of distance, fog, and the glare of the sun . . .

JOSEPH A. MINEO, QM2
(USS. Mahopac, ATA-196,
c/o F.P.O. Kodiak, Alaska.)

Fleet Safety Record

No damage claims were charged against the following captains and mates for the months of September and October:

Agnes A., E. Freeman; Anne, P. Walling, J. Guinan; Barbara, J. Sahlberg, C. Sheridan, H. Wee; Carol, J. Milcetic, W. Larson, J. Gully; Catherine, J. Costello, H. Vermilyea, L. Hansen; Christine, J. McConnell, N. Anderson; Doris, B. Sherer, P. Gaughran; Edmond J., W. Baldwin, F. Schweigel; E. F., Jr., H. Olsen, H. Pederson; Eugenia M., C. Hightower, G. Ackerman, R. Dexter; Geo. N. Barrett, J. Todesky, L. Tucker; Grace, G. Sahlberg; G. W. Codrington, J. DePuey, N. Hansen, W. Joseph; Harriet, G. Bragg, G. Hayes, F. Perry; Helen B., H. Becker; H. C. Moore, J. Finneran; Kevin, L. Goodwin, J. Barrow, G. Norseman; M., R. Jones, Margot, E. Allen, V. Chapman, C. Davis; Marie S., F. Duffy, A. Tucker; Marion, I. George, G. Ashberry, B. Ballance; Mary, M. Rodden, C. Smith; Michael, J. Jorgensen, G. Larsen; Moira, J. Fagerstrom, H. Hague; Nancy, J. French, M. Grimes; Pauline L., M. Sullivan, P. Johnson; Peter, E. Erickson; Sheila, C. Parslow, C. West, J. Chartrand; Susan A., H. Carlson, C. Carlson; Thomas E., R. Hayes, L. Thorsen, W. Hayes; W. C. Moore, B. Baker, A. Anderson; William J., A. Munson, J. Murphy; Roustabout, W. Leander, E. Koski, J. Jaques, B. DeAngeles.

Adm. Moran Makes Paris Request For Cut in Suez Tolls

President of Moran T. & T. Co. Speaks for American Shipping

(New York Herald Tribune, Nov. 15th)

Rear Adm. Edmond J. Moran, president of Moran Towing and Transportation Company, will present a plea by the American shipping industry for a reduction in Suez Canal tolls at a meeting Dec. 7 with the canal's directors in Paris.

Adm. Moran's selection was announced yesterday by Fraser Bailey, president of the National Federation of American shipping, which has been heading the shipping industry's efforts to get the tolls reduced. Adm. Moran said he accepted the appointment, although it was far removed from his company's towing interests on the Atlantic and Gulf Coasts, because he believes in doing anything "to improve international relations on a friendly basis rather than by getting tough."

Will Have Assistants

Adm. Moran will be assisted in negotiations by at least one specialist on foreign exchange and perhaps by other shipping men, Mr. Bailey said. The towboat executive is scheduled to sail Nov. 22 on the America for the hearing.

The United States efforts to get toll reductions will be supported by Dutch, Norwegian and other foreign shipping interests who have been invited by the federation to sit in with Adm. Moran, Mr. Bailey said. A British plea for toll reductions was presented Nov. 7, and the arguments then covered essentially the same ground as those of other nations, he added.

The federation was successful in September in its long fight to have Panama Canal tolls put on a business basis when Congress passed and President Truman signed the Panama Canal reorganization legislation. The organization, which represents a majority of American steamship companies, has been conducting an equally intensive fight to have some of the profits the Suez Canal has been earning for its directors and stockholders used to reduce the tolls.

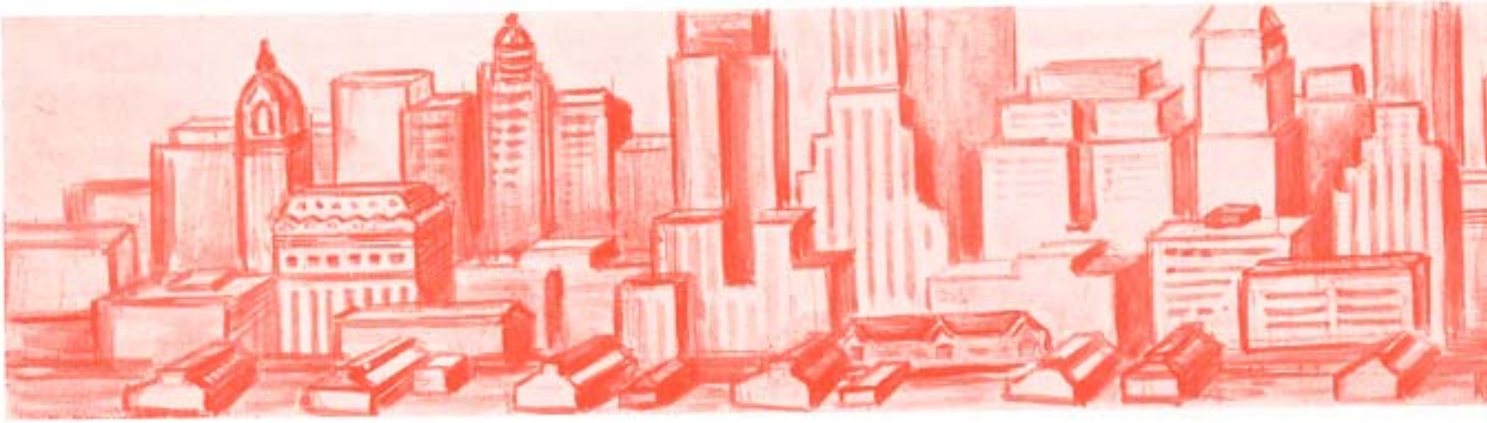
Last years net profits were said to be at least 35 per cent of the canal's initial investment of 30,000,000 pounds sterling. Ever since the canal opened in 1870 it has produced high profits for its owners.

In recent years these have skyrocketed because of the enormous increase in tanker traffic to oil fields in the Middle East. Pleas for toll reductions have been coldly received by the canal's directors who have pointed out that the initial investment must be amortized before the canal reverts to the Egyptian government in 1968. The canal is owned principally by French and British stockholders.

Pound Devaluation Cited

The owners also pointed out that rates have not been increased since 1941 and, in effect, have been reduced by devaluation of the pound and the franc. Tonnage dues now are 28.030 Egyptian piastres or 5 shillings, 9 pence a ton for loaded vessels with a 50 per cent reduction for ships in ballast.

Adm. Moran has had considerable success in negotiations during the war with foreign interest as an officer in the War Shipping Administration. He also headed the project of creating artificial harbors for the invasion of Normandy which brought him into close touch with French and British shipping interests.



WORLD'S FINEST TUGS DO

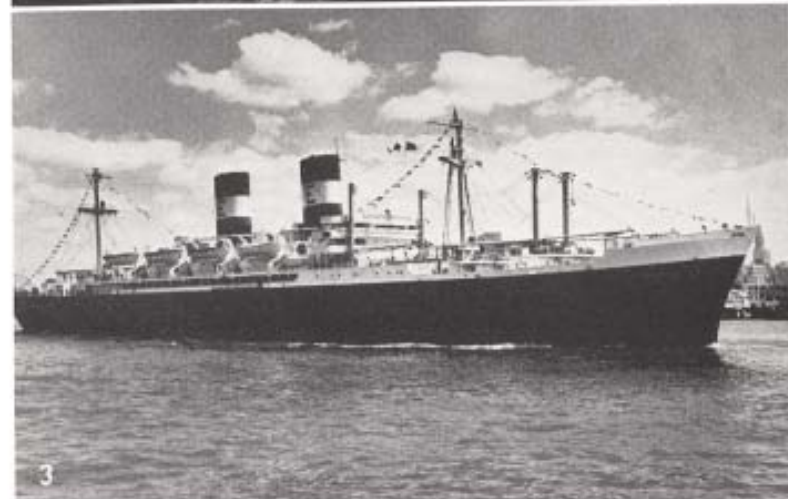
(The Moran Towing & Transportation Co., Inc., is proud to present of New York by our equipment. It is the first of a series of such pre



1. **M/V RIO JACHAL.** Argentine State Line, owners. Boyd, Weir & Sewell, Inc., agents. Bernardino E. Gonzales, captain. Length, 527 feet; gross tonnage, 10,500; horsepower, 18,400 (diesel); passengers, 116. New York-South America (east coast ports).



2. **S/S LIBERTE.** French Line, owners. Herve le Huede, captain. Length, 936 feet; gross tonnage, 49,850; horsepower, 120,000 (turbine); passengers, 1,513. Former German S/S Europa, in service between Le Havre, Southampton and New York.



3. **S/S LA GUARDIA.** American Export Lines, operators. Hugh Switzer, captain. Length, 622.5 feet; gross tonnage, 18,000; horsepower, 17,000 (turbine); passengers, 609. In service between New York, Gibraltar, Italy, Greece, and Israel.



4. **S/S NIEUW AMSTERDAM.** Holland-America Line, owners. Cornelis N. Kleyn, captain. Length, 758 feet; gross tonnage, 36,667; horsepower, 34,000 (turbine); passengers, 1,225. Runs between New York, Southampton, Le Havre, and Rotterdam.



THE WORLD'S FINEST SHIPS

(This layout of eight of the world's finest vessels, handled in the Port of New York; others will appear in subsequent issues of the Tow Line.)

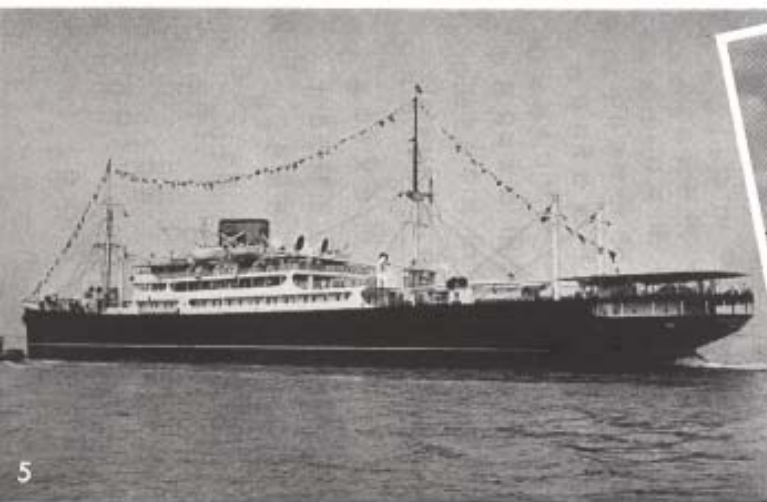
5. *S/S AFRICAN ENTERPRISE*. Farrell Lines, owners. A. R. Mortensen, captain. Length, 491 feet; gross tonnage, 7,922; horsepower, 7,800 (turbine); passengers, 80. Makes 17-day trans-Atlantic voyages between New York and Capetown, Union of South Africa.
6. *R.M.S. QUEEN ELIZABETH*. Cunard Steam-Ship Co., Ltd., owners. Commo. G. E. Cove, captain. Length, 1,031 feet; gross tonnage, 83,673; horsepower, 200,000 (turbine); passengers, 2,314. Trans-Atlantic service, New York, Southampton, and Cherbourg.
7. *S/S BRAZIL*. Moore-McCormack Lines, operators. Harry N. Sadler, captain. Length, 613 feet; gross tonnage, 20,614; horsepower, 17,000 (turbine); passengers, 519. "Good Neighbor Fleet" ship, operates between New York-South America (east coast ports).
8. *M/V STOCKHOLM*. Swedish American Line, owners. John Nordlander, captain. Length, 525 feet; gross tonnage, 11,892; horsepower, 14,600 (diesel); passengers, 400. Trans-Atlantic service, New York, Gothenburg, Copenhagen, and Bremerhaven.



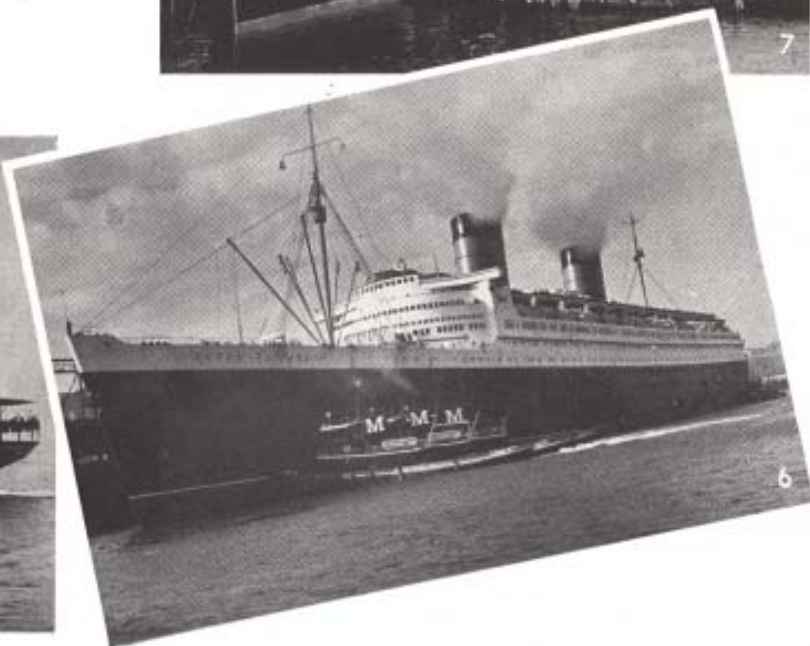
8



7



5



6

Floating Power Plant on New Voyage; Kevin Moran Tows "Seapower" to Rio

Another leg on a long-distance and at times hazardous heavy towing operation first undertaken in New Orleans six years ago was completed successfully when the Moran Towing & Transportation Co.'s seagoing tug Kevin Moran made port at Rio de Janeiro, Brazil, with the floating power plant Seapower, 57 days out of San Juan, P. R.

The Seapower, one of four 30,000-kilowatt mobile units designed to ease electric shortages in the Ohio and Mississippi valleys early in World War II, but later utilized to succor bombed-out seaports abroad, is 350 feet long and 50 feet wide, with a draft of approximately nine feet. Sister ships built at the Leetsdale, Pa., plant of Bethlehem Steel Co. were Impedence, Inductance, and Resistance—all self-supporting except for propulsion. Each did its important bit during the war.

Moran's original assignment in connection with the Seapower was in October 1944, when the tug Race Point, one of a fleet of V4's the company operated for the Maritime Commission, towed the plant from New Orleans to Charleston, S. C. It was only a start on what became serial trans-oceanic travels.

The following month a sister "M" tug, the Gay Head, (Capt. Frank Hughes, recently made marine superintendent for Moran, master) towed the Seapower from Charleston to Antwerp, Belgium, arriving there Christmas Eve, just in time, Captain

Hughes says, "to be greeted with a shower of buzz-bombs, after beating off a determined E-boat attack the previous night." The vessel next in line was torpedoed and sunk by a midget submarine in the Shelde estuary off Flushing, Holland. Anyway, the power plant arrived on schedule and performed adequately while in European waters.

(Editor's note: The Impedance was towed from New Orleans to Guam, later Manila, via San Diego, Calif., by the Moran-operated tug Point Judith. The Resistance was towed from Charleston to Antwerp by the Yaquina Head; from Antwerp to Philadelphia by the Black Rock. Moran equipment moved the Inductance only from Pensacola, Fla., to Jacksonville. It did not go abroad.)

After V-E Day the Seapower logged voyages from Antwerp to Jacksonville, Fla., thence to Philadelphia, in July-October 1945.

In April-May 1946 the tug Edmond J. Moran picked up the Seapower at Philadelphia and delivered her at San Juan, P. R., where she was required by the Puerto Rican Water Reserve Authority to help carry peak loads of power while hydro-electric plants were being completed. It is said she is capable of supplying current for all domestic needs of a city the size of Wilmington, Del.

Purchased by the Canadian Traction Co., which operates electric facilities in Brazil under government contract, the Seapower's next voyage was the recently completed one to Rio de Janeiro, necessitated by a rapidly increasing demand for power there. It

is planned to use her elsewhere in that country later.

The 1,900-horsepower, diesel-electric tug Kevin Moran (Capt. Leonard Goodwin, Jr., Norfolk, Va., master) was dispatched from Norfolk and departed San Juan with the Seapower—drawing more than 13 feet, with a 12-inch electric-hydraulic dredge and a small tug topside!—September 22nd. She arrived at Rio de Janeiro October 27th, about two days ahead of time, having completed the 3,845-mile tow without incident.

Immediately, the Kevin shoved off (light) for Port of Spain, Trinidad, where she arrived November 9th. The tug's total mileage, Norfolk to the B.W.I. port, was 8,662—"which ain't hay," our Operations Department was anything but reluctant to point out.

Unusual and Instructive

Dear Mr. Moran:

May I thank you for the facilities given my class, in the Port of New York course, on Friday evening last (October 6th)? We boarded the "George Barrett" at Pier 1, proceeded to Pier 90, and were aboard the "Carol Moran" during the undocking of the "Queen Elizabeth." All of your staff were most helpful in making our evening an unusual and instructive experience. Could you send me 25 copies of the October issue of *Tow Line*?

JOHN I. GRIFFIN
(Ass't Prof., City College)

New York Harbor Has 475 Tugs

More than 4,200 vessels—from such powerful units as Moran T. & T. Co.'s Grace Moran-class harbor tugs to uninspiring scows—serve deep-sea shipping in the Port of New York, Paul D. Jackson, general manager of the New York Tow Boat Exchange, said recently. Four hundred and 75 tugs, 140 self-propelled barges, and almost 4,000 cargo craft without propulsion power are included in the total.

DOCKED BY MORAN: The 10,900-gross-ton tanker *London Pride*, which arrived in New York October 26th on her maiden voyage. She was built by Furness Shipbuilding Company, Ltd., Haverton Hill-on-Tees, for the account of London & Overseas Freighters, Ltd., of London, England. The diesel-powered vessel is 506 feet long, with a beam of 67.7 feet, a registered depth of 36 feet. She has entered the service of Anglo-Saxon Petroleum Company, Ltd. As you see, that's the Doris Moran (Capt. Barney Scherer) running over to assist.



MORAN OPERATIONS IN 5th AVENUE WINDOW



This is what happened when French Line officials got their first look at Thomas Airviews photographs of "M" tugs escorting and docking that refitted ocean greyhound, the luxury liner *Liberté*, when she arrived in New York on her maiden voyage under the French flag—a 28-print display in the corner window, 49th Street side, of the line's offices at 610 Fifth Avenue, Manhattan. The acknowledgment card, lower left, read: "Photographs by courtesy of Moran Towing & Transportation Co., Inc."

Joe Goodwin, Marine Superintendent, Retires; Frank Hughes Succeeds Him

Bruno Lukosus Made Yard Manager Under Howard Moore

Capt. Joseph A. Goodwin, a Moran employee since 1943, retired as the company's marine superintendent in mid-November, and Capt. Frank J. Hughes, formerly his assistant, was appointed his successor.

An announcement by Joseph H. Moran, II, vice president, also named Bruno Lukosus as manager of the Moran shipyard.

Captain Goodwin, who made the first trans-Pacific crossing of World War II with a V4-type "M" tug, resides in Orlando, Fla. He was the Moran port captain at San Francisco during the latter stages of the war, and later at Norfolk. It is expected he will continue as a firm consultant, with specific assignments from time to time.

Captain Hughes is in charge of maintenance, equipment and inspection of all "M" tugs; and also supervises operations of the special-duty barges Sayreville (National Lead Co.) and N. L. Wallace (Time, Inc.).

Capt. John A. Brown, who has been Hughes' assistant, will continue in that capacity.

Under Howard C. Moore, manager of Moran's construction and repair division, Mr. Lukosus has charge of all business and personnel at the yard,

which is located at Port Richmond, Staten Island, N. Y.

(Editor's note: See August, 1949, *Tow Line* for more re Capt. Hughes.)

A Quick One!

(Excerpt from U. S. Coast Guard, Eastern Area HQ, distress diary under date of 0000-2400 2 Nov. 1950)

022400 GCT—ESSO PARKERSBURG DISABLED — SAR New York advised that tanker Esso Parkersburg was disabled at position 39-55N 72-45W. Tug M. Moran departed 2300 1 Nov. to assist, at request of owners. At 0130 M. Moran called CG requesting help in locating tanker. CG Radio New York contacted tanker and forwarded current position. CGC Yeaton departed 0257 to assist as practicable. Tanker taken in tow for NYC at 1010 by M. Moran. CGC Yeaton resumed normal patrol duties. Case continues.

Editor's note: Esso Parkersburg is a T-2 type vessel of 10,317 gross tons operated by Esso Shipping Co. The position given above in latitude-longitude is approximately 60 miles southeast of Ambrose lightship. The M. Moran (Capt. Rodney Jones) docked her at midnight November 2nd at Constable Hook, Bayonne, N. J.

50 YEARS AGO

(The following items of interest were painlessly 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.)

NOV. 21, 1900—The New York Board of Trade and Transportation, at its regular monthly meeting held on Nov. 14, authorized steps to be taken to secure favorable action by Congress towards widening Buttermilk Channel to 1200 feet, giving it a uniform depth of 40 feet at mean low water. Resolutions were adopted to that effect.

The principal tugboat owners of the Port of New York held their second meeting at the Produce Exchange on Nov. 16, with the object of forming an association for mutual protection and for arbitrating disputes which may arise in the transaction of business, as well as looking after legislation relating to same. The new organization is known as the Tugboat Owners' Association. The following officers were elected for the ensuing year: Wm. E. Furgeson, president; Robert Rogers, vice-president; A. B. Eldridge, secretary; Fred B. Dalzell, treasurer. The Executive Committee consists of M. Moran, W. Freeland Dalzell, E. M. Millard and A. B. Eldridge.

Dunloe (Br. bk) Howell, which sailed from New York Nov. 6 for Tamatave, returned to former port Nov. 19 with fore, main and mizzen topmasts gone, loss of sails. Vessel strained and leaking and with cargo shifted. She experienced very severe weather on Nov. 8, lat. 39°41' "long. 69°12," and was forced to jettison some cargo. She was picked up about 38 miles E. of Sandy Hook by tug DeWitt C. Ivins, Captain Deacon, and towed to anchorage off Liberty Island.

Hudson (barge)—Nantucket, Mass. Nov. 18—Wreckage, consisting of a vessel's afterhouse with name "Hudson" painted on it, a portion of a hull and some other wreckage with the name Hudson carved into the wood, washed ashore on the east end of Nantucket Island, near Coskata lifesaving station, today. This wreckage is supposed to be from the Barge Hudson, which, together with the barge Robert Ingle Carter, broke adrift from the tug Teaser off Montauk Point on the night of the 9th inst. during a violent westerly gale. This wreckage shows that the Hudson either foundered at sea or was stranded on one of the southerly shoals of Nantucket and broke to pieces. It is probable her crew of four men perished.

NOV. 23, 1900—Henry Steers Jr. (tug) broke her shaft Nov. 24 off Sandy Hook lightship, while returning to New York with an empty scow in tow, causing the tug to leak badly. She was picked up by the tug Two Brothers and towed to Eric Basin, Brooklyn.

Thomas B. Garland (Sc) in tow of tug Emma J. Kennedy was in collision in East River, N. Y., on Nov. 20 with the ferryboat Sag Harbor of the Long Island R. R. Co. The schooner and tug have been libelled for damages.

DEC. 12, 1900—Toledo, Ohio—The United Fruit Company is having built two steamers at Toledo, one at Bergenaud and one at Christiania. They will each be about 2,000 tons net register, fitted to carry 30 passengers each, and will make 14 knots. The four boats now building have been chartered by the fruit company for four years each with an option of another year. They will be completed in the spring of 1901.

Ashore and Afloat



Personalities in the News

How the Captain Meets the Queens
(*Newark Evening News*, October 29th)

By JOHN T. CUNNINGHAM

Capt. George B. Young of Bergenfield has one inflexible rule: when he has a date with a queen he gets to bed early the night before. Young has regular dates twice a month with the two biggest queens in the world—the Queen Elizabeth and the Queen Mary. As one of two docking pilots entrusted with bringing the tremendous ships safely to their piers this Jerseyman knows he must be completely awake when he's on the bridge.

Snappily dressed Young boards the Queen near Battery Place, takes the elevator up to the bridge and relieves the harbor pilot who has brought the ship in from Ambrose Light. "Make sure you say that the ship's master is always in charge," Young stresses. "He doesn't turn that Queen over to us until he's confident we know how to handle her."

It's interesting to note that the world's biggest liners still are coaxed into their berths with a tin whistle. However, on a big ship like the Queen Elizabeth, Young's whistle signals have to be picked up by a sailor and relayed to tugs on the starboard bow. Stern tugs, far out of reach of the whistle, get their signals from the ship's air horn. Tug pilots repeat the signals before following them so all possibility of error is removed.

Everything is figured in advance—the wind, the tides, the weight of the ship, the number of tugs needed, the pilots who handle the tugs. "I consider the pilots as much as I do the tugs—they really know their business," says Young.

Young has had his first-class pilot's license ever since he was 21, and has been a docking pilot for 15 years. He docked smaller Cunard-White Star and Holland-America ships for years for the Barrett Towing Co. When Barrett merged with Moran Towing Co.

two years ago Young became one of Moran's docking pilots on the Queen liners.

Actually, Young is quick to point out, docking isn't all a matter of consorting with Queens. "I've docked as many as 15 ships in a day—none of them of any size," he explains. "On others days I have brought in three or four big ships."

Last Sunday, for example, he brought in the Queen Elizabeth. The next day he was back in the harbor to dock a 4,000-ton United Fruit Co. ship loaded with bananas. It took seven tugs to dock the Elizabeth, one to bring in the banana boat.

Young says "all jobs are the same," but he admits his toughest was in 1946 when the Nieuw Amsterdam was taken to dry dock in Erie Basin.

"A very tough job," he recalls. "She had clearance of only 50 feet and when she swung in that dropped to 25 feet. There was no room to play. We warped her in, though, and when the gates were dropped the Nieuw Amsterdam's stern stuck out over the gate. That's how tight it was."

Appropriate Editorial

Dear Mr. Munroe:

Let me take this opportunity to compliment you very sincerely upon that extremely appropriate editorial captioned "Service Morale Is Important—War or Peace" which appeared in your publication *Tow Line*. Only a man with your service background could have written such an editorial. EDWARD LLOYD, *Editor*

(*U. S. Coast Guard Magazine*)

Philip M. Gaughran, Jr., mate aboard the Moira Moran, and Mrs. Gaughran, 24 Eastern Parkway, Newark, N. J., became the parents of a six-pound, eight-ounce boy, John Thomas, October 3rd at East Orange General Hospital. Johnny has two brothers, Philip, Jr., five, and David, four. Congratulations to all hands!

Wooden Shoes? Tulip Bulbs?

Dear Sirs:

In an old issue of "Diesel Progress" I read the story named "The Marvelous Morans." It was very interesting. Please, can you send me any more interesting details of your company? Maybe you do publish a company magazine. I should like to read it. Referring to pay the cost, I don't know how to pay you in dollars, unless you would be interested in a pair of wood shoes or some bulbs. Meanwhile, I am, dear sirs, yours faithfully,

J. G. PASTEUNING
(*Maassluis, Holland*)

Jack Metzner, son of the Moran vice president and general manager, J. J. M., has returned to the HQ fold. Young Jack was with us in 1943 and early 1944, before he joined the Army. Since then, in addition to serving two years in the infantry, he has acquired a college education (Hofstra, at Hempstead, L. I.) and become a married man—the proud father of two, Beth and Greg. "Good to have him back!" is what you hear in this precinct.

"Eyes of Texas Are Upon You—"
Dear Mr. Moran:

I want to thank you for your kindness and hospitality in affording us a ride and an inspection of New York Harbor on your tug boat Barbara Moran. . . . Being associated with the Port Authority here, I was keenly interested in your New York Harbor and hope that some day it will be possible for you to come to Houston and give me the opportunity of showing you our port. . . .

LAWTON E. DEATS
(*Houston, Texas*)



And here is Miss Gloria Hernandez, whose proud pop, Louis, chief engineer aboard the Agnes A. Moran, was on hand to add his congratulations to the many she received the night she graduated from Goshen Central High School. In September she began her first year at the nearby Orange County Community College, a two-year institution, in Middletown, N. Y. During the summer months Gloria was employed in the Middletown office of Dun & Bradstreet. The family address is Box 46, Campbell Hall, Orange County, N.Y. . . . Looks nice in her mortarboard, doesn't she?



DIED, October 21st., at his home in Port Arthur, Texas—George W. Brink, for more than 50 years a valued employee of Moran Towing & Transportation Co. and a close associate of the management, following a long illness.

Mr. Brink joined Moran in 1898. His first job was as fireman aboard the tug Albert H. Ellis on her maiden voyage from Philadelphia to New York. Within three years he was made chief engineer of another tug, M. Moran, and served aboard others in that capacity until 1905, when he was appointed marine superintendent. His reputation in the tugboat field, in both engine and deck departments, became so widespread that frequently he was consulted by other tug operators.

For the past 10 years Mr. Brink was the firm's representative along the Gulf coast, first while several tugs were being built in that area, later in connection with a fleet of Moran-operated Maritime Commission tugs out of New Orleans.

Mrs. Brink, 141 Avant Lane, Port Arthur, and several children and step-children survive him.

(Editor's note: A full-length "profile" of G.W.B. appeared in the June 1950 issue of this magazine.)

A group of Moran's girls have organized a bowling team and do their stuff each Monday night at the Park Row Alleys, Rosemary Ryan, Gloria Engel, Lillian Clark, Alice Neary, Mary Ann Flood, Marge Duffy, Evelyn Hannigan, and Lucille Christian are not doing much bragging yet about individual or team averages; but they hope to improve enough this year so they can join a bowling league in 1951.

Attention Thomas Airviews

Dear Mr. Munroe:

I am taking the liberty of writing to you to inquire if it would be possible to receive through your office copies of the photographs "M-Tugs Dock the French Line's Liberte" as they appear in the October issue of your valuable publication *Tow Line*. Thanking you in advance for any consideration you may give this request,

JAMES H. LOONEY
(Worcester, Mass.)

U. S. Maritime Service Inst.

To the Editor:

I picked up a copy of the Moran *Tow Line* for the first time at our Loran-Radar School, 45 Broadway, New York City...There are many points of interest to us in your publication, and I feel it will be useful to many of the instructors in our school of correspondence courses for personnel of the American Merchant Marine...The Moran Towing & Transportation Company has always been interested in technical training available through the U. S. Maritime Service, and was among the strongest supporters we had in the initial steps of establishing (the school), which is part of this unit. We appreciate this interest and hope that it will continue, so that many of your personnel will take advantage of available courses.

ARTHUR J. SPRING
(Capt., USMS, Director)

Who, that comely blonde Remington-Rand operator in the Northeast Room, Accounting Dept.? Why, that's Miss Joan Kowalski of Bayonne, N. J., a comparatively recent graduate of Holy Name Academy—and don't think a lot of other people (chiefly males) haven't taken judicial note of her, too!

I-Knew-Him-When Dept.

Sir:

Re that son and heir item in your October *Tow Line*, you (of all people) talking about "horrors of war" in the deep south! What about Summerville, S. C., and fried chicken (country style), and That Red-Head, and driving the major's car, and your lucky day in the post crap game, and charcoal-broiled steaks in Charleston, and...

Just remember, Bud, I had something to do with you being made a sergeant in that man's army, I'd hate to see you busted now!

H. A. STRAMM
(Charleston, S. C.)

That was our tug Carol Moran alongside the Argentine State Line freighter Rio Aquapey at Pier Two, 27th Street, Brooklyn, in the wee sma' hours of October 31st, together with Coast Guard and New York City police and fire boats, as the latter fought a stubborn blaze among bales of hemp in her No. 2 hold, Boyd, Weir & Sewell, agents, made sure she would be moved out and away from the dock promptly if that became necessary. P. S.—It didn't.

Short Splices

High winds and a chilly day had no effect on Freddie (Acct'g) Coseglia's golf game in the 6th annual Moran open golf championship at South Bay Golf Club. Ray (Payroll) Brauchle had better look to his laurels...Speaking of golf, you just can't find out how much Capt. Blindheim (Fern Line) and John Bull won from John Olsen and Ed Hennessey. Was Eddie's driving and putting off?...Congratulations to John F. Cahir on the completion of his 50th year with Shamrock Towing...Congratulations also to John L. Sullivan, who is nearing the end of a successful year as Commodore of the Rudder Club... And best wishes to the Commodore-elect, Vincent J. Griffin... To Linda Parrilla, our sincere thanks and an invitation to visit us. Linda (9 years old) is a Moran booster among her own and her family's circle of friends... The good news for the month is that we will soon have Eugene F. Moran, Sr., Chairman of the Board, back with us after a bout with the medics... The Sales-Operating bowling nights are proving to be a great success... For Commodore Cornelis H. P. Coster, retiring Master of the SS. *Nieuw Amsterdam*, we wish many happy years. To his successor, Capt. C. N. Kleyn, the traditional seafarer's wish of "fair winds and following seas" for many a year... That photograph of Moran tugs sailing said Holland-America liner, in the two-page layout in this issue of *Tow Line*, is from the versatile Rolleiflex camera of DeWitt S. Davidson of the H.-A. publicity department. Seems he used an exposure of 100th of a second at f. 16, with Kodak Super-XX film, in sunlight... Merry Christmas and a Happy New Year!

J. B. M.

June Larsen, 18, daughter of Nils Larsen of the Carol Moran crew, has joined the staff of Schrafft's as an assistant dietician.

Jack Dowling is back with the company, aboard the Doris Moran, after seven years, meanwhile having tried his hand at running a tavern in Atlantic City, a fishing boat in Florida waters, etc. Says he couldn't get tow-boating out of his system.

**SUPERTUGS
FOR
SUPERTANKERS**



MORAN

TOWING & TRANSPORTATION

NEW YORK

NORFOLK

NEW ORLEANS