

TOW LINE



PUBLISHED BY MORAN TOWING & TRANSPORTATION CO., INC.

OCTOBER, 1950

Docking the "Liberté"

Pages 6-7



ON THE COVER—

Another of our aerial photographer's dramatic shots of distinguished maritime visitors to the Port of New York: the French luxury liner *Liberte* moving proudly up the North River toward her berth at Pier 88.

As you see the 936-foot pride of the French Line here, she appears to be just about off the foot of 14th Street, Manhattan, making—what shall we say?—approximately 12 knots, around half speed. The waterfront pictured extends from Pier 50, at 10th Street, to Pier 58, at 18th Street, where Grace Line vessels dock. Note the 27,666-gross-ton *Britannic* alongside Cunard Pier 53.

And where would you see a more striking skyline—excepting the even more closely packed financial district at the southern tip of the island—than this one featuring New York's midtown cliffs and spires? The incomparable Empire State Building (center) . . . Rockefeller Center (extreme left) . . . Metropolitan Life and New York Life Buildings (right) at Nos. 1 and 50, Madison Avenue . . . something for Kublai Khan!

In a seven-photo layout elsewhere in this issue of the *Tow Line*, Pages 6-7, you will find a step-by-step picture explanation of the actual docking of the 49,850-gross-ton *Liberte*, as executed with efficiency and dispatch by "M" personnel and equipment—not recommended as an operation to be undertaken by amateurs.



IN OUR NEXT ISSUE—

Harbor and coastwise operations of five "Grace Moran-class" tugs added to the Moran Towing & Transportation Co. fleet during 1949 have been so satisfactory, even beyond blue-print expectations, that the company has ordered additional tugs of approximately the same design. Two are being built in the Jakobson Shipyard, Oyster Bay, L. I., and are scheduled for delivery early next spring. See our next (Christmas) issue of the *Tow Line* for detailed information and, possibly, construction pictures.

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. 5

Service Morale is Important—War or Peace

Recently a national magazine assigned a writer to “find out what the American people are doing to build the morale of our servicemen.” The report was anything but reassuring; it was downright depressing.

It is self-evident that during all-out hostilities the boys in uniform are heroes, willy-nilly. Nothing is too good for them. Which uniform they wear makes no difference; all are soldiers or sailors and, for the most part, they are treated with deference if not unlimited generosity.

In peacetime it's different. The attitude of the public deteriorates rapidly. “The war's over,” many of us say, dismissing the career serviceman and the man serving a hitch out of patriotic duty as necessary nuisances.

How big “nuisances” they are when the chips are down and each is a potential front line fighter entrusted with defending our way of life, our not always cherished freedom, becomes crystal clear when we have to shoulder the burden of a campaign like the United Nations effort in Korea. Suddenly uniforms are important.

“Soldiering is a noble profession!” we shout, thinking of our vital cause. “Let's have selective service again! If Joe Doaks can fight for democracy, so can the pampered café society boys. We need heroes once more!” And, finally, “Nothing is too good for our boys!”

It is an ironic twist in human relations—relations which are or should be as important in peace as in war.

Item: “The war is over,” a callous New York theater manager scrawled across the letter of a Navy chaplain requesting tickets for a group aboard a cruiser to be in port only one night—to be paid for at box office prices—and mailed it back. Item: A local servicemen's organization applied to a dozen movie houses for passes for transients in uniform. “Not one of the theaters even bothered to reply.”

Individual thoughtlessness? Maybe, but multiply by 100, then by 100 communities, and ponder the answer. Are we consistent? Is this sort of thing sensible—is it even human? Your answer is important.

Docking “Good Neighbor” Ship

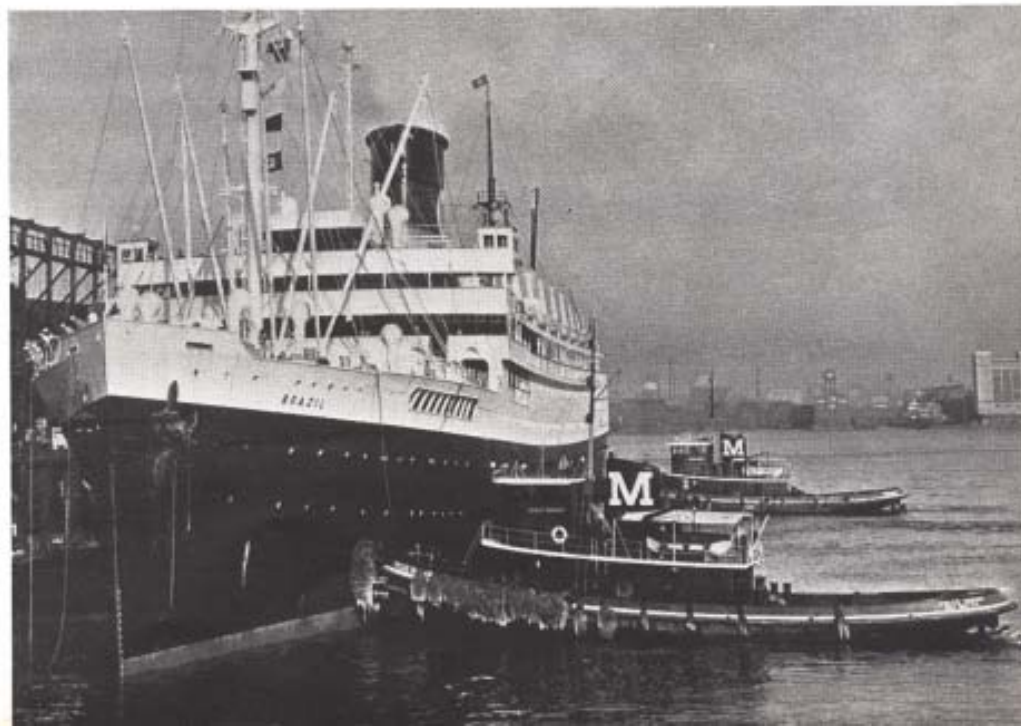
Two sleek tugs of the “M” harbor fleet, Doris Moran and Grace Moran, gently nudge the Moore-McCormack Lines vessel Brazil into her berth at Pier 32, North River, New York, as the 33,000-ton luxury liner completes a 38-day cruise to the east coast of South America.

SS. Brazil is one of three passenger-cargo ships Moore-McCormack operates in what has become widely known as our “Good Neighbor Fleet”—the others being SS. Uruguay and SS. Argentina. This fast and otherwise highly efficient service to South American ports was created in 1938 under an executive order by President Roosevelt. The vessels serve Port of Spain, Rio de Janeiro, Santos, Montevideo and Buenos Aires.

Capt. Harry N. Sadler, who has been a master in the South American trade longer than anyone in the industry, is skipper aboard the Brazil.

During World War II these ships carried more than half a million Allied troops in all theaters of conflict. One after another they entered the port of Oran, Algeria, at the start of our North African invasion.

To the “Good Neighbor Fleet”: Fair winds and following seas!



Below: Harold Slout, Rosemary Ryan



Barbara Moran in party dress, celebrants aboard, poses for her portrait at start of harbor tour.



Ed Hennessey, obviously pleased—why not?—exhibits impromptu six-girl "harem" he corralled.

"M" Office Sailors Enjoy Fine Outing Aboard Harbor Tug

A committee had been appointed to rig it up, this long talked about boat-ride for shoreside personnel, and under the guidance of Ed Hennessey it functioned smoothly and efficiently. Tuesday, August 15th, was the date . . .

Spotlessly clean and flag bedecked, the tug Barbara Moran (Capt. John T. Jorgensen, 624 Fifty-first St., Brooklyn) picked up the swivel chair sailors, many accompanied by members of their families or friends, at noon at the bulkhead, Pier One, N. R.

There was food aplenty aboard, to say nothing of soft drinks in bewildering variety, entertainment in the form of a strolling accordion player, and even an official photographer to record the ensuing whoop-de-do for a possibly skeptical posterity.

It was nothing less than a harbor tour in the grand tradition—including an exchange of whistle salutes between our proud Barbara and the outbound Cunarder, Queen Mary. Following a sweep of adjacent harbor areas, the party cruised through East River as far as City Island, then returned to Pier One—well fed, entertained, relaxed and (without a dissenting vote) happy.

Sotto voce, to E. J. M. and all, from all: Thanx, boss! That was something!



That Hennessey (the gay dog!) again, in a whirl with Joan Kawalski; ditto Fred Schilling, M. Murray.



Just to prove a director-treasurer can work: F. Schilling, with Lucy Christian!



This literally groaning board, with everything from appetizers to desserts—oo-la-la!



After-lunch festivities included reasonably close harmony. That's E. Johnson's beer-bass!



Well-fed quartet, left to right: Mrs. C. M. Derrine, Mrs. E. J. Walsh, Miss Frances Smith, and Mrs. R. M. Munroe.

Long Tows, Tug Designs Discussed by E. F. M., Jr.

The history, economics and technical development of ocean-going tugs was discussed by Eugene F. Moran, Jr., vice president and a director of Moran Towing & Transportation Co., Inc., in a paper entitled "Long Distance Towing and Tug Design" read at the first 1950-51 seasonal meeting, September 21st, of the New York Metropolitan Section of the Society of Naval Architects.

Mr. Moran was guest of honor at the dinner session of the organization, of which he had been a member for 24 years, at Schwartz's restaurant, 54 Broad Street, Manhattan.

Before the meeting, from 4:30 to 6 p.m. that day, members of the society and their guests inspected the tug Grace Moran, moored at the bulkhead between Piers 1 and 2, North River. (One of five new harbor tugs added to the "M" fleet in 1949, the Grace Moran is of ultra-modern design: length, 105; beam, 27 feet; draft, 9 feet forward, 13 feet aft; gross tonnage, 238.28; steel-hulled; with a rating of 1,750 Diesel-electric horsepower.)

A naval architect and marine engineer, himself, Mr. Moran is a graduate of Lehigh University, Bethlehem, Pa., class of 1925.

Dutch Archives

Dear Sirs:

During more than 18 years I've been collecting data concerning fisheries and fishing. I'm the owner of an extensive card-register of the Dutch fishery fleet, containing all particulars, including a silhouette drawing of every ship. My collection consists of more than 1,000 works concerning fisheries, navigation, shipbuilding, etc. I also possess hundreds of photos, general plans of ships, periodicals, charts, and pictures.

From Dutch shipowners and yards I've enjoyed every support. Accordingly, I'm able to provide information; and I'm a contributor to several maritime periodicals in our country.

Now I would like to amplify my archives with data about U. S. A. towing service and kindly request you to send me, if possible, some photos of tugs and some books, pamphlets or other publications issued by your company.

ARIE VAN DER VEER
(Ijmuiden, Holland)

News and news photos relating to Moran operations on the New York State Barge Canal and the Great Lakes are difficult for this magazine to come by, for some reason having nothing to do with good intentions of "M" tug crews. Hence this interesting series of snapshots by young Mr. John Tedaldi of our Operations Dept., an insistent amateur, who in the present instance simply "went along for the ride."

The tug involved is the Catherine Moran, a typical low pilothouse canal—Capt. James Costello; Harold Vermilyea and Lincoln Hansen, mates. They picked up the barge Texaco No. 397 at Tonawanda, for Newburgh. Tedaldi went aboard at Syracuse. Off Poughkeepsie the Catherine swapped tows, taking over another barge, Texaco No. 326, destination Rochester, from one of that company's tugs. Tedaldi went back with it as far as Amsterdam.

The accompanying pictures were made between Lock 17 (Little Falls) and Lock 3 (Waterford); and the photographer wants it distinctly understood the weather was rainy and otherwise unfavorable, and that this series is not representative of his best work.

Hoboken Holocaust

Editor:

I am always interested in reading Tow Line, but (the August) issue had a particular interest for me in the article, Hoboken Holocaust, by my dear friend, Commissioner Eugene F. Moran, Sr. He and I were quite young when it happened, and his story brought back vivid recollections of that awful disaster. The article shows me his pen has not lost any of its power. I trust he will continue to enjoy the fine health and vigor for many years to come. My thanks to you for sending the Tow Line.

EUGENE F. KINKEAD
(Colonial Trust Co., N. Y.)

New Orleans Note

Dear Bob:

Enclosed is a clipping from the New Orleans Item on "Luxury Liner Collides With Danish Freighter," with a nice showing of Moran tugs, for your scrapbook.

About the only news here concerns the fine performance of Dixie Carriers, Inc., on the first "M" tug in port after taking over the agency for Moran in New Orleans. The Eugenia M. Moran arrived at 0900 Thursday, June 22nd, and Captain Hightower changed from enrollment to registry, signed on a crew before a shipping commissioner, picked up the barge Seaboard Chemical Carrier, and departed New Orleans at 1805 same date.

We hope to continue this good service on turn-arounds, since, as everyone knows, the quick turn-around is what pays off in the towing business.

JACK FAULKNER
(Dixie Carriers, Inc.)





M-Tugs dock the French Line's **LIBERTE**

With more than 1,200 passengers aboard, the refitted French luxury liner SS. Liberte arrived August 23rd, six days out of Le Havre, France, and was accorded the traditional New York Harbor welcome. Only ship of her name ever to make port here, the former German SS. Europa, third largest vessel in the world, is the first World War II reparations ship to be reconditioned, renamed and assigned to the North Atlantic run. Naturally, she was docked by Moran.

The accompanying photos and captions explain this operation adequately, we believe. It is a job

for experts—in this instance Capt. Anton (Tony) Huseby, dean of "M" docking pilots, and skippers aboard the tugs Barbara, Carol, Doris, Grace, Moira, Pauline L., and Peter (Moran) who followed his directions. The elapsed time for steps covered by these pictures would be approximately 20 minutes.

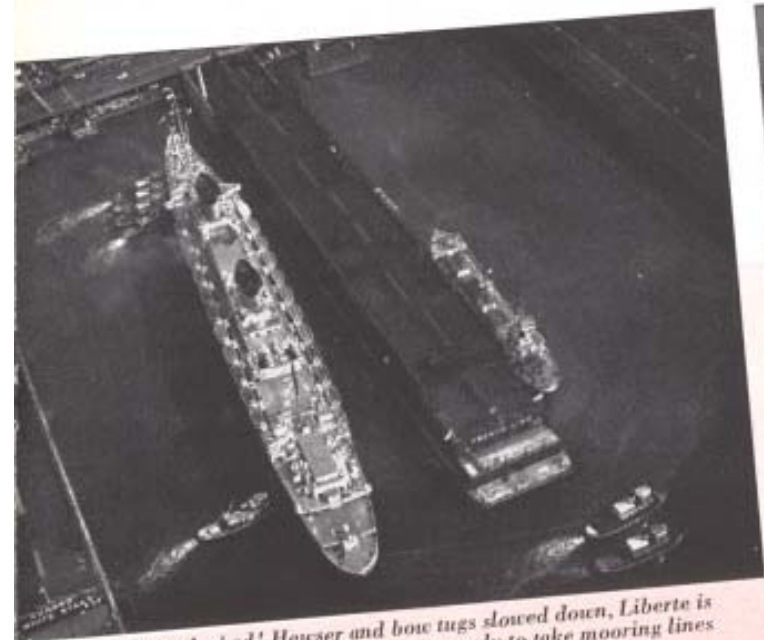
With the tide flooding this was not a case of "landing" the vessel on the upstream corner of Pier 88, then pivoting her into her berth, but providing enough tug power in the right place and right times to hold her off adjacent Pier 90

1... Liberte having arrived off French Line Pier 88, North River, tugs maneuver into position for docking. Tide at about half flood



2... Three tugs on port bow in position; two on stern, starboard, taking hawsers from ship; one working into place on port quarter





7... All but docked! Hawser and bow tugs slowed down, Liberté is being eased up to pier, where crews are ready to take mooring lines



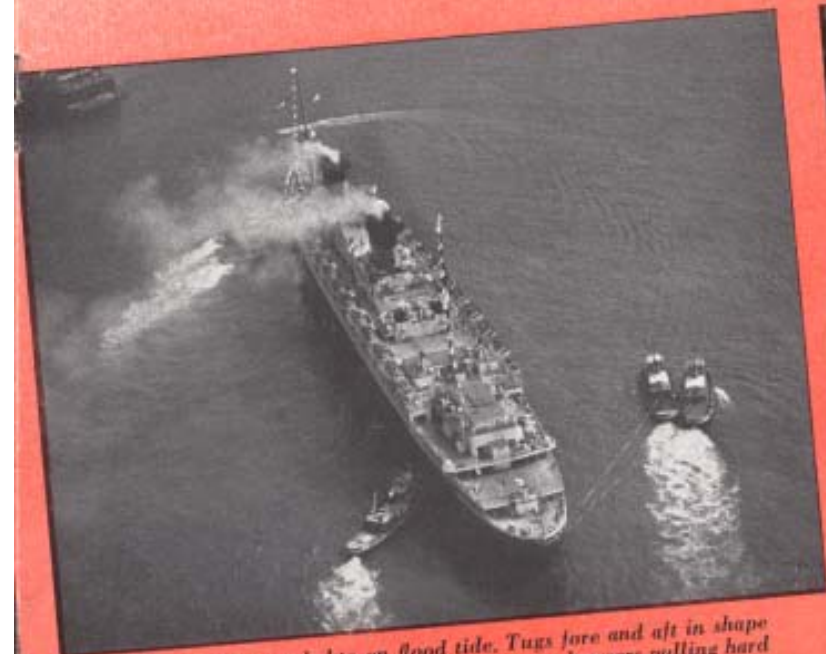
6... Two thirds of her 936-foot length in slip, vessel is eased ahead. Unseen tugs under port bow are pushing her towards pier

These 1,750-horsepower Diesel-electric harbor tugs are the last word in power and maneuverability. Through the master and navigating officer Captain Huseby directed the Liberté's engine room, too.

A pilot arrow on the rail of the ship's bridge had to correspond with a docking mark on the superstructure of the pier, then she was heaved ahead the remaining 25 feet or so with her own "spring line" and an electric windlass forward. When the first gangway was in place our pilot was finished... Simple, wasn't it?



5... Continuing operations described below (No. 4), ship moves into slip slowly, port engines being backed to kick stern around



3... Vessel rounded-to on flood tide. Tugs fore and aft in shape for docking operation. Observe two on stern hawsers pulling hard



4... Liberté approaching her berth on north, up-river, side of BB. All tugs are pushing or pulling (varying power) against current

Fleet Safety Record

No damage claims were charged against the following Captains and mates for the months of July and August:

Agnes A., M. Connor, E. Freeman, R. Fisk; Anne, W. Gleason; Barbara, J. Bassett, H. Wee, C. Evans; Carol, G. Young, J. Gully; Catherine, J. Costello, H. Vermilyea, L. Hansen; Chesapeake, J. Jaques; Christine, J. McConnell, D. Conrad; Doris, F. Snyder, P. Gaughran; Edmond J., W. Baldwin, F. Schweigel, W. Mason; E. F. Jr., H. Pederson, Eugenia M., C. Hightower, G. Ackerman, E. Dexter; Geo. N. Barrett, J. Todesky, L. Tucker; Grace, G. Sahlberg; Harriet, G. Hayes, F. Perry; Helen B., H. Becker; Howard C. Moore, H. Jacobsen, N. Larsen; Kevin, L. Goodwill, J. Barrow, G. Hoiseaman; M., R. Jones, R. Larky, J. Barlow; Margot, E. Allen, V. Chapman, C. Davis; Marie S., A. Duffy; Marion, I. George, G. Ashberry, B. Ballance; Mary, G. Smith, J. Rodden; Michael, F. Knudsen, D. Bodino, E. Erickson; Moira, J. Sahlberg, B. Sherer, C. Sheridan; Nancy, M. Grimes, R. Poissant; Pauline L., M. Sullivan, P. Johnson; Peter, H. Dickman, J. Fagerstrom; Richard J. Barrett, J. Mileotich, W. Leander; Sheila, T. Sweet, J. Chartrand; Susan A., O. Erickson, J. Finneran; Thomas E., W. Hayes; William C. Moore, B. Baker, A. Anderson; William J., J. Murphy; Huntington, J. Johnson; Roustabout, H. Hague, J. Jorgensen, G. Larsen.

High Light of Visit

Gentlemen:

My friend Jack Eastman and I would like to thank you once again for your kindness in permitting us to board your tug Moira Moran and go with her down the harbor to bring in the French liner Liberte. This was indeed the high light of all our visits to your city, and will always be remembered by both of us. We really appreciated the ride. If possible, please express our thanks to the captain and crew of the tug for their kindness and cooperation. JACK MILLER (Dixie Cup Co., Scranton, Pa.)

"And We Quote—"

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

Ronald Pearse, Editor, The Syren & Shipping (Illustrated), 26/28 Billiter St., London, E.C.3, England:

"As you will see from the copy of The Syren posted to you today, I have extracted a note from your June issue. May I take this opportunity of congratulating you upon your finely-produced publication, full of most interesting reading matter?"

Nick Christou, S/T Olympic Star, Central American Steamship Agency, Inc., 52 Broadway, New York:

"I saw a copy of your (TOW LINE) of April 1950, Vol. III, No. 2, featuring our tanker. As I and some of my colleagues have been on the ship since its launching, on behalf of them I beg you to send me a few copies of the above issue so we can distribute them among ourselves as souvenirs."

K. R. Macpherson, University of Toronto, Toronto, Ontario, Can.:

"May I add a small Canadian voice to the clamour of praise for your fine little magazine, with the hope that I might somehow wangle my name onto your subscription list? I am a student at the University here, and a member of the Naval Reserve. The copy of TOW LINE which inspired this letter belongs to Alex Axelsen, of Canadian Shipping... P.S.: Do you keep back numbers?"

Charles B. Ripin, Armstrong, Schleifer & Ripin, 11 West 42nd Street, New York:

"...I would appreciate your putting me on your mailing list for the TOW LINE. It appears to be one of the best house organs I have ever seen."

Editor, Shipping World, 1 Arundel Street, London, W.C. 2, England:

"The April issue of TOW LINE, organ of the Moran Towing & Transportation Co., Inc., of New York, contains an account of the company's careful research into the use of nylon rope for towing purposes."

William L. McCague, Aluminum Company of America, 801 Gulf Building, Pittsburgh, Pa.:

"As a former towboat skipper (ATR's, ATF's) and a public relations man of sorts... I simply wanted to let you know how much I've enjoyed TOW LINE each month. You've drawn a fine balance 'tween being too commercial and too salty, and the end-product comes out smelling sweetly of Raritan Bay and the Narrows (bless 'em!). Since the issues invariably land on my desk months late and always badly dog-eared, how about putting me on your mailing list? Thanks."

Russell F. Anderson, Editor, McGraw-Hill World News, New York:

"It (TOW LINE) is a good job, and your overseas stories will be of interest to us from time to time. By way of explanation, World News is the foreign news service for the 34 magazines making up the McGraw-Hill group."

Lewis E. Kingman, 65 Commonwealth Ave. W., Newton Centre, Mass.:

"Am tremendously obliged to you for that picture (of the super-tanker Olympic Star). It is a marvelous blend of the mighty forces of nature and those of man's creative genius. Thanks also for putting my name on your TOW LINE mailing list."

A. A. Graham, Director of Safety & Claims Prevention, Farrell Lines, Inc., 26 Beaver Street, New York:

"Many thanks for the copies of TOW LINE, also for the subtle compliment of printing my Long Island Sound article in it. Like the many readers in 'And We Quote—', I think you put out a most excellent publication, and would like very much to be on your mailing list if it can be arranged..."

Charles Gardiner, The Choate School, Wallingford, Conn.:

"It was with great pleasure that I received... (the) TOW LINES, the 1949 shipping record, and the beautifully executed calendar. The account of the rescue of the French freighter S.S. Caen, in the December issue, was remarkable, and that striking photograph is one of the best tributes to Moran power ever taken. TOW LINE is not only an engagingly written magazine, but a colorful voice in the maritime industry in America. I will very much appreciate it if you will keep me on your mailing list."

Dwight Boyer, Staff Photographer, Toledo Blade, Toledo, Ohio:

"Would it be possible to add my name to the growing list of those who want to see each issue of the TOW LINE?... While we see Moran tugs on the Great Lakes occasionally, it is interesting to hear of their work in the far corners of the world."

Robert R. Allyn, Outdoor Editor, St. Petersburg (Florida) Times:

"Thanks for sending the TOW LINE. I get a lift out of that bit of printing. Somehow it seems to ooze salt water and makes me feel like I belong to the Moran sailor family. Or maybe I should say it makes me feel (they) are real sea-going people and that they consider me a brother sailor. Anyway, I get that good feeling, if you know what I mean. Please keep it coming."

Police Athletic League, Inc.



Helping
Our Boys and Girls
1950
Become
Good Men and Women

Contributor
MORAN TOWING & TRANSPORTATION
17 BATTERY PLACE
N.Y., N.Y.

John B. Wiley
DEPUTY POLICE COMMISSIONER
PRESIDENT

50 YEARS AGO

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

SEPT. 5, 1900—Narkeeta (Brooklyn Navy Yard tug) was in a collision with a carfloat in tow, off the Battery, P.M. of September 1st, and was badly damaged. Some of the crew were thrown overboard by the collision.

SEPT. 12, 1900—Ship John McDonald, Capt. Watts, sailed from New York on September 7th for Baltimore, in tow of tug Britannia. She carried the house flag of the California Shipping Company at her main truck. This is the first time the flag of that company was noticed at New York.

Casualties—Alamo (SS), Galveston, September 11th. During a severe hurricane here on September 8th and 9th, a number of ocean steamers were torn from their moorings and stranded in the bay. The Mallory Line steamer, Alamo, was torn from her wharf and dashed upon Pelican Flats, and against the bow of the British steamer, Red Cross, which had previously been hurled there. The stern of the Alamo is stove in, and the bow of the Red Cross is crushed.

Plainfield (ferryboat) of the Central Railroad of New Jersey, caught fire at the docks of the railroad in Communipaw, New Jersey, on the night of September 8th, and was burned to the water's edge.

Reno (U. S. tug) was run into off South Ferry, New York by the Union ferryboat, Atlantic, at 1:3 P.M. on September 4th. The Reno had her stern smashed.

SEPT. 19, 1900—Steamers named after Crustacea—The oil tank steamer, Turbo, Capt. Fairfield, arrived yesterday from Bremerhaven. She belongs to the Shell Transport and Trading Company of London, which is naming all its vessels after shells. The Conch sailed from here on Thursday with oil. There is a Clam in the fleet, but no Oyster . . .

Casualties—Minnehaha (Br. SS) from London, collided with and sank the tugboat America in the North River, New York, A.M. of September 18th. Two of the tug's crew were drowned. The tug was valued at \$9,000.

SEPT. 26, 1900—The American Hawaiian SS Co.—Messrs. Flint, Dearborn & Co. will dispatch the first steamer of their new line to San Francisco shortly. Their first steamer will be the Hyades, completed at Sparrows Point, Maryland last June. She is owned by the Boston Towboat Co., but has been chartered by the American Hawaiian Steamship Co. to replace their new steamer Californian, which was taken by the United States Government for Army Transport Service.

A fine harbor tugboat is now being completed at New York for Justus VanWie and others. The hull was built at Noank, Connecticut and the engine and boiler are being furnished by New York firms. She has been named D. B. Dearborn, after the well-known New York ship broker of that name.

SEPT. 26, 1900—South American Iron Ore—The agents of the New York & Orinoco Iron Company were at Philadelphia last week to secure vessels to be used in carrying ore from mines at Imataca to Philadelphia. The ore is admitted by experts to be the best known on this continent. The only thing that prevents the development of the mines is the shoal water of the Orinoco River. Only light draft vessels are able to ascend the stream.



Moran Towing & Transportation Co. frequently cooperates with the Special Services Dept., Part of New York Authority, to see that "visiting firemen" take away favorable impressions of the world's greatest port city and its marine facilities. Above, two groups which recently toured the harbor: newspaper and magazine travel editors (top photo), and officials of the Georgia Pacific Plywood & Lumber Co. of Augusta, Ga., eastern HQ of which are in Port Newark, N. J. The editors had been touring New England, inspecting travel-vacation facilities, and after seeing Manhattan from the rivers they adjourned to Gracie Mansion, where Mayor and Mrs. O'Dwyer entertained at a cocktail party. The lumber company board of directors, left to right: S. R. Black, J. N. Cheatham, S. S. Swint, R. B. Pamplin, E. M. Howerd, O. R. Cheatham, Gen. Boykin Wright, Henry Ralph, and J. L. Buckley. The tug Grace Moran was used in each instance.

Moran Equipment Helps Launch Men's Magazine

Saga, a new magazine for men, was launched in September by Macfadden Publications, Inc., and an illustrated feature by Fred J. Cook of the New York World-Telegram & The Sun editorial staff—no stranger to Moran personnel, equipment and operations—relates hair-raising adventures of the seagoing tug Edmond J. Moran.

As set forth in Saga, the Edmond J.'s story is a newly exciting record of often extremely difficult, even perilous, high seas operations performed with typical "M" skill and efficiency.

"It is particularly timely, now our forces in Korea are depending on the American Merchant Marine for vital supplies, to recall the heroic exploits of this gallant unit of the Moran fleet—not merely in adjacent waters, but in Greenland, the Azores, Alaska and Hawaii, during World War II," one of

the editors pointed out, truthfully.

Ramming submarines off Cuba, rescuing torpedoed freighters, ferrying troops and supplies in the Aleutians, and towing invasion barges worth \$15,000,000 each to Pearl Harbor for landings in the Philippines were merely day's-work operations for our 121-foot seagoing power plant, then under the command of Capt. Hugo Kroll.

"She certainly proved Moran equipment and operating personnel can be depended on to handle even the most difficult assignments with efficiency and dispatch," another commentator said.

(Editor's note: Congratulations to Saga for realizing many an exciting tale can be found in a tug's log, and to Mr. Cook for telling the Edmond J.'s story adequately. We are informed the current issue contains another thrilling sea story.)

Ashore and Afloat



Of more than casual interest to many Moran employees were stories in several New York daily newspapers of June 2nd, including news photos made at International Airport, Idlewild, of the arrival here from Korea of Mrs. Herbert Fuller and two daughters, Penelope (6) and Barbara (3)—since Mrs. F. is a sister-in-law of Edward J. Hennessey, vice president of Olsen Water and Towing Co. Evacuated from that war-torn country for the second time—on the first occasion during the political upheaval of 1947—the distaff side Fullers flew from Kobe, Japan, to New York in 36 hours after getting away from Korea between suns, and for that matter practically “between decks” of the only outbound ship available at the time. (Mr. Fuller is a supply consultant with the E.C.A. out there, and had been stationed in Seoul.) The evacuees are staying at the Hennessey residence, 134 Fifteenth St., Brooklyn.

What—Capt. Joe Miller a grandfather? No less, by virtue of the advent of young Mr. Francis John Migliore, eight pounds, 11½ ounces, at Englewood Hospital, Englewood, N. J., July 10th. The christening occurred Sunday, July 31st, and Joe says more than 100 people oh’ed and ah’ed over the poor young’n.

Maybe it’s catching, that sort of thing. Mrs. Lillian Clark (Accounting Dept.) became a grandmother August 4th. Her son, James, and his wife, Betty, are the parents of a daughter, Caroline, who weighed in at five pounds, 14 ounces—away out yonder in Berwyn, Ill.

Three honor students from the Providence Washington Insurance Co.’s training department, Providence, R. I., observed a trio of tug dispatchers (left to right, in white shirts: Joe Miller, Joe Dowd and Joe Finnegan) doing their stuff at Moran HQ, as a feature of a field trip recently. Afterwards the boys had a look at New York harbor from the deck of the Barbara Moran.—Providence Journal photo.

Just too late to make the last previous issue of *Tow Line*, Mary Ann Flood, one of our efficient “M” switchboard operators, was married August 5th to Joseph T. Cummings. St. Mary’s Roman Catholic Church, Dumont, N. J., was the scene of the ceremony. Miss Ivy Cummings, sister of the groom, was maid of honor, and Martin Flood, the bride’s brother, was best man. Following a reception for the immediate families at Casa Manor, Teaneck, the couple left on a motor trip through New England.

DIED, September 14th, at his home on Laurel Hill Road, Mountain Lakes, N. J., following a long illness—Arthur Stringer, novelist, playwright and poet, aged 76, whose marine-flavored verses appeared in the Tow Line from time to time. The last such occasion was in April of this year, when “Night Harbor” was reprinted from the New York Times with his and the newspaper’s permission. “And before too much water goes down the Hudson I may have another poem sufficiently nautical to appeal to your pages,” he wrote on March 13th, adding that this magazine “does indeed interest me.”

If you happen to hear out in mid-stream something that sounds like an automobile horn, vintage of 1910, our Miss Christian was saying, think nothing of it. It will only be Chief Engineer Jim Boyle’s ingenious method of amplifying signals from the pilot house of the Doris Moran—sometimes barely audible, he claims, when he’s working in some remote corner of the engine room. (Maybe Jim is just the fellow the *Tow Line* needs to broadcast to the fleet that perennial appeal for bigger and better personal news items.)



“Could you add my name to your mailing list to receive your publication, *Tow Line*?” writes Spencer L. Davidson of the Baltimore (Evening) Sun.

Could, Have.

Compared with some we receive, that Baltimore request comes under the head of city circulation, almost. A young man named T. Sterkenburg, Berkstraat 7, The Hague, Holland, is one of a good many individuals abroad who for one reason or another wish to get the *Tow Line* regularly. He’s interested in everything connected with ships and collects material on the subject, especially pictures, even if he has to buy it. “Lately I found on the market three copies of your magazine,” he wrote on August 16th, adding he would appreciate having more, in fact anything along that line. If necessary he will even send along a regular “subscription” . . . On the market, eh? A collectors’ item! Unsolicited cash subscriptions! *Hmmmmmm.*

Our own Middle West, too, of all places. “Dear Mr. Bull,” wigwags Robert C. Price, Five Oaks, Hudson, Ill., “please accept my thanks for the brochure, Moran Tugs Powered by General Motors . . . It is a very welcome addition to my personal marine library.”

(Adv.)—Suitable reward for names, addresses, financial ratings of collectors interested in acquiring genuine bills autograph-receipted by physicians, surgeons, hospital cashiers, pharmacists, &c. Ye Ed.

Add Foreign Correspondence

Editor:

As it is my hobby, collecting photographs and data on shipping in general, I would therefore be greatly obliged if you would let me have a copy of your magazine “*Tow Line*” each issue.

CYRIL W. TAYLOR
(Devonshire, Bermuda)

Mrs. Betty Crowe, former Moran T. & T. Co. switchboard operator, became the mother of an eight-pound, three-ounce daughter, Betty Ann, August 24th (232005 GMT), at Central Maternity Hospital, The Bronx. The family resides at 4623 Park Avenue, same borough.

Add Eye-Openers:

In the July 14th issue of "Panorama," an illustrated slick-paper magazine published (weekly) in Holland, an excellent news photo of Moran T. & T. Co.'s Diesel-electric harbor tug Doris Moran with a crowd of passengers from the stranded SS. Excalibur aboard, following the luxury liner's collision with the Danish freighter Colombia on July 27th in the Narrows, New York Harbor.

Pfc. John MacGregor (Jack) Munroe, heir to your editor's millions, a sophomore music major at the University of Miami—who, the saying goes, can stand flat-footed and pick fruit from the highest branch of a Springfels mango tree—trained with his Florida National Guard outfit at Fort Jackson, Columbia, S. C., for two weeks in August. He's in a band, it seems; and his pappy estimates the "horrors of war" in that section of the Deep South can hardly be less than when he went through the same mill in World War I.

Sotto voce, to Capt. George J. Madigan, Sandy Hook Pilots Ass'n, 24 State Street, New York: Remember that feature story you were going to write for us—when?—a couple of years or so ago? ... Well?

Real Expert or Lucky Amateur

Gentlemen:

The writer... does a bit of amateur photographing... and he certainly does appreciate a fine ship's picture when he sees one. Now I did see an extremely fine one. I found it on Page 7 of your April issue of the *Tow Line*, viz, the photograph of the big tanker "Olympic Star," fully laden, making headway through rather rough seas, aided by two of your tugs. I regard this as a masterly photo, taken by a real "know how" expert or, perhaps, an extremely lucky shot by an amateur like myself who is always waiting for such an opportunity to turn up. The object of our letter is to ask you whether you perhaps could let us have a copy of that picture... and it will surely find a favourable place in the private office here among other naval photos which, we fear, mostly are of somewhat inferior quality.

HENNING P. WINDMULLER
(Helsinki, Finland)

Museum Piece

Dear Edmond:

... I received from your company an exceptionally fine photograph of the docking of the *Liberte* on Aug. 23. It is such a clear, fine picture of the operation and such an interesting view of a part of the city, I am sending it down to the Mariners' Museum for exhibition. Please thank whoever sent it to me.

I am a reader of the *Tow Line* and was much interested in "Navigator of Vertue XXXV" which appeared in the last issue. Having sailed through the East River in a small yacht, I can appreciate the feelings of those aboard Vertue. That voyage westbound was a great feat!

Good luck to the Morans!

ROGER WILLIAMS
(Newport News SB & DD Co., N. Y.)

Ass't Marine Editor Pleased

Dear Bob:

Your August issue was excellent. I feel called upon to take pen in hand ...

Frankly, I can think of no magazine in the marine field, commercial or house organ, which I find more interesting than "Tow Line."

I enjoyed reading Eugene F. Moran, Sr.'s "Hoboken Holocaust" very much, and appreciate the pictures especially. Your spread on the Rio de la Plata was fine ...

FRANK O. BRAYNARD
(New York Herald Tribune)

"Too Late to Classify"

Already afflicted with galloping deadlines when the matter was brought up by Eddie Johnson, who at the time was up to his ears in arrangements, all your editor can do under the circumstances is to report that the 6th annual Moran Open golf tournament was scheduled to be held at the South Bay Golf Club, Bayshore, L. I., Sunday, September 24th ... Winners, if any, in our next issue.



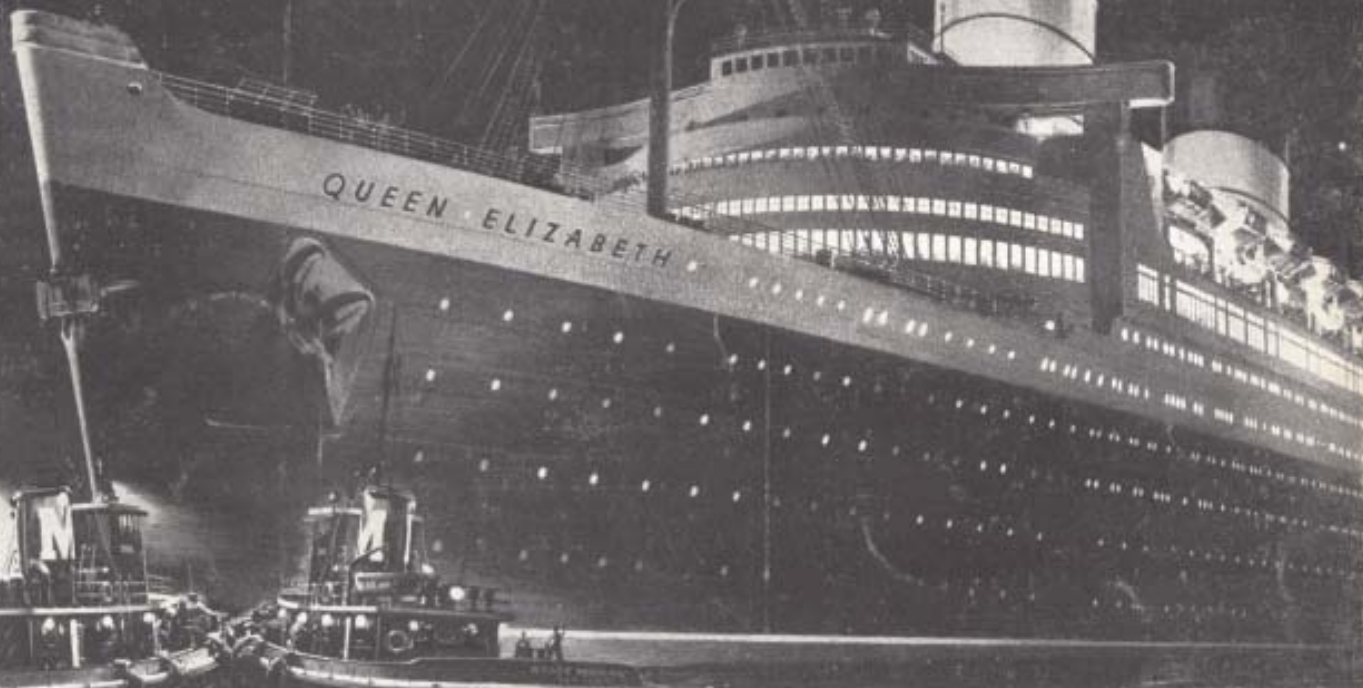
Short Splices

Capt. Frank Foster (Panama Line) was guest of honor at a small informal luncheon at the D.A.C. on August 25. The luncheon was to mark his retirement. Many happy years of good fishing in Virginia, Captain ... The Moran family outing (reported pictorially in this issue) was the outcome of a suggestion placed in the Suggestion Box. Terry O'Connor was the originator, and we think Terry was pleased at the speed with which his suggestion was acted upon ... Moran's sales and operating personnel are lining up a schedule of bowling nights. More about this later, but right now it looks like some good fun coming up ... We were pleasantly surprised when, descending the after staircase of the SS LIBERTE, we came upon a fine mural showing the LIBERTE passing the Statue of Liberty. Our surprise was occasioned by the big white "M"s on the tugs in the painting ... Our best wishes go with George Bodemann in his new connection with Boyd, Weir & Sewell ... Capt. Earl Palmer dug out his old seagoing togs recently. The Captain was checking on a new Moran operation and came back to his desk with a fine deep-sea tan ... John Atwell (Cosmopolitan Shipping) was called by the Army, and reported to camp on September 3rd. Good luck, John, and keep us posted ... The rumor is out, that Nick Bodlovic (Dispatching) will be the "dark horse" in this year's Moran open golf tournament ... Good to have Capt. Joseph Goodwin back with us after a siege in the hospital and a stretch in Florida recuperating. Fashionable and wicked Miami Beach, yet! ... Those three heavily patronized "press tugs" you heard so much about in connection with the French liner *Liberte* arrival were Doris Moran (Capt. Buck), Carol Moran (Capt. Young), and Peter Moran (Capt. Morch). A bang-up job they did, too. J.B.M.

Working press use of Moran tugs, as in the Liberte arrival mentioned by Joe Moore above, is nothing new—although in that instance something like 225 accredited representatives were accommodated! Feverish reporters, photographers, radiomen are familiar figures to crewmen aboard the Thomas E. Moran, shown loading such a group at Pier 9, East River, on another occasion. Sometimes there are so many that Coast Guard cutter(s) assigned to Customs-Immigration cannot handle all hands.

WHY WAS MORAN CHOSEN...

to dock and undock the world's largest ocean liners? Because Moran's ultra-modern tug-fleet is the best ever assembled anywhere... provides extra power at lower cost.



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