

TOW LINE



PUBLISHED BY MORAN TOWING & TRANSPORTATION CO., INC.

FEBRUARY, 1950

"Harbor Lady"
See pages 6-7



ON THE COVER—

Five of Moran's Diesel-electric harbor tugs, including three of the latest 1,750-horsepower class, docking the 36,667-gross-ton *Nieuw Amsterdam*, flagship and pride of the Holland-America Line fleet, on the south side of Fifth Street Pier, Hoboken, N. J.

Holder of one of the most distinguished records of World War II—the *Nieuw Amsterdam* is credited with carrying more than 378,000 troops and others over a distance of something like 530,000 miles—this outstanding ship is the fourth recon-verted passenger vessel to rejoin the company's post-war fleet. Her running mates are the *Veendam*, the *Westerdam*, and the *Noordam*.

She is 758.5 feet in length, overall, with molded beam of 88 feet, and has twin-screw, single-reduction-g geared, quadruple-expansion turbines developing 34,000 shaft horsepower. She has accommodations for 1,228 passengers, and carries a crew of 695. Her maiden voyage, Rotterdam to New York, was made in May 1938.

On this occasion, as usual, the Moran docking pilot was Capt. George B. Young of Bergenfield, N. J., who also is skipper aboard the *Carol Moran*, which did not happen to be one of the tugs on the job. The five were: *Grace*, *Doris*, *Barbara*, *Pauline L.*, and *William J.*—all last-named *Moran*, needless to say. (Observe the power being exerted by those three sleek tugs on the starboard bow of the big vessel.)

Frank O. Braynard in his noteworthy volume "Lives of the Liners" (Cornell Maritime Press: New York, 1947) quotes Capt. George J. Barendse's admonition to his successor, Capt. Anthony Dekema, upon stepping down from the *Nieuw Amsterdam*'s bridge to retire on the last day of July, 1945:

"Remember, she is the flagship, the treasure, and the queen of the Holland-America Line, and she sails with luck."

With great skill, too, it should be added.



TOW LINE



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

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

LUCILLE CHRISTIAN, *Associate*
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Shipping Keeps Pace in 20th Century

Many national polls are being conducted to select and honor outstanding athletes, artists, statesmen, and other distinguished individuals produced during the first half of the current century—as well as technological advances affecting the general welfare during the past fifty years.

In the surge of improvement which has included some of the most spectacular and far-reaching developments in history, shipping has kept the pace in the first half of the century.

Outstanding improvements in vessel design, methods of propulsion, and techniques having to do with safety of life have hastened the emergence of water-borne commerce from an era of sail to the present day of great cargo and passenger ships.

Today countless travelers and vast cargoes are transported quickly and economically to all parts of the world by the fleets of maritime countries.

Hazards of navigation and other perils of the sea, formerly of first importance to world commerce, are largely things of the past. Trade lanes have shortened, in fact our entire globe has shrunk, under the skilled hand of the naval architect and the ingenuity of marine engineers and other technicians. The first half of the Twentieth Century has produced such trans-Atlantic liners as the Cunard White Star "Queens," to name only a couple.

Moran has been a part of this changing scene since shortly after the middle of the previous century. In our own way we have endeavored to maintain our position in the steady march of marine progress, both in equipment and in service. We sincerely believe that by every standard our fleet and its personnel are not equalled anywhere else. It is no simple task to keep this position. It is only by constant effort and striving earnestly to keep

ahead that we will be able to stay ahead.

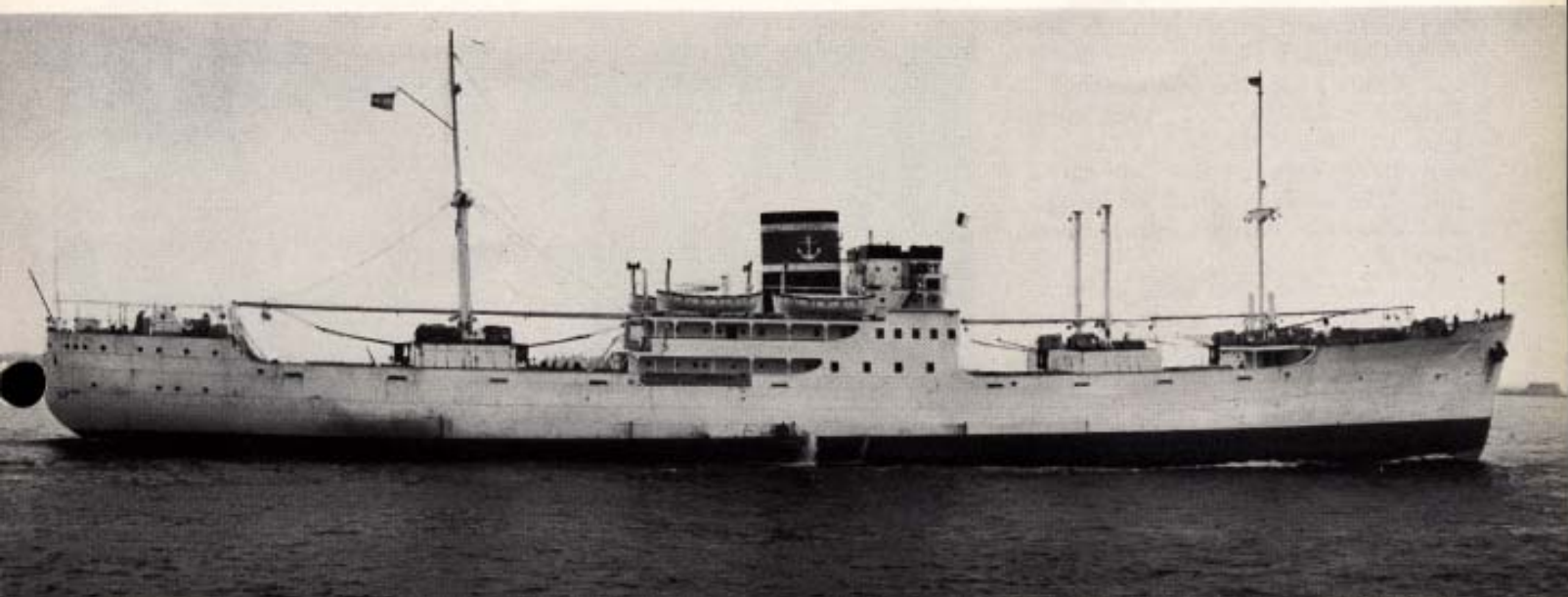
Boyd, Weir & Sewell, Inc., are general agents for M/V Rio Quequen, latest addition to the Argentine State Line fleet, which sailed from New York on February 9th for Buenos Aires under command of Capt. Ernesto Roux.

This twin-screw "reefer" ship has a refrigerated cargo capacity of 188,000 feet, as well as air-conditioned passenger accommodations for 12 persons. Thermographs will enable her to carry fresh fruit between the Argentine and the United States. (Temperature control apparatus also has been installed in M/V Rio Primero, and soon will be installed in M/V Rio San Juan and M/V Rio Mendoza, both refrigerated ships.)

With the recent addition of the new vessel pictured below, the Argentine State Line "reefer" fleet offers 584,000 feet of space for shippers of fresh fruit and other cargoes requiring refrigerated stowage.

Moran Towing & Transportation Co. tugs handled the Rio Quequen's docking and sailing at Pier 25, North River.

Diesel powered, she is 381 feet long, overall, with a registered gross tonnage of 3,166, and was built by J. S. White & Co., East Cowes, England, in the summer of 1949.





Highest Praise for New Moran Calendar

Flattering indeed are scores of official and personal thank-you notes received from other companies and from individuals who received the 1950 Moran Towing & Transportation Co. calendar, the decorative feature of which is a ten-by-fourteen watercolor of the downtown Manhattan skyline as seen from, say, the east end of Governor's Island.

The picture, executed by Charles Evers, an extraordinary marine artist who also painted four scenes for Moran's 1949 calendar, is in full color and shows an expanse of open water between the East and North Rivers, with one span of Brooklyn Bridge visible in the right background. The actual waterfront depicted extends to the western extremity of Battery Park, including the Whitehall Building. A single Grace Moran-class harbor tug is proceeding westward (middle-ground, center) midway between an outbound Staten Island ferry and a cargo vessel, ostensibly a Victory ship, headed for the East River.

"A beautiful piece of work . . . An effective painting of the waterfront and well-known buildings . . . As decorative as it is useful . . . Very lovely . . . A very high class production . . . Extremely decorative . . . Very handsome . . . One of the finest I have received . . . Very attractive," are only a few of the comments made by foreign and domestic friends and business associates.

The *Tow Line* has been asked to acknowledge a great many pleasant communications and word-of-mouth remarks concerning the calendar, although "outlying precincts" are still being heard from. Several are otherwise acknowledged, including specific mention elsewhere in this magazine.

"M" Steward's Wife Hits Radio Jackpot

It all happened in the course of that "Tune-O" radio program—sort of a musical bingo effect, as your reporter understands it—broadcast by Station WMCA, New York, December 13th.

Mrs. Cora Tavares, wife of Raymond J. Tavares, steward aboard the *Carol Moran*, hit the jackpot, or whatever it's called, for coming up with the right answer at the right time. The loot, Raymond said, included a gas range, a portable radio, an electric mixer for the kitchen, a 25-pound turkey, a night on the town, and we have forgotten what all—anyway, about \$850 worth of stuff.

What pleased Raymond more than anything else, apparently, was that in the course of this whoop-de-do on the air the announcer interviewed Mrs. Tavares, asking all about her husband and his work, that brave new Diesel-electric tug, the *Carol*, and its work, the company and—well, you get it.

"Believe me, they all heard plenty about Moran that time!" our young Mr. Tavares said emphatically.

Moran Docking Again Broadcast by "Voice"

Just in time to make this issue of the *Tow Line*, the U. S. Department of State radio, "Voice of America", on February 9th sent a three-man team down to Quarantine on a Coast Guard cutter to board the incoming *Ile de France* and make a recorded description of Capt. Anton (Tony) Huseby, Moran's senior pilot, and company tugs docking the liner at Pier 88.

According to Paul M. Deac of the French desk, the purpose of the story is to show millions of listeners to State Department broadcasts in foreign countries, particularly France, how American specialists go about docking a 45,330-ton vessel. The recording, including an interview with Captain Huseby—who, it was said, spoke in French "with a little prompting"—is being used on "Voice of America" programs beamed to France. One such was broadcast on Sunday, February 12th, at 12:30 p.m. New York time.

The recording team (an engineer, a reporter, and a producer of short-wave broadcasts) also interviewed a number of arriving celebrities, including movie stars Errol Flynn, Joan Blondel and Victor Francen (French), and Laurent Dauthville, French boxing champion—also the skipper of the *Ile de France*, Captain Leveque.

Herewith: Isbrandtsen Company's "Flying Arrow," recently involved in all that high-echelon trouble in Chinese waters and ports, under escort at one time by U. S. Navy destroyers, being handled by the Grace Moran with the assistance of a sister tug on the occasion of her last visit to the Port of New York. This enlargement from a 35 mm. negative is from a sequence in the current and highly successful RKO Pathe short documentary film "Harbor Lady," and this particular still was given domestic and foreign distribution by the Association Press and Keystone Pictures, Inc., after the movie was released.



Distressed LST, 32 Aboard, Rescued by Tug M. Moran in Texas Hurricane

(Editor's note: Capt. J. P. Biddick of Wilmington, N. C., skipper aboard the tug M. Moran at the time, now master of the Eugenia M. Moran, made the following graphic report to John J. Metzner, Moran vice president in charge of operations, regarding his activities just before, during and immediately following the violent storm that ravaged the Gulf coast in October, 1949. The report speaks for itself. Captain Biddick was in Galveston awaiting favorable weather to depart for Tampa, Fla., with the barge James L. Richards when the hurricane roared in. Subsequently, his towing itinerary was Tampa, New Orleans—two and a half round trips—Norfolk, and New York, where the M. was laid up temporarily at Moran's Staten Island shipyard.)

At 12:40 CST on Oct. 3, 1949, in Galveston, Texas, while awaiting weather conditions and hurricane warnings were being displayed, Mr. Kimbrow of the Stanolind Co. requested our aid to assist the Sabine tug Titan (ex-Empire) in towing the LST Stanolind 50, with crew of 32, into Galveston. She had parted her hawser nine miles south of the bar and was hanging on with short hawser and not making any headway.

In spite of the approaching hurricane and very rough seas, we put out and succeeded in getting our 11-inch hawser aboard, and started towing at 3:35 p.m. About 6:00 p.m. our hawser parted—seas and wind about gale force—then the Titan parted her hawser again before we could get our 9-inch out. By this time I estimated winds of 60-65 mph, with seas mountainous. It was impossible to get another line aboard; we had to try to save our own necks. The LST anchored with a five-ton stern anchor and 12 shots of chain, about five miles south of the jetties, and rode it out.

With us trying to lead the way and the Titan following, we finally sighted the jetties and entered at 9:45 p.m., and got docked at Slip No. 12 by 11:00 p.m.—when the hurricane hit with winds of about 100 mph. We sustained plenty of broken dishes, a few cracked port lights, a couple of broken deck lights, life rings lost, etc. . . .

Tuesday we left the dock at 1:00 p.m. after splicing a couple of eyes in a new 10-inch hawser which Stanolind loaned us to use in towing in the LST. On the way out nearly all the channel buoys were out of place and the bar practically impassable due to heavy swells from eastward and strong ebb tide. Needless to say, we shipped plenty of water, but it was a picnic compared to the night before. The Titan could not get out due to the same trouble, so we did it alone. We got our hawser aboard the LST at 2:45 p.m. and towed her in.

We made the jetties at 4:20 p.m., but after that we had a slow hard pull in the channel. Harbor tugs could not get out to us because of rough seas until we were beyond No. 7 buoy. Finally released tow to harbor tugs for docking at 7:00 p.m. at entrance to Galveston channel. We docked at Pier 12 by 7:20 p.m., Oct. 5, 1949.

We took aboard our part of the 11-inch hawser we had put ashore when taking on their 10-inch in order to save lashing and being so deep in the water. At 8:30 a.m. we left Pier 12 and went to Pier 41, where the LST was docked, and took aboard the remainder of our 11-inch, then proceeded back to Dock 20, arriving at 10:45 a.m.

Members of the crew are now splicing the 11-inch. We have to take on water, as we pumped out during the storm, and the cook has to restock his refrigerator because lots of food got damaged. I hope to get under way at daylight on the 6th. The pilots still cannot board vessels outside, due to rough seas, and as many channel buoys are still out of place, I would not risk going out over the bar with tow in darkness.



"Harbor Lady"

Andre Baruch narrates a stunning subject which deals with the day of a tugboat, the Grace Moran, from morning til she secures for the night, showing such varied assignments as escorting the stately Queen Elizabeth and towing a garbage scow out to sea. This subject is beautifully photographed and is replete with interest.—*Interstate Magazine, an influential trade publication of the motion picture industry.*

Memo to Editor, re:

Emergency Measures

Jack Faulkner, manager of Moran Towing & Transportation Co.'s New Orleans office, 213 North Peters Street, speaking:

"Enclosed are some clippings from the New Orleans papers concerning our tug Eugenia M. Moran (Capt. J. P. Biddick) pulling on the SS. American Mariner. (*)

"In connection with this emergency job, I was trying desperately to catch up with Captain Biddick as he proceeded up the Mississippi River towards New Orleans. We tried to reach the tug by radio-telephone via both New Orleans and Tampa marine operators. No dice. Two local towing companies were trying on 2738 kc., one of the ship-to-ship frequencies. No luck that way either.

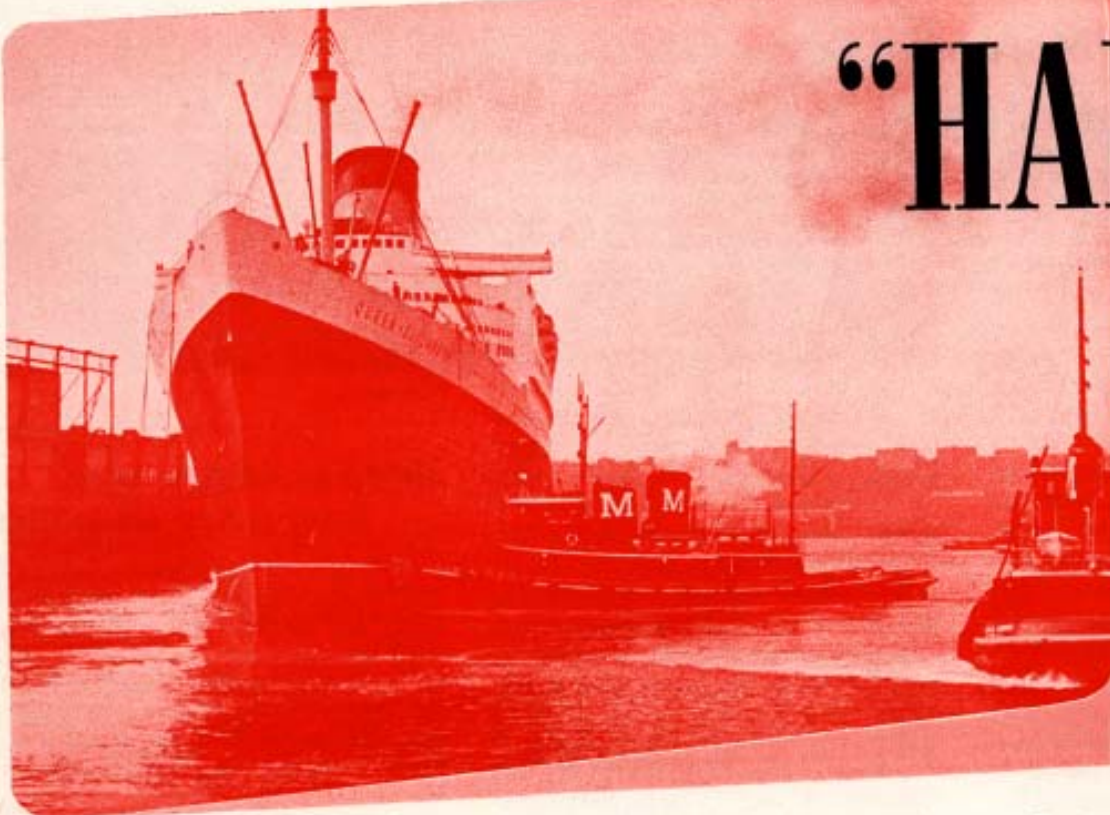
"I finally called the sheriff's office at Point-à-la-hache, since the river ferry is operated at that point. The sheriff wanted to know if we had a special Moran call he could use to signal the tug. I said no; but would he have the ferry blow three short blasts and one long? This was about 11 a.m. At two o'clock Captain Biddick called this office, since the sheriff had intercepted the Eugenia M.

"That's one way of getting hold of a tug if all other methods fail!"

(Editor's note: Jack's clippings were from the New Orleans Times-Picayune and States, and the New Orleans Item. Stories described in considerable detail how the U.S.M.C. training ship American Mariner had gone aground in heavy fog 600 feet off the end of the west jetty, South Pass, Mississippi River, and was finally pulled off through the combined efforts of the Eugenia M. Moran, a New Orleans tug, and the Coast Guard cutter Hudson. The vessel carried a crew of 42 men, plus 157 cadets.)

Morantow: Baby flat-top (CVE-44), Norfolk, Va., to Mobile, Ala.—1,450 miles.

"HARBOR



NETHER RKO Pathe, Inc., nor horses in the speedy, but snail-pace production of "Harbor Lady," a short a day in the life of the new Dies one of five such added to the "M" fl

Released December 30th, the RKO Pathe Screenliner series, and America and abroad probably 40,0 see it. That, one might think, could

"Harbor Lady" was produced by ant in the U. S. Coast Guard Res District Public Information Officer District during the late years of also wrote the script.

William Deeke photographed the and Harold Vivian recorded it. (Hi the Queen Elizabeth docking oper it from the air.) Art Steckler was co

The 33,673-gross-ton Queen Elizabeth approaching Manhattan, Grace Moran escorting.

"Harbor Lady," herself, under way in North River, en route to her docking assignment.

Running alongside the pride of Cunard White Star's fleet, to put the docking pilot aboard.



Captains Joe Miller, chief dispatcher (right), and Joe Finnegan manning dispatchers' desk.



Capt. Chester A. Evans, docking pilot, skipper of the Grace Moran, at wheel of tug.



Queen Elizabeth in midstream, North River, off her pier, "M" tugs preparing to dock her.



LADY"

Scenes from RKO Pathe's Fine Documentary on "Grace Moran"

Moran made any effort to spare the both and altogether satisfactory, documentary movie which is, in effect, electric harbor tug Grace Moran—set in 1949.

It is an outstanding exhibit in the course of its projected run in 90,000 people in 7,000 theaters will be called "general" circulation.

Burton (Bud) Benjamin, a lieutenant, who has an enviable record as for the 9th (Cleveland) Coast Guard World War II, as well as at sea. He

feature, Isaac Kleinerman edited it, Perry Smith made the surface shots of action; Howard Winner photographed the tact man on the film.

All hands at Moran who had anything to do with "Harbor Lady," either ashore or afloat, from the president himself to the deckhand aboard the Grace, cooperated fully and cheerfully—it was a heart-warming and effectual piece of business.

In the briefest possible terms, this unique short subject features the first of Moran's 105-foot, 1,750-horsepower, steel-hulled tugs designed especially for work in New York Harbor. You see a full day in her life, meet her skipper (who doubles as an ace docking pilot) and the rest of her crew, watch her precise operations as she assists in docking the world's largest passenger vessel, follow her through a variety of other harbor operations, and finally, see her fade into the night as she stands out to sea with a mud scow, with nothing visible except a full moon and tug's running and tow lights . . . It is something off the top shelf.

"Harbor Lady" played to obviously appreciative audiences in the famous Palace Theater, Times Square, New York, January 9th, 10th and 11th, and presently is showing in many cities and towns throughout the United States.



Fleet Commodore Charles M. Ford, master of the Elizabeth, observing docking operations.

Quartermasters on the Queen's bridge operating engineroom telegraphs in docking.

Ben Johnson, deckhand, making Grace Moran fast to another tug pictured in the story.



Already "landed" on the upstream corner of Pier 90, the Queen is guided into her slip.

Pattern of Grace Moran's wake, the lower Manhattan skyline receding into the distance.

Rear Adm. Edmond J. Moran, president, Moran Towing & Transportation Co.—"The Boss."



Moran Elevates Bull and Metzner



(Michael Sator photos)

Effective January 1st, 1950, John S. Bull, secretary, and John J. Metzner, general manager, became vice presidents of Moran Towing & Transportation Co., Inc. Mr. Bull, who joined the firm in 1940, is in charge of sales and continues as secretary. Mr. Metzner, whose connection with Moran dates back to 1926, is in charge of operations, carrying on as general manager. Showers of congratulations and best wishes for continued success have been pouring on both officials from all sides, including many personal friends and business associates abroad.

Safety Record For 1949 Shows "Commendable" Drop In Claims

As to the safety records of Moran Towing & Transportation Co. tugs in New York Harbor and elsewhere, bi-monthly reports on which have been published regularly in the *Tow Line* since our December 1948 issue, totals for the past year (1949, inclusive) shape up into a commendable decline in claims of any consequence.

Figures released by the Operating Department in mid-January show that the following captains and mates had no damages during the entire year:

Agnes A., M. Connor; *Catherine*, J. Costello; *Christine*, H. Anderson; *Doris*, F. Snyder and P. Gaughran, Jr.; *Edmond J.*, W. Baldwin, F. Schweigel and R. Larkey; *Eugenia M.*, G. Morton and E. Ryan; *Harriet*, J. Fagerstrom; *Kevin*, B. Ballance and D. Willis; *M.*, W. MacDonald and J. Barlow; *Marion*, G. Ashberry and E. Dexter; *Mary*, B. Baker and H. Hague; *Moir*, J. Sahlberg; *Pauline L.*, M. Sullivan; *Thomas E.*, R. Hayes; and *Relief Crews*, J. Finneran.

The following men had claims amounting to \$150 or less: *Carol*, H. Larsen, *Harriet*, J. Gorham; and *Relief Crews*, K. Buck, J. Jorgensen and J. Martin.

More than \$150, but no more than \$250: *Anne*, J. McConnell; *Carol*, G. Young; *Helen*, T. Schubert; *Marion*, I. George, Jr.; *Pauline*, L. T. Trent and P. Johnson; and *Peter*, H. Dickman.

"In our kind of business, some damage is inevitable and must be expected," said Joseph H. Moran, II., vice president in charge of traffic. "However, we certainly can keep it under control and within allowable limits. I think a start was made during 1949, but I hope this year will surpass that record considerably."

Rear Adm. H. A. Flanigan, USN (Ret.), is now chairman and a director of the New York Dock Co. C. E. Hicks was named president and director at the same time, and both were elected to identical posts in the company's subsidiary, the New York Dock Trade Facilities Corp.

American shipping has had the lowest number of ship casualties of all 13 leading maritime nations in the past 50 years, according to Rear Adm. H. C. Shephard, chief of the Merchant Marine Safety Division, U. S. Coast Guard.

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.)

JAN. 3, 1900—The Hamburg-American Line and the North-German Lloyds have added another feature to some of their steamers by employing their refrigerating apparatus in cooling the state-rooms.

The Panama Canal Company of America, capitalized at \$30,000,000, was incorporated at Trenton, N. J., on December 27th. The object... is to acquire and complete the maritime ship canal across the Isthmus of Panama of the New Panama Canal Co. of France. The canal will be completed under the direction of American capitalists. The authorized stock will be divided as follows:

\$5,000,000 first preferred stock, \$15,000,000 second preferred stock, and \$10,000,000 common stock. It is designed to increase the stock to \$120,000,000 at an early date. The cost of completing the work is estimated at \$100,000,000. One half of the total cost of the canal has already been expended. The curves upon this route are as favorable as upon any known canal. The time of transit will be the shortest of any possible trans-isthmian route, not more than 19 hours...

JAN. 10, 1900—The Cunard S.S. Co., the last of the trans-Atlantic lines to leave Steamship Row, Bowling Green, removed to a new and handsome suite of offices in the Columbia Building, No. 29 Broadway, corner of Morris Street, on January 5th. The Cunard Line occupied their former offices for the past 40 years, and the wishes of their many friends are for the continuance of the same successful operation of the service which has obtained since its organization.

H. C. Rogers (barge), one of a tow of the tug Joseph Stickney, was found on Race Point, the western end of Fishers Island, Conn., January 5th. Instead of sinking the Rogers capsized, allowing her cargo of 500 tons of coal to run out of the hold. Wreck Scott left New London January 5th to go to the assistance of the capsized vessel.

JAN. 17, 1900—Pilgrim (Fall River steamboat), from New York, at Fall River, January 12th, on the trip had a large hole stove in side near the paddle box by a heavy sea.

JAN. 24, 1900—Astoria (Br. S.S.) before reported in collision at Quarantine, New York, with steamer Messaba (Br.), had bowsprit and figurehead carried away.

Ship P. N. Blanchard, 1503 tons, built at Yarmouth, Me., in 1876, now at Baltimore, has been sold to John Rosenfeld & Sons of San Francisco for \$29,000.

Petrolea (tug) struck on Hog's Back, Hell Gate, N. Y., on February 3rd, and tug Mischief, while rendering assistance to the former, capsized and sank.

R. G. Moran (tug) damaged by collision with ferryboat Easton at New York on the night of February 5th.

FEB. 21, 1900—Shipbuilding, The Neatie & Levy Ship & Eng. Bldg. Co., Philadelphia, Pa. DeWitt C. Ivins No. 2, 214 tons, for Michael Moran; Michael Moran, 214 tons, for Michael Moran.



It should not be assumed that Blackie is just another undistinguished dog. As one is informed by personnel at the Holland-America Line piers in Hoboken, N. J.—at the merest suspicion of a hat dropping—she is something extra-

special. Nondescript she may be, genealogically speaking, but she is making a name for herself and her serial families as she goes along, and in the past five years or so she has become the unchallenged queen of that sector of the Jersey shore where the Nieuw Amsterdam and sister ships dock and sail.

Moran employes afloat know Blackie best for an eccentric trick she has—in season, not when the North River is ice laden—of taking from half a dozen to 20 baths a day. A lone survivor of that legendary breed, the "fish hound," maybe? Not at all. It's just that she is marine-minded, likes to keep clean and cool, and does not take lightly certain duties she has assumed—such as supervising the handling of Holland-America Line vessels by those utterly fascinating workboats with the big white "M" on their stacks.

Joseph O. Haff, New York Times:

"Although the men are somewhat hesitant to discuss her history, it is generally understood that she followed a stevedore ashore from a Red Star freighter in from Antwerp in 1944 . . .

"All of the more than 300 workers on the pier are devoted to Blackie, but she has three special friends with whom she has her meals. Chief of these is 'Sparky,' the 54-year-old harbor-master, Rotterdam-born Marinus deKorne . . . and pier workers affirm that the dog has paddled half way across the Hudson to meet him (aboard a tug)."

She has a substantial bank account, too, believe it or not—the foundation for which was laid when her friends took up a collection to pay a veterinarian's fee. It is not clear from the record whether or not Blackie's continuing romance with O'Malley, a Hoboken police dog, dates from the beginning of this solvency, but nobody takes the trouble to deny that said O'Malley has sired her six litters of puppies, more than three dozen excessively healthy offspring! No other dog dares to come near the pier. The cat population thereabouts knows who is boss, too.

On several occasions when Blackie jumped off a pier and struck out into the river for reasons best known to herself the tide carried her downstream so fast and so far it has been necessary for "Sparky" to go to her rescue. Moran crews are no more surprised to see the dog paddling out to meet an inbound tug than they would be encounter a hot chestnut peddler in Times Square. They simply haul the hound aboard and go on about their business of docking or sailing a ship, with Blackie following the operation from some vantage point—usually, as in the accompanying photo, perched on the bow fender. On the other hand, illogically enough, sometimes when she is aboard a tug she jumps off and swims ashore.

Out of season Blackie foregoes her swimming and gets on the engine hood of a pier crane where it's warm.

Not long ago, according to Mr. Haff's account, she tried to separate a couple of seamen fighting on the street near her favorite pier. Police received a complaint that she had tried to bite one of the sailors, so a dog warden was sent around, presumably to take her into custody.

"But 300 stevedores set the fellow right," Mr. Haff said. "Blackie stayed."

"And We Quote—"

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

H. G. C. Sewell, James A. McLaren & Co., London, Eng.:

"Congratulations on another fine issue of *TOW LINE*. Certainly you never lack for news of Moran achievements, but the way it is presented does great credit to you and your colleagues. It may gratify you (although it should not surprise you) to know that I hear many laudatory comments . . . from other London recipients. With best wishes and many thanks for providing such interesting reading."

James H. Looney, 63 Seymour Street, Worcester, Mass.:

"Received December issue of *TOW LINE* and read it with a great deal of interest and pleasure. Thank you for sending me same. . . I wish you would add my name to your mailing list to receive magazine regularly. Have been engaged in transportation for more than 40 years. Am interested in the activities of New York harbor and the shipping interests and would like to read and know more . . ."

Capt. L. H. Shackelford, USCG, Marine Inspection Officer, Third Coast Guard District, New York:

"I wish to thank you very much for the copy of the October issue of *TOW LINE* you kindly sent to me . . . In reading through it I found many interesting items, and I would appreciate receiving future issues if you have an outside mailing list."

Eugene Chamberlain, "Marine Fanatic," Brunswick, Ga.:

"Recently I picked up a copy of your *TOW LINE* in the pilot house of a tug (not Moran) I happened to board at Norfolk. How long has this been going on? What do I have to do to get this delightful magazine regularly, at the above address? . . . More power to you and the Moran Towing & Transportation Co., Inc."

W. L. Greene, Chief Engineer, Engineering & Research Corp., Riverdale, Md.:

"While pursuing my hobby of water color sketches of tug boats, I visited the library of the Mariners' Museum at Newport News. I thus became acquainted with your magazine, *TOW LINE*. I wonder if it would be possible for you to enter my name as a subscriber? In addition . . . I looked at several photographs of Moran tugs that were in the library. One of these interested me as a subject for a painting. This was a picture of the Nancy Moran towing the Berkshire to Bermuda. Because the library is not allowed to reproduce your photographs, I also wonder whether you would be kind enough to send me a print of this picture from your own files."

James A. Farley, Chairman of the Board, The Coca-Cola Export Corporation, New York:

"Thank you very much for sending me a copy of *TOW LINE*. I read it with interest, and appreciate your thoughtfulness in getting it into my possession."

C. R. Ellis, Editor, Aluminum News, Montreal, P.Q., Canada:

"I see by today's mail that you have placed my name on your mailing list, and I hope it is a permanent arrangement because I should like to see your very interesting magazine regularly."

E. A. Cosgrove, Daniel F. Young, Inc., 8-10 Bridge Street, New York:

"We wish to acknowledge receipt of the December issue of the Moran *TOW LINE* whose interesting and informative articles were read with great interest . . . We would appreciate being added to your mailing list if this could be arranged."

Sanford C. Smith, Fletcher D. Richards, Inc., Advertising, 10 Rockefeller Plaza, New York:

"I have enjoyed the copies of *TOW LINE* which have been reaching me presumably through your office. I want to congratulate you on this magazine, which is certainly an outstanding one. I hope you will continue to keep me on the mailing list."

W. A. Fly, Sales Promotion & Advertising Manager, Avondale Marine Ways, Inc., Westwego, Louisiana:

"I have seen a couple of copies of your publication *TOW LINE*. It is requested that our name be entered on your distribution list for this good publication. Congratulations . . ."

Hal. I. Leyshon, Hal Leyshon & Associates, Inc., 19 West 44th Street, New York:

"Thanks for sending me the *TOW LINE* regularly. It ranks as one of the snappiest house jobs I've seen, and we make a business of looking at numbers of these organs."

John G. Andrews, Transportation Group, Operations Research Office, Johns Hopkins University:

"Your publication, the *TOW LINE*, received a credit in a recent issue of the British 'Fairplay' regarding (Moran tugs) docking the SS. Ile de France. It would be appreciated if you could place this organization on your mailing list for the *TOW LINE*, including the issue in which the above mentioned operation was depicted."

Commo. J. S. Baylis, USCG (Ret.), Executive Vice President, Decca Navigator System, Inc., New York:

"Thanks for your thoughtfulness in sending me a copy of the October issue of your *TOW LINE*. I have read it with much interest . . . I congratulate you on being associated with 'the Coast Guard of the Merchant Marine'."

David O. Whilldin, Jr., 1st Lt. Trans. Corps (Res.), Bradenton, Fla.:

"I wish to thank you for placing my name on your mailing list for your tremendously interesting little magazine, *TOW LINE*. The articles and pictures are splendid and I read each copy from cover to cover, literally. As a matter of fact, I was wondering if it would be possible to get hold of the first of the year's issues."

F. A. Perasso, President, Oltreoceano Societa Italiana Aziende Marittime, Genoa, Italy:

"It is with great interest that we read your *TOW LINE*. We must recognize that (it) is a splendid publication containing marvelous photos that give relief to the many towing achievements made by Moran tugs. Our friends to whom we have sent (your magazine) are very pleased to know that Moran is to the head of all competitors as to number, force, quality and organization. We should like to send you our compliments and thanks for the latest publication."

Ashore and Afloat



Possibly phlegmatic would be the word for Capt. Raymond H. Buckley, Route 29, Troy, N. Y., Moran's representative in connection with New York State Barge Canal operations.

Phlegmatic (fleg-mat'ik), a... (2) *Not easily excited to passion; cool, calm, composed.*—Webster's.

Anyway, that seems to be the general impression of Cap'n Ray, who is no Johnny-come-lately in the Moran organization, having been hired originally by Capt. Tony Huseby in 1926—nearly a quarter of a century ago.

Born in Rensselaer, N. Y., across the Hudson River from Albany, in 1900, which makes him a mere stripling as "M" veterans go, Captain Buckley's first job with this organization was a mate's berth on the old Edmond J. Moran (steam), operating in and around New York Harbor and in Long Island Sound. He made the grade to captain in 1927.

Three years later, as skipper of the Kevin Moran, our original canal tug, he made Moran's first Barge Canal trip, from Bayonne, N. J., to Utica, N. Y., with a Texas Company barge. (The Kevin of that vintage was considered a big one in comparison to other canal tugs of her day. She was 77.5 feet long and had 250 horsepower; but the barges of that time were much smaller, too.) He put in three years on the Kevin in the canal.

"Then the Admiral loaned me to the Texas Company," Buck says; and for the next seven years he looked after Texas operations in the canal, piloting tugs and some of that company's ships in the Hudson, and did not return to Moran until 1941. Then he served as mate and skipper aboard the Eugenia M. Moran, among others, operating around New York and coastwise.

In 1943 the captain again became Moran's representative on canal operations—including the Great Lakes—utilizing his residence in Troy as a base. Every year since then the canal has been his oyster, in season; in the

winter you see him around Moran HQ, which exposes him to sundry annoyances such as an interview for the purposes of this Tow Line profile. When he is upstate he ranges back and forth along New York's great inland waterway, passing orders, recommending crews, straightening out difficulties, etc. He is in touch with 17 Battery Place, Manhattan, at least twice a day by phone, usually oftener.

"Give us a little color, Buck," your reporter urged, prodding the captain with a not-too-sharp pencil point. "What would you say was the most



Capt. Raymond H. Buckley

hectic time you ever experienced as Moran's general factotum yonder?"

"Well," he said, "it wasn't all beer-and-skittles the time—back in 1936, it was—that something like 200 tugs and barges got caught and frozen in along the western section of the canal system. Five Morans, including our one Diesel tug, the present Marie S. Moran, were in the ice, but good. The Marie S. didn't have any trouble to speak of in getting loose; so she left her barge at Syracuse and assisted our tugs and some others into that harbor. Then she

churned her way back to Little Falls and repeated the rescue performance there, helping Morans and some miscellaneous craft into the still ice-free Hudson... Br-r-r!"

One son, Raymond C. Buckley, lives with the captain in Troy.

To Nancy: Well Done!

Gentlemen:

I am writing to thank your company, and more especially the captain of one of your ships named Nancy Moran, for passing the word via radio that two hunters were stranded on the East Breakwater at the entrance of the Connecticut River. One of the hunters happened to be me. Although we were in no great danger, we were very glad to be taken off an hour or so later after your captain relayed the message.

The wind was blowing about 35 miles per hour from the southwest, and it was quite rough for Long Island Sound. Our dory and outboard motor had been pulled up on the rocks, but a wave lifted her off and broke the anchor line, and she drifted away before we could jump aboard. Subsequently, the boat was found pretty well smashed up, but I managed to save the motor. I might add that your captain performed a very good feat of seamanship in working his oil barge into the mouth of the river under pretty tough conditions.

During the winter of 1940 or 1941, one of your tugs struck a pile end in the railroad drawbridge and had to be beached right near our yard. The captain made his headquarters at the yard, which at that time was located in Old Saybrook. Subsequently, we received a very nice letter of thanks from you. Therefore, I am more than glad to write this letter, and please pass the word to all concerned on the tug Nancy Moran.

FREDERICK STURGES, 3RD
Old Lyme, Conn.

MARITIME BOWLING LEAGUE

(Standings as of Jan. 30, 1950)

Team	Won	Lost
McAllister Bros.	29	16
Raymond Concrete Pile Co.	24	21
U. S. Engineers	24	21
Moran Towing & Transp. Co.	22	23
Downtown A. C.	21	24
Fred Snare Corp.	21	24
Merritt-Chapman & Scott	19	26
Paulsen-Webber Cordage	19	26

The Moran Story (j.g.)

Dear Mr. Munroe:

We enclose three copies each of Young America Reader and Junior Reader for January 12th. Pages 4 and 5 of each magazine carry our story of the tugboats in New York harbor.

Your interest and help were of great value, and I thought you might be interested to see what evolved from our meeting.

Please accept our sincere thanks for your assistance.

BEATRICE ROLAND
Young America Magazines

Intense excitement has prevailed around No. 16 Leeds Street, Oakwood Heights, Staten Island, Capt. Frank Hughes, Assistant Marine Superintendent, would have you believe—and ye editor of this great family journal would be the last to doubt it. It seems Frank and Mrs. Hughes acquired a brand new home (brick, Dutch-style, white) at that address, as of December 1st. Since then, they have adopted a 14-months-old boy from the New York Foundling Hospital, and are pretty happy about the whole thing. P.S.—A shade dizzy, too.

Re: Artist Patterson

Gentlemen:

... We are writing this letter today because the picture on the front cover (of the December, 1949, Tow Line) was painted by Patterson.

He used to sail on the Pacific, and in and out of Puget Sound, so much that when he painted a picture of a tug boat one time, picking up a sailing ship off the entrance to the Straits of Juan de Fuca, we called the turn by telling him we were sure he had been out there and at one time was picked up by one of the Puget Sound Tow Boat Co.'s large steam tugs. We even went so far as to name one of three, and he wrote back promptly and said we were right and it was true that many years before he was a sailor before the mast, sailing in and out of Puget Sound, and the tugs of that company had put their tow lines on his boats many miles out at sea and brought them into port.

WEDELL FOSS
Seattle, Wash.

Morantow: Two crane barges, New Orleans, La., to Aruba, B.W.I.—1,610 miles.

More spectacular than extensive, although from North River windows in the *Tow Line* office just after dark it was something to see, a ferryboat in the Jersey Central Railroad dry-dock just about opposite the Statue of Liberty on the Jersey shore was destroyed by fire Tuesday evening, January 17th. The Grace Moran was one of the first nozzle-equipped tugs on the scene, followed shortly by the Pauline L. Moran; but there was not much could be done except to help save adjacent property—and service the press associations with what could be seen distinctly from this vantage point.

Waves At Montauk



To the Editor:

In the *Tow Line*, December issue, I noted the interesting photographs of waves, Pages Four and Six. Waves appeal to me. Attached are photos of waves (1) forming and (2) running at Montauk Point, L. I., and another of waves breaking at Asbury Park, N. J. The negatives from which these small prints were made are good and may be readily enlarged and cropped.

CHARLES H. HUGHES
(Staten Island, N. Y.)

Sort of a queer one turned up in the log of the Peter Moran some years ago, our Miss Christian was saying. The tug was on a tow in the vicinity of Dry Tortugas when she was hailed by a small vessel which requested assistance. The engineer aboard the craft, which was lost, it turned out, was the only one who could speak English, and it was nothing to brag about. The gist of his story was that their compass was out of order and they had no radio. The Peter's skipper offered to radio for help. No, that wouldn't be necessary, the engineer said. They were sure they were just outside Havana; all they wanted was a course that would take them into the harbor. He was entirely unimpressed with an explanation that Dry Tortugas is "a fur piece" from the Cuban capital—in fact, a little matter of 97 miles; so there was nothing to do finally except to set the wandering craft on a plausible course. To this day there is some speculation aboard the Peter as to whether or not the hard-heads ever reached Havana.

Bill Whittick, chief engineer aboard the Helen B. Moran, tells the story about the time his wife tried to pay him a surprise visit. Learning that the Helen B. was standing by at Pier One, N.R., she left their home in Camden, N. J., for the Battery, but by the time she got here the tug had shoved off for (naturally) some point on the Jersey side. Then she tried to find a taxi to take her over, but it was anything but easy. Finally one old time hackie listened to her story sympathetically. When the name Moran was mentioned he smiled and said he would carry her across. In the course of the journey he informed her proudly that he used to take "Mr. Moran" to Jersey quite often after the firm moved to 17 Battery Place. He generally avoided picking up long fares, he said, but was making an exception "for old times' sake"... The Whitticks finally got together, the story goes.

"Harbour" Lady Again

Dear Munroe:

Just where is all this going to end? First the comic section and now the movies. The latter is "Harbour Lady" (English spelling mine). I enjoyed it very much and thought the photography excellent. It took me quite by surprise, so I don't remember whether or not you were given any credit for the production. How much did you work on it? Good going...

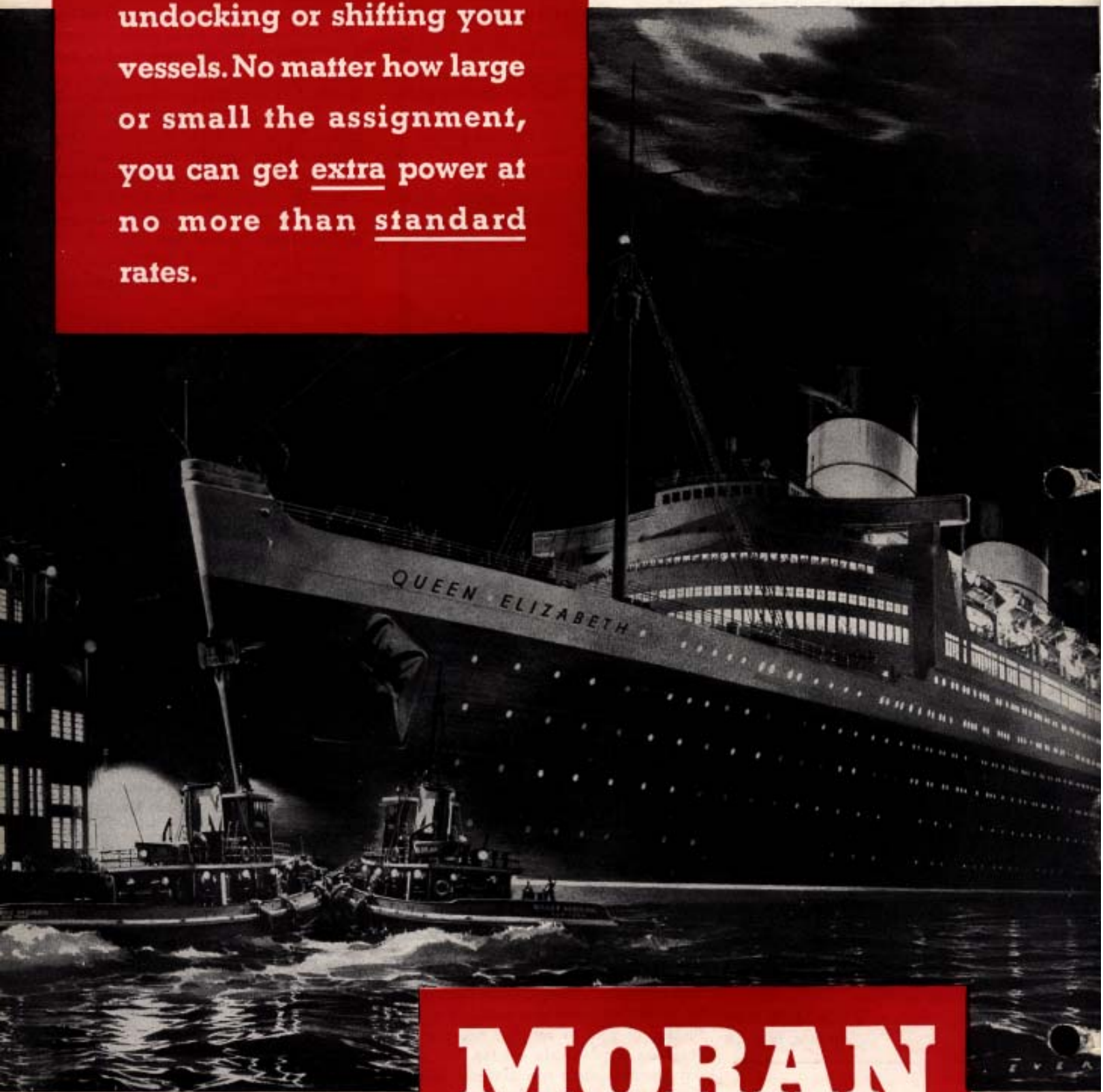
M. A.
(Freedom, Pa.)

At the new B. & M. Morris Canal fuel dock in Jersey City, there is a beautiful black setter who, it appears, really knows his tugboats. (No relation to the notorious Blackie, queen of the Holland-America Line piers in Hoboken.) Whenever a tug ties up for fueling, the dog takes a post on the pier opposite the galley door and waits patiently for scraps to be tossed out by the cooks aboard. He knows which tug to solicit and which to ignore, they say—something of a problem when it comes to those identicals, Grace, Moira, Carol, Doris and Barbara (Moran)—but already he knows the Barbara very well indeed, and with good reason.

Morantow: Rescue operation, Liberty ship, 540 miles WNW of Fayal, Azores, to New York—1,585 miles.

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vessels. No matter how large
or small the assignment,
you can get extra power at
no more than standard
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