

# TOW LINE



JUNE, 1953

The Sandy Hook Pilots...

See Pages 8-9



## ON THE COVER—

Our front cover picture, by the talented watercolorist Charles G. Evers, as usual, is truly remarkable in several respects. Not the least of these is his astonishing rendition of one of the most difficult of all natural forces in motion to depict realistically—the open sea—in an obviously vigorous, but not too angry, mood in this instance.

Moreover, it seems to us that Mr. Evers' conception of one of our ocean tugs, from the standpoint of draftsmanship, and how she behaves under such conditions, leaves practically nothing to be desired.

As this is being written, the Joseph H. Moran, II (Capt. Frederick K. Dezendorf, St. James, Long Island, N. Y.) is towing the dredge Caribbean from Puerto Ordaz to Maracaibo, both Venezuelan ports. The operating department's daily position report gives her location as "95 miles from Dragon's Mouth"—surely as colorful a navigation point as anyone could ask. (For an adequate profile of the competent young skipper aboard, see October, 1952, issue of *Tow Line*.)

Something else distinguishes this particular picture, we think, and here our photo-copyist and the Universal Engraving Co. are entitled to take a bow. The black-and-white, letter-press version of Mr. Evers' watercolor is as good a thing of its kind as these old editorial eyes have ever seen—to use Alex. Woollcott's whimsical phrase.

The original painting hangs in the Moran HQ office of Joseph H. Moran, II, vice president, for whom the tug was named, and who has given *Tow Line* leave to say that anyone especially interested in viewing it will be "welcome aboard".



*Moran's European Agents:* ENGLAND: James A. McLaren & Co., 46 Bishopsgate, London, E. C. 2; SCOTLAND: Henry Abram, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Shipping Services A/S, Fridtjof Nansensglass 4, Oslo; Birger Gjestland A/S, Kong Oscars Gate 62, Bergen; DENMARK: Jørgen A. Rasmussen, 33 Amaliegade, Copenhagen K.; SWEDEN: A. B. Sandström, Stranne & Co., Packhusplatsen 3, Gothenburg; FINLAND: A. B. Lars Kragius & Co., O. Y., S. Magasinsgatan 4, Helsinki; BELGIUM: Wm. H. Muller & Co., S. A., 21 Rue de la Bourse, Antwerp; GERMANY: Ernst Glössel, Altenwall 22, Bremen; SPAIN: Rafael Navajas, Lealtad 13, Entfo, Santander; ITALY: O.S.I.A.M., Via C. R. Ceccardi 4-26, Genoa; GREECE: The Saporta Agency Co., Ltd., P.O.B. 21, Piraeus.

# TOW LINE



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## North River Is Something to Conjure With

**N**ORTH RIVER, New York—is there anything quite like it? Or East River for that matter, although for obvious reasons you don't hear so much about it? (United Nations headquarters on that side of Manhattan Island seems to be wiping out the deficit with appropriate seven-league strides.) Answer: No, the likes of these feverishly busy waterfronts, with their fairy-land backdrops of skyscrapers, are as unique in their own way as the Grand Canyon or Mesa Verde National Park.

In moments of depression we like to consider the North River. In addition to its other qualities, it is therapeutic—"it's good for what ails you," as the downcasters say. We take it in substantial doses.

The North River also is closely identified with our most memorable peaks

of elation, as those often recurring Thomas and Rosenfeld photographs of Moran tugs in action on it demonstrate adequately, we daresay.

Here is where the great transatlantic liners dock. No strangers to piers on both sides of the Hudson—one of the great rivers of the world—are sleek ocean greyhounds flying the house-flags of United States Lines, Cunard, French Line, Holland-America Line, Home Lines, American Export Lines, Swedish American Line. Only in the world's busiest port, New York, can these ships be seen together.

What an impressive sight for anyone arriving in O. Henry's "Baghdad-on-the-Subway": after the Statue of Liberty, the downtown and then the mid-town skylines! . . . Or are we prejudiced?

From the Battery to George Washington Bridge, here is an endowment

to conjure with, not to take too much for granted, if you please. Even to Moran docking pilots and tug captains, so specialized, so *blasé* about tides and weather and modern installations, all this seems commonplace...

It looks simple; but is it?

*NATION'S PRIDE*—On Saturday, March 21, the S.S. America (foreground) sailed from her North River pier at noon, and the superliner S.S. United States docked at 1 p.m. That was why these two largest passenger vessels flying the American flag happened to pass each other, as impressively depicted here in a Thomas Airviews photo, which also shows to advantage the mid-town Manhattan skyline and an important segment of the New York waterfront and of the West Side (elevated) highway. This timing, plus an unusually clear day for that season of the year, made possible such an arresting photograph. Observe Moran Towing & Transportation Co. tugs of the Grace Moran class converging on the S.S. United States fore and aft, making ready to dock her on the north side of Pier 86, Thirty-sixth Street.



# Celebrated Shipmasters

"Ericson of the Gripsholm," as the master of Swedish American Line's equally famous flagship is known from the Gulf of Bothnia to the Gulf of Mexico and far beyond, is as personally likable as he is professionally competent—which is saying a good deal. A zestful, but kindly and otherwise personable man not too far from well-earned retirement, a status he approaches with reasoned tranquility, it is no feat of the imagination to visualize him, tricked out in appropriate red suit and stocking cap and flowing white beard, as a particularly benign sea-going Santa Claus. (He knows about reindeer, including the smoked meat.)

A great many seafarers and passengers in dire peril on sorely distressed ships have reason to regard the often decorated Capt. Sigfrid Ericson as something pretty close to that, since he has directed several very skillful rescues. Moreover, American and British diplomats and others in the service of far less friendly nations, as well as hundreds of combat casualties and displaced civilians caught in the toils of World War II, must be similarly grateful for repatriation resulting from risky voyages completed, first by the Drottningholm, then by the Gripsholm, with this self-reliant Swede in command.

A whimsical "guest" at his own luncheon table aboard the 19,105-ton transatlantic liner alongside Pier 97, North River, on the occasion of this informal interview for *Tow Line*, Captain Ericson entertained newsmen, company officials and others with frequently humorous accounts ranging from his first encounter with an exotic sounding drink called "French bird" to the domestic strategy he has decided upon when (probably at the end of this year) he goes ashore for good. He thinks it will be advantageous to all hands if he "keeps out from under

foot" around home as much as possible; and besides, there are a few spots on this presently unhappy planet he has not yet seen—but only a few—and he wants to "snoop around a bit."

As Cedric Larson observed in an article entitled "White Ships of the Viking Trail," Captain Ericson is jovial and forthright. "He likes to meet passengers as opportunity allows and regale them with tales of the seas, war stories, and hair-breadth escapes from peril. But in a soupy fog, or in a high gale and pounding seas, he is a transformed man: his eyes become twin points of steel and every nerve is taut and alert, as he stands on the bridge and barks orders to the crew in a booming bass. He once stayed at his post for 72 hours during a bad mid-Atlantic winter storm. Scant wonder then that no ship he has commanded ever met disaster or even had a serious accident."

After talking with the subject of Mr. Larson's lively essay you are convinced the foregoing is the literal truth, not narrative embroidery.

During his 30-odd years as a seafaring man the captain has been cited many times for meritorious service. His most recent honor, in the form of a bronze plaque, was bestowed by the Swedish Society for Shipwreck Rescues, for skillful leadership during a night rescue by the Gripsholm last July, when the Norwegian freighter Black Gull burned and sank off Long Island. Forty-five survivors were saved.

Born in Stockholm, young Sigfrid Ericson, 18, was called up for military service, elected to serve it with the Swedish Navy, and was assigned to a torpedo boat. From 1912 to 1916 he served aboard German and British vessels to gain wider experience in the merchant marine, then, after the outbreak of World War I, as a quarter-

master on British merchant marine ships. In 1917 he was recalled to Sweden, with a deck officer's rank in his country's navy, and trained recruits and lectured. (He has two decorations for service in that war.)

In 1920, after two years in a diesel and motor trade school, Captain Ericson joined Swedish American Line as fifth officer on the old Stockholm. He has been with the company ever since, and estimates he has made approximately 250 trips between Sweden and the United States—an awful lot of nautical miles in any language!

The captain's hobbies include reading, especially natural science, astronomy, mathematics, history; ornithology—at one time he kept birds aboard; and ship models, which he has in a country home near Stockholm. But he is interested in everything.

Is it necessary to say this Celebrated Shipmaster—and he is precisely that—has a very flattering opinion of Moran tugs and service, especially the Grace Moran-class tugs and highly skilled docking pilots he is associated with in the Port of New York? As a matter of fact, that was one reason this delighted interviewer became a member of the marine industries chapter of the Three-Hours-for-Lunch Club on the occasion aforesaid...

## Report From "Foxpond"

Dear Robert:

I write to thank you for continuing to send me *Tow Line*, which I read with great interest. I like to hear of the doings of my namesake, Kevin Moran, and to keep in touch with events in your great country. I still give odd lectures, and all my audiences express wonder at my lucky meeting with your great ship on our approach to New York. (\*) I have been voyaging here and there during the past year, and managed each time to return to base in one piece. Several misguided owners, overcome by my spurious reputation as a navigator, take me on foreign cruises, because they like to have a lucky charm on board in case of trouble... I've done a little offshore racing, managing not to be last... We had a brisk race around the Island with about 150 starters, all bunched together, so it was quite a problem trying to find a gap sufficient to pass without fouling. It blew up a half gale, and with a steep sea we lay down to it and wallowed quite a bit... I have whiled away some time studying the mechanics of the golf swing and reading Latin verse... I sailed up alongside your great ship S. S. United States as she steamed up Southampton Water; she is wonderful to see and has the look of an ocean racer. I hope that all goes well with you and all the Morans...

KEVIN MORAN O'RIORDAN  
(Lymington, Hants, Eng.)

(\*) Editor's note: See August 1950 issue of *Tow Line*.



# Tugs and Scows Move Army Tanks from Upstate Barge Canal City to New York

**L**ET'S LOOK AT THE RECORD, as the Hon. Alfred E. Smith used to say . . .

From April 13 to May 29 this spring, Moran Towing & Transportation Co. tugs, working for James Hughes, Inc., 17 Battery Place, New York, and towing from two to six deck scows at a time, participated in the movement of an astonishing number (\*) of United States Army tanks from the Schenectady plant of the American Locomotive Company to New York via the New York State Barge Canal and the Hudson River. The series of tows marked the first commercial transportation movement on the Barge Canal from that upstate manufacturing center in 15 years.

"M" tugs assigned to various tows from Troy terminal to New York Harbor, or vice versa when the scows were being returned light, were: Agnes A., Barbara, Carol, Claire A., Doris, Eugene F., Harriet, Mary, Nancy, Pauline L., Peter, and Sheila—all surnamed Moran; and one other, the Bartow.

According to an Army-approved news release issued the last week in May by the Hughes firm, the overall cost of handling this important shipment of military gear for the nation's defense effort was "well within the framework of the Government's demand for economy, as expressed in the practical use of available appropriations under today's conditions."

It was pointed out, in fact, that "a various methods of transportation

available for this important job for comparison of costs (involved in) the U. S. Army Transportation Corps disclosed that the movement of these tanks by water would be the most economical way."

Lt. Col. F. H. Corgan of the U. S. Army Ordnance Corps, Rochester Ordnance District, supervised this particular operation.

Besides petroleum products, in the movement of which Moran tugs and the floating equipment of such transportation firms as Seaboard Shipping Corporation have long been employed, the country's inland waterways "are fast becoming recognized as an efficient and most economical means of transporting such products as steel fabrications, cracking plants, automobiles and trucks," the Hughes Brothers stated.

*\*Editor's note: The exact numbers and kinds of tanks involved in these shipments have not been revealed by the Army.*

## Retain Golf Trophy

John S. Bull and Edward J. Hennessey of the Moran organization—the latter is vice president of Olsen Water and Towing Company—retained the J. J. Kelleher Trophy, Thursday, June 4, by winning the 26th annual Maritime Association of the Port of New York golf tournament at the Tamarack Country Club, Greenwich, Conn. The "hot" pair posted a combined net score of 142. *Congrats!*

*Barge Canal and Hudson River, was accomplished in this instance with six James Hughes, Inc., deck scows towed by our tug Pauline*

## "Queen of the Harbor"



Nicholas Grego, 185 Thirty-third Street, Brooklyn, a deckhand aboard the Lackawanna Railroad tug Strasburg, not only likes Moran Towing & Transportation Co. equipment, but from time to time demonstrates his admiration in a most convincing way—by constructing scale models of his favorite "M" tugs. His No. 1 choice is the Grace Moran, first of her class, which he shows no hesitancy in nominating "Queen of the Harbor." She is, in his book at least. However, he is fond of the Thomas E. Moran, currently part of the Central Wharf Tugboat Co. (Moran) setup at Portland, Maine, and has his own model of her. He has turned out models of several Lackawanna tugs, too, working at home during leisure hours in a special little room fitted up for his purposes. This snapshot shows him at Moran HQ, where he dropped in one morning in May to show his work to the president of the company and other interested persons.

*Capt. Knute J. Unger, 4391 East 177th Street, New York:*

"I wish to thank you for sending me . . . your magazine *Tow Line*. That I enjoyed it is an understatement. I thoroughly appreciated the beautiful pictures and descriptive matter. I would deem it a great favor if you would put me on your mailing list."

*L. Moran (Capt. Thomas Trent, 35 yrs. with the company). Such scows, 110-120 feet long, 34-36 feet wide, can carry 700-800 gross tons.*

*HALF-DOZEN LOTS — Large-scale transportation of Army tanks from Schenectady to New York Harbor, via New York State*



# Moran Ocean Tug Tows Mile of Barges: Charleston, S.C., to La Pallice, France

(Marine news page, New York Herald Tribune: Monday, June 1, 1953)



Captain Barrow

The first trans-Atlantic barge tow since World War II was completed last week by the ocean-going tug, Kevin Moran. Delivering three Army barges from Charleston, S. C., to La Pallice,

France, the Moran Towing & Transportation Co., Inc., tugboat completed the eastbound crossing in twenty-one and one-half days.

The 143-foot, 1,900-horsepower, diesel-electric tug used two nylon and one wire hawser during the haul. Capt. James L. Barrow, thirty-nine, master of the Kevin Moran, reported the tug averaged 7.9 knots over the 4,071-mile eastbound voyage.

A recent innovation in ocean towing(\*), the nylon ropes used during the trip measured eight inches in circumference. According to Captain Barrow, the elasticity of nylon makes it more advantageous than wire hawsers for ocean tows.

Along the European coast, foreign-flag vessels veered dangerously close (to the tow) to view the strange train of vessels in ocean transit, said Captain Barrow. The "train" measured about 5,800 feet from stem to stern.

The Kevin averaged 9.9 knots against strong head winds in the course of her sixteen-day return trip light. Immediately before the trans-Atlantic voyage, the Kevin made an emergency trip to Bermuda towing barges filled with water.(\*\*)

Captain Barrow also commanded the sixteen-man tugboat on a scientific expedition headed by Dr. W. Maurice Ewing, of Columbia University. The expedition, which included Jon Lindberg, studied the ocean floor by means of underwater explosions.

Captain Barrow has sailed on ocean-going vessels for twenty-one years, and has been on ocean tugs for Moran Towing & Transportation Co. since 1946. He resides in Norfolk, Va., with his wife and daughter.(\*\*\*)

*Editor's notes: (\*) Pioneered in New York harbor and elsewhere by Moran. (\*\*) Potable water for possible use by U. S. Army personnel stationed there, in Seaboard Shipping Corp. barges. (\*\*\*) Similar reports were published the same day by the New York Times and the New York Journal of Commerce.*

*RIVER / CANAL—On an intermittently rainy day late in April a Tow Line staff photographer, motoring along an Onondaga County road on other business, overtook our inland waterways tug Claire A. Moran (Capt. Joseph Driscoll, 1325 Mt. Hope Avenue, Rochester, N. Y.) en route from Tonawanda to Newburgh with Texaco Barge No. 326, light, in the Seneca River-New York State Barge Canal a couple of miles west of Lock 24, Baldwinsville. The cameraman had his wits about him all right, since he realized the resulting picture would be practically irresistible in this editorial sanctum... See the two buildings on top of that 550-foot elevation on the far (south) side of the waterway, almost directly above the Claire A.'s "M" stack insignia, one of which appears to have a church-like spire? They would be the big barn (left) and the two-story brick-and-granite residence on Ye Ed's ancestral farm acres in Van Buren Township—said "spire" being a tall hemlock tree in the side yard, a lone dissenter in a grove of big hard maples shading the house front and back in summer.*

## Propulsion Tests Indicate Success

Unfounded rumors to the contrary—and it is no secret where at least one such "strategic" story originated—studies of the controllable-pitch propeller being tested by Moran Towing & Transportation Co. under varied work conditions are progressing favorably, an official said on June 8.

The propeller, developed by Allis-Chalmers Mfg. Co. and the Cleveland Diesel Engine Division of General Motors Corp., was installed early last winter on the diesel-electric tug Nancy Moran. After undergoing extensive tests in Long Island Sound and New York Harbor, the tug was assigned late in January to run-of-the-harbor work here—which marked the first commercial use of a controllable-pitch propeller on a harbor tug in this country.

"Our studies of the propeller are continuing," the management of the firm said, "and while results to date indicate probably its complete success, we think its application for maritime use should still be considered in the experimental stage—for all-around operations, that is to say.

"While we are happy to be pioneering the development of the Allis-Chalmers, General Motors device under the exacting conditions prevailing in New York Harbor, we believe it is prudent to withhold unqualified approval of the new propeller until tests under all possible circumstances, including another full winter of operation on the Nancy Moran, have been completed."

Engineers of the company's maintenance division, as well as the captain of the tug, have expressed satisfaction with the day-to-day performance of the propeller.

### Marine Essayists

Taking for their theme, "What the American Merchant Marine Means to My Community," twenty-six high school boys and girls from twenty-four American cities, Puerto Rico and Greece have been awarded trips aboard American-flag ships after being selected as winners in the Harold Harding Memorial Essay Contest sponsored by the Propeller Club of the United States. Approximately 10,000 essays were submitted, and the club's national publicity committee in New York did the final judging.



## Briefing NATO Specialists



On a New York Harbor inspection trip arranged by the Port of New York Authority May 18, these information specialists employed abroad by the North Atlantic Treaty Organization are shown being briefed on local waterfront facilities and miscellaneous floating equipment by Moran's Edward J. Hennessey. Aboard our Grace Moran-class diesel-electric tug Moira Moran, left to right: Ramiro Machado Valadao, Portugal; Maurice Svaenepool, Belgium; Mr. Hennessey—who should know whereof he speaks; and George Louis Heisbourg, Luxembourg.

### Congratulations!

To Capt. John W. Anderson, master of the superliner S.S. United States, upon being named commodore of the United States Lines fleet; and

To Capt. Folkert H. Dobbinga, master of the Noordam, on becoming commodore of the Holland-America Line fleet.

Commodore Anderson succeeds Commo. Harry Manning, and Commodore Dobbinga succeeds Commo. Peter H. G. Verhoog.

## Fourteen Service Awards Presented

Wednesday, June 3, was a memorable day in the offices of this company at 17 Battery Place, Manhattan...

Aided and abetted by Rear Adm. Edmond J. Moran, president, Eugene F. Moran, Sr., chairman of the board of directors, presented service awards and offered congratulations and sincere thanks—in many instances bussing the plainly pleased recipients!—to 14 women employees who, as of that date, had been with the firm five years or more. (It was considerably more in some cases.) The awards consisted of specially designed gold pins, with jewels to designate the number of years with Moran.

In the group photo below (seated, left to right): Miss Lucille O. Christian, secretary to Joseph H. Moran, II; Mrs. Margaret Craig, Mrs. Nora Lascari, Miss Muriel Murray, Mrs. Marion Pyle, Miss Frances Werfelman, and Mrs. Lillian Clark—all of the accounting department; (standing, left to right) Miss Florence Lonergan, secretary to Eugene F. Moran, Jr.; Miss Frances Smith, secretary to Eugene F. Moran, Sr.; Miss Alice Neary, accounting; Miss Rosemary Ryan, secretary to Admiral Moran; and Mrs. Mary Cummings, switchboard operator.... Single photo below, right: Miss Lillian Harrison, of the switchboard staff, whose service record is one of the longest.

Miss Gloria Engel, another operator, could not be present that day.

## Barbara Moran Model



Dear Miss Christian:

It has been nearly a year since you sent me the drawings and photos of one of your tugs, so here finally are some snaps of the finished model.

It was built entirely of scrap wood and metal. I purchased only such items as the propeller and hand rail stanchions. The total cost was nearly ten dollars, and it represents some 150 or 200 hours of work. I might add that my wife made the bow fender or "pudding", as we call it here. The model is built to scale of 3/16" to the foot, and all detail is represented, although the picture is rather obscure in some ways.

It now rests on our mantel and serves to remind me of the wonderful day I spent as a guest of Moran Towing & Transportation Co. on the "Barbara" last summer.

Many thanks for the Tow Line and for your 1953 calendar. Best regards.

EDWARD HARTSHORN  
(Saint John, N.B.)

P.S.—You may keep these negatives, as some other enthusiast may ask for some data and they might be of some use.

### Three Score and Ten

Brooklyn Bridge, the basic structural beauty and worthiness of which have been pronounced unimpaired, was 70 years old on May 24. A plaque honoring the Roebling family, builders of the famous span, once called "the eighth wonder of the world," was dedicated ceremonially on that date. It is still an inspiring sight.





“TAKING ON THE PILOT—PORT OF NEW YORK”

(From a watercolor by John Pike; compliments of the Port of New York Authority)

# THE SANDY HOOK PILOTS ... HOW THEY WORK

**I**N AN OTHERWISE pretty matter-of-fact sounding brief once filed with the governing state commission on behalf of the New York Sandy Hook Pilots Association, which was seeking an increase in pilotage rates and other modifications of clearly antiquated regulations, there was one singularly eloquent passage:

*“It is no yachtsman’s outing to transfer from a pilot boat to an inbound vessel in an open yawl through storm-tossed seas, exposed to the wind and rain of a summer squall or the sleet and snow of a winter blizzard. It is a maneuver requiring the nicest kind of skill and timing.*

*“Having left the pilot boat (a feat in itself), when the yawl reaches a temporary haven under the lee of a rolling vessel the pilot, timing his move with the rise of the sea, must grasp the rungs of a swinging jacob’s ladder and climb, catlike, to the vessel’s deck. Thereupon he must make his way to the bridge which, in mod-*

*ern ships, is usually located sixty to eighty feet above the waterline. (The equivalent, incidentally, of climbing to the roof of a six to eight-story building!)*

*“Drenched and temporarily spent by his exertions, the pilot must then take his station on the navigating bridge, which frequently is open and uncovered. There he must remain for hours, exposed to the elements, while he directs his charge into port to an anchorage or discharge berth. His duty done, the pilot, chilled to the bone and exhausted, makes his way ashore, hoping there will be time to recuperate before his next assignment.*

*“Pilots blessed with the vigor of youth face the dangers and hardships of their profession with relish and pride, and even the older pilots have youth fired into their veins again as they battle the gales...”*

In the brief there was more of the same—not to mention some purple passages on what the anonymous author described as “the art or science of bar piloting” and its colorful history, including statutory injunctions dating back to Roman law and the Hanseatic

Ordinances—but the foregoing sets the stage for and the tempo of this necessarily abbreviated account of “The Sandy Hook Pilots—How They Work.”

(John Pike’s distinguished watercolor, the principal feature of our accompanying picture layout, also lends authentic nautical flavor to this theme; and inveterate readers of *Tow Line* may recall an informative feature, “Bar Pilots Learn It the Hard Way,” published in our February, 1951, issue under the by-line of Capt. George J. Madigan, then head of the New Jersey Sandy Hook Pilots Association.)

As may be noted by individual pictures in this layout, Capt. W. H. Lowe is president of the New Jersey organization now, and Capt. D. V. Jones is president of its New York counterpart—duly elected leaders of 123 licensed bar pilots in all.

To get on with that “how they operate” angle, the action sequence in-



volved in handling an incoming ship might be said to start when Customs, approximately 24 hours in advance, notifies pilot headquarters—by an ingenious “telautograph” system; see photo of Walter Boylan—of the approximate arrival time of a ship at Ambrose light vessel, stationed near the mouth of the main channel leading into New York Harbor. This information is flashed by VHF radiotelephone to a pilot boat cruising in the vicinity, and the watch officer aboard notifies the pilot whose regular turn it will be.

The pilot makes ready, by getting into his heavy-weather gear if that is indicated, and stands by. When the vessel in question is within, say, a mile of the pilot boat, a motor launch which has been idling in the latter's lee shoves off with the pilot aboard. The

if and as they apply, customs and immigration procedures (including forms to be filled out and executed), docking schedule, and everything required for official entry into New York.

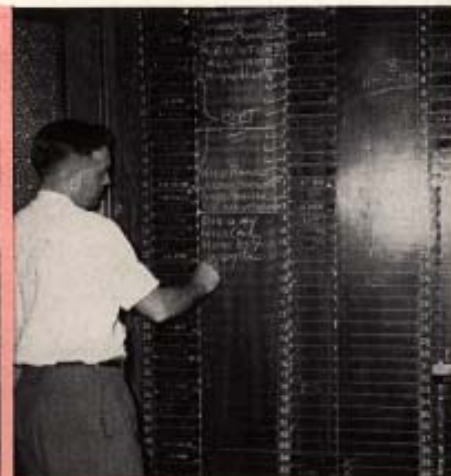
As the ship proceeds up the channel the pilot transmits navigating orders to the crew—but always via the captain, who, common belief to the contrary, retains full command of his vessel at all times. In effect, though, the ship is turned over to the pilot for navigation purposes. If she has to

assigned to the docking, and finally berths the ship.

Whereupon the Sandy Hook pilot debarks with the passengers, if it is a passenger vessel, and begins all over at the bottom of the directory board at his headquarters, 24 State Street, to await his turn to take a ship out of port—i.e. to sea. When he gets within 30 names of the top of the list of availables, he keeps in touch with the dispatcher on duty. When he is within 10 of the top he comes into the office,



*New pilot boat, Sandy Hook: Length, 90 feet; depth, 10 feet (amidship); draft, 7 feet, 10 inches; beam, 18 feet, 11 inches; power, 400-horsepower Caterpillar diesel; crew, 8 men.*



*Thomas Mikell, ass't dispatcher, posting outgoing vessels on directory board and arranging in numerical sequence names of pilots scheduled to handle them.*



*Capt. D. V. Jones, President, New York Sandy Hook Pilots Association.*

*Capt. W. H. Loeve, President, New Jersey Sandy Hook Pilots Association.*

incoming ship slows her speed to about five knots, or less, depending on weather and sea conditions. When the launch comes alongside the pilot grabs a dangling jacob's ladder and climbs.

From the pilot boat then goes a routine “telefax” message to Western Union in Manhattan, which in turn distributes the information on ticker tape—

0700 DAN. SS. POB. IN AMBROSE—which you will have no difficulty in translating into “7:00 a.m. Danish steamship. Pilot on board. In Ambrose Channel.” For obvious reasons Moran Towing & Transportation Co., among others, subscribes to this invaluable telegraph service.

Once aboard the incoming ship, the pilot proceeds to the bridge and confers with the Master regarding all pertinent matters—quarantine injunctions



*Walter Boylan, senior dispatcher, recording ship movement messages received from New York Custom House by telautograph.*



*Left: Robert Le Francoise, ass't dispatcher, communicating with pilot boat on station by VHF radiotelephone; right, at switchboard: Thomas McGoldrick, agent for the N.J. Ass'n.*

stop at Quarantine, the pilot waits, then proceeds with her to a designated anchorage or dock.

In due course the bar pilot, with the permission of the master, is relieved by a docking pilot—like as not one of the skillful veterans associated with Moran—who takes up the navigating chores, directs the tug or tugs

and eventually he gets assigned to an outbound ship.

At the outer end of Ambrose Channel he is taken off by the motor launch, which transports him to the never stationary pilot boat—“home” while he waits, more or less patiently, for his inbound trick to come up again.



**ONE STONE, TWO BIRDS**—The *Moir* Moran was transporting the Barge Dykes from her anchorage off Bayridge, Brooklyn, to Elizabethport, N. J., one day recently, when another "M" tug and tow came into focus for *Tow Line's* roving photographer. That's the Peter Moran (Capt. James C. Fagerstrom, Baldwin, L. I.) under the stern of the Dykes with Atlantic, Gulf & Pacific Co.'s dredge Pittsburgh, which was being moved from Twenty-seventh Street, Brooklyn, to Mill Basin, Rockaway. . . . Everything under control, obviously.

### Crying in the "Wilderness"

Dear Mr. Munroe:

If you didn't print those superb covers by Charles Evers — and articles about Norman Reilly Raine and Harold von Schmidt—I would not be annoying you again. Could I obtain, for a serious art-student friend, an extra copy of the February *Tow Line*? Your art work is a welcome oasis in today's wilderness of "pure abstraction" and all that kind of guff. Admiringly,

COMDR. G. F. MACMULLEN, USNR  
(Coronado, Calif.)

### Colorful New York Harbor

Gentlemen:

I should like to thank you for the excellent illustrated material you sent to help me complete a picture of the Narrows which I am painting. I will place a Moran tug in the scene as soon as I establish the colors of the boat. The articles in *Tow Line* were most interesting to read, and your employees must be an harmonious group of people, working in a fascinating atmosphere of colorful life in New York Harbor. Thank you once again.

MRS. JULIA C. HARTLEY  
(9265 Shore Road, Brooklyn)

### Helpful and Courteous

Dear Mr. Finnegan:

Please accept my sincere thanks and appreciation for all that was done last Thursday night in assisting my mother and sister aboard the S.S. Northwestern Victory. The Captain and crew aboard the tug Grace Moran were most helpful and courteous in every possible way. They certainly made the trip from the Battery to Port Newark pleasant and enjoyable.

E. J. NOLAN  
(Irish Shipping, Ltd., New York)

## Queen Elizabeth's Fast Turn-Around

When the Cunard liner Queen Elizabeth arrived in New York on May 5 at 3:55 p.m. and sailed the next day at 12:26 p.m., she completed her fastest "turn-around" in this port—and Moran tugs and two of the company's docking pilots might be said to share in the distinction.

Six "M" tugs, including four of the Grace Moran class, under the direction of Capt. Chester A. Evans, docked the ship on the north side of Pier 90, North River, Forty-sixth Street; while Capt. Frederick W. Snyder, with two Grace-class tugs, sailed her the following afternoon.

In the record time of 20 hrs., 31 minutes, the ocean giant discharged 1,763 passengers and their baggage, took on 6,650 tons of fuel oil, 1,200,000 gallons of fresh water, thousands of pounds of meat, poultry, fresh vegetables and other supplies, and embarked 2,189 eastbound passengers.

The Queen Elizabeth's previous record in this respect was 24 hrs., 46 min., set on April 21 of this year; but the Cunard record is held by the liner Queen Mary—20 hrs., two minutes, on December 22, 1951.

## Bull Again Named P. C. Board Member

John S. Bull, Moran Towing & Transportation Co. vice president in charge of sales, has been re-elected a member of the board of governors, The Propeller Club of the United States, Port of New York. The annual meeting of the local club May 11 named him for the term 1953-1956.

Emmet J. McCormack of Moore-McCormack Lines was elected president, succeeding R. M. Hicks of United States Lines. Fleet Adm. W. F. Halsey, USN (Rtd), was named vice president, succeeding Vice Adm. Earle W. Mills. Julius C. Manzi and John G. Thompson were re-elected secretary and treasurer, respectively.

Other members of the board of governors are: (1951-1954) Lloyd H. Dalzell, Walter L. Green, W. A. Kiggins, Louis B. Pate and Walter M. Wells; (1952-1955) James J. Murphy, M.C., Charles W. Kalloch, William J. Griffin, Charles J. Pannill and Arthur R. Weckel; (1953-1956) Edward J. Keane, Henry F. Markwalter, Rear Adm. Gordon McLintock, USMS, and L. R. Sanford.

Immediate past presidents are: Robert C. Lee, 1939-1941; John F. Gehan, 1944; Harmon Lewis, 1947-1948; L. S. Sparrell, 1949-1950; and Mr. Hicks, 1951-1952.

## GOOD DECKHANDS DO IT THIS WAY

"If you like this sort of thing," Abraham Lincoln is credited with having remarked, "this undoubtedly is the sort of thing you'll like." Anyway, it is assumed that general interest in nautical matters extends to the practical aspects of handling lines aboard vessels, especially tugs. A photo by Kay S. Kingsford, Oswego, N. Y., of a headline in use aboard the Nancy Moran, provides a handy editorial springboard. . . .

This is an eight-inch manila line manufactured by a New England firm. Its length is 30 fathoms (180 feet), and it has to be at least that long because of the height of many vessels the tug handles—and that heavy to stand the pulling power of such a 1,200-horsepower diesel-electric tug. Here, with right-hand turns in order not to unlay (untwist) the manila strands, the line is made fast around the after end of the Nancy's forward bitt, which is made of cast iron pipe 14 inches in diameter. That horizontal section is called the caval—a name virtually obsolete in its original, sailing vessel meaning. In French, *fileux*.

The reason for crisscrossing a line in this manner is to make sure it will not slip under the heaviest pull, and yet can be slacked as required during an operation without the potentially breaking strains accompanying sudden jerks. (If the tug were moving forward or pulling in that direction, the line would be made fast in the same manner around the forward part of the same bitt.) See February issue of *Tow Line* for an action photo of this particular maneuver.





**ALLEZ-OOP!**—This is the photo we didn't quite have room to publish in conjunction with Dave Eisen's Staten Island Advance feature story reprinted in our April issue. It shows a winter pilothouse being removed from the Catherine Moran at the company's maintenance base, Port Richmond, S. I., as the tug was being prepared late in March for seasonal duty on the New York State Barge Canal and other inland waterways. The crane deposited this "second story" on the dock, where it will remain until next fall. The workmen (left to right): Gustav E. Johnsen, 267 Fifty-fourth Street, Brooklyn, pipe fitter; Axel C. Petersen, 6830 Thirty-fourth Street, Brooklyn, ship fitter; Willie Wesharg, 57 Feldmyer Lane, S. I., ship fitter; and Anders Klepp, 876 Fifty-eighth Street, Brooklyn, foreman ship fitter. They have been Moran employees since 1936, 1933, 1926 and 1936, respectively.—Photo from Staten Island Advance.

## That Skyline Again



So many striking pictures of New York Harbor traffic against the downtown Manhattan skyline keep turning up, it's difficult to get to press without at least one per issue. Here is a quick shot out of Ye Editor's Rollei-flex, from the after deck of the tug Moira Moran just as she shoved off on other business after assisting a Danish freighter, the Hulda Maersk, from a Brooklyn pier to "stream." Left center: Pennsylvania Railroad's tug Elmira with that company's covered deck barge No. 386, rapidly losing ground to the Denmark-bound ship.

### Better-Mousetrap Note

A laboriously hand-written communication from a school boy in Canaan, Conn., requesting "some pictures of the S.S. United States, the Queen Marry, the Queen Elizabeth, the harbor, the Statchu of Liburty," and plainly addressed "New York Harbor, N. Y.," was delivered promptly to Moran Towing & Transportation Co., Inc., 17 Battery Place.

### Signal From "Northwind"

Dear (Capt. Miller) Sir:

The Officers and Committee of the Ship "Northwind" wish to express their thanks and appreciation for the kindness you extended when you permitted our crew aboard your Tug for a full day of operations. The chance to expose our crew to actual conditions aboard a working vessel rarely presents itself, and, therefore, experiences of this nature are extremely valuable in rounding out our program of instruction. Again we wish to offer our gratitude to you and your crew for this privilege, and at the same time we extend an invitation to visit the Ship "Northwind" at any time you so desire.

W. D. KAY, Ship's Sec.

(Explorer Ship 140, Bergenfield, N. J.)

**UNDER WAY**—Even as the crow flies it's a "far piece" from Bucksport, Me., to Chicago, and as Moran tugs have to travel with Time magazine's bulk paper barge, the N. L. Wallace, it's a lot farther—1,718 miles in all, in fact. That is via Gulf of Maine, Cape Cod Canal, Long Island Sound, Hudson River, and New York State Barge Canal to Oswego, N. Y., thence via Great Lakes to the Windy City. The Anne Moran's first 1953 trip with the barge, westbound, was no mid-summer outing, according to Capt. Percy Walling, whose log recorded a few "incidents" due principally to high water conditions and unfavorable weather, as usual, as the season got under way. Here the tug and barge are shown in the canal at Phoenix, N. Y., on an April day that was favorable for almost anything except outdoor pictures.—Photo by Mark Chapman, Baldwinsville, N. Y.

## South Florida Port Has 1953 Facilities Booklet

A bright and welcome newcomer to Tow Line's exchange table this spring was a 20-page, magazine-type promotion booklet entitled "Port of Miami," issued by the Department of Port Operations, City of Miami, Florida. Forwarded by Capt. Charles A. Olsen, USNR (rtd), Port Director, the publication reached this office via Capt. Anton Huseby, our senior docking pilot. Among other things, it contains a shipping schedule for that port, its services and facilities, a list of foreign consuls, pertinent articles (including one on Miami as a port of call for many U. S. Navy vessels), tables of 1952 statistics (including total imports and exports), many fine photographic illustrations, and a two-color chart on the back cover. . . . Chances are you could get a copy by signaling Captain Olsen, 853 Biscayne Boulevard, Miami.

### From Upminster, Essex

Dear Sirs:

I have had several of your (magazines) about your tugs, which I found most interesting. They came into my hands through a Mr. F. Davis, who until recently was an engineer on a tug in which I serve. As I have lost contact with him, I was wondering if you could oblige me with a magazine occasionally. I was especially interested to learn that in your employ was someone with my surname, which is very rare in this country. Long years ago I used to call at New York every month when I was an engineer with the late White Star Line "RMS. Adriatic." H. E. DICKMAN

(S/T Walbrook, England)





**SRO SIGN**—It was standing (or berthing) room only at the North River piers in midtown Manhattan the day a service photographer in a U. S. Coast Guard plane got this picture of a sextet of famous transatlantic liners in the Port of New York. Left to right: the *Constitution*, *American Export Lines*; the *United States*, *United States Lines*; the *Liberte*, *French Line*; the *Queen Elizabeth*, the *Caronia*, and the *Franconia*, *Cunard Steam-Ship Co., Ltd.* The two white vessels on the far side of the river are a couple of *United Fruiters* at that company's new banana discharging terminal, *Weehaucken, N. J.*; and the small craft making a left turn off the *West Shore (New York Central) 42nd Street* ferry slip is one of those around-the-island sightseeing boats. All the others are Moran handled.

## Fleet Safety Record

(Editor's note: The customary bi-monthly report on the safety record of Moran tugs was omitted in our April issue because it became necessary at the last moment to "jump" the center spread feature story on New York's Quarantine operations onto the only remaining page where there was as much as a column-inch of space left. The following report, therefore, covers the months of January, February, March, and April.)

These captains and mates had no damages charged against them during the first third of 1953:

*Agnes A.*, *E. Costello*, *J. Petersen*; *Anne*, *G. Hayes*, *J. Guinan*; *Barbara*, *G. Sahlberg*, *R. Poissant*, *J. Sahlberg*, *H. Wee*; *Carol*, *R. Hayes*, *W. Hayes*, *L. Thorsen*; *Catherine*, *J. Costello*, *W. Karwoski*, *J. Burlingham*; *Doris*, *M. Grimes*, *O. Eriksen*; *Edmond I.*, *W. Baldwin*, *F. Schwiigel*; *Eugene F.*, *V. Chapman*; *Eugenia M.*, *L. Goodwin*, *E. Dexter*, *D. Wordell*; *Geo. N. Barrett*, *J. Todesky*, *J. Smith*; *Grace*, *C. Sheridan*; *Harriet*, *M. Connor*, *F. Perry*, *J. Morin*; *Helen B.*, *J. Jaques*; *Joseph H., II*, *F. Dezendorf*, *G. Ackerman*, *M. Scott*; *Julia C.*, *R. Jones*, *J. Barlow*, *W. Andersen*; *Kevin*, *J. Barrow*, *C. Vantrier*, *S. Abrams*; *Margot*, *C. Valley*, *E. Prendergast*; *Marie S.*, *A. Duffy*, *A. Tucker*, *Marion*, *G. Ashberry*, *T. Melchior*, *J. Duprez*; *Mary*, *M. Rodden*, *G. Smith*, *L. Tucker*; *Michael*, *H. Jacobsen*, *J. Johnson*; *Maira*, *H. Pederson*, *J. Jorgensen*; *Nancy*, *A. Biagi*, *J. Blaha*; *Pauline L.*, *L. Langfeldt*; *Peter*, *D. Bodino*; *Richard J. Barrett*, *G. Larsson*, *E. Carlson*; *Sheila*, *T. Sweet*, *J. Chartrand*; *William J.*, *E. Freeman*, *H. Hansen*; *Relief Crew*, *C. Carlson*, *J. Wilson*.

### Sonnet

(From the *Beloit Poetry Journal*)

They must have been a refuge, those tall tales  
They told on lonesome voyages at sea—  
Long isolations where the mind soon fails  
To chart precisely truth from fantasy.  
A profane sailor, unbecomingly  
Serene through calms of superstition,  
awe,  
Correctly reefing pirate prosody,  
Talked piously of ghosts his one eye saw;  
The yellow hair that grew and curled  
and waved  
From a yard-arm each time the moon  
was full;  
The phantom sad faced monkey so  
deprived  
That hardened men swore him most  
wonderful;  
Safe refuge for a lonely mariner,  
These witnessed tales of things that  
never were.

GLENN BACON

*A. B. Sandstrom, Stranne & Co., Ltd., Gothenburg, Sweden:*

"This is to acknowledge receipt of... the latest issue of your magazine, *Tow Line*. The magazine is, as always, interesting as well as amusing, and the photographs are excellent."

**GUIDED TOUR**—These members of the German Parliament and other foreign visitors and their local hosts, representing Moran Towing & Transportation Co. and the Port of New York Authority, were treated to an all-out harbor inspection trip aboard an "M" tug here one fine day as April was drawing to a close. Left to right: *Edward J. Hennessey*, Moran; *Mrs. Nelly Friendensburg*, Berlin League of Women Voters; *Otto Heinrich Greve*, Bundestag member; *Frank Herring*, P. of N. Y. A.; *Anton Sabel*, head of Fulda Labor Office, Bundestag member; *Catherine Kies* and *Lisbeth Eyerman*, P. of N. Y. A.; *Mrs. Kaethe Strobel* and *Helmuth Bertram*, Bundestag members; *Ernst Linda*, Governmental Affairs Institute; *Albert Juncker*, president of Siegen Chamber of Commerce, Bundestag member; and *Ferdinand Friendensburg*, president of German Institute for Economic Research, Bundestag member.

### Another Dutch Collector

Dear Sirs:

I take the liberty to write a letter to you. I am a collector of ship photos. I have heard much about your tugboats, but I do not have a photo of any of them. Could you be so good as to send me some pictures of your tugs? Thanking you in anticipation,

K. TOLHOEK

(Terneuzen, Zld, Holland)

### Thanks From Fabre Line

Gentlemen:

On behalf of the Fabre Line, we wish to extend to you our sincere thanks for the cooperation received from your tugs "Eugene F. Moran," "Moira Moran," and "George N. Barrett" on April 27th, when fire broke out at Pier 29, East River. Captain Bassett, who assisted Captain Mauriet, Port Captain of the Fabre Line, is to be congratulated for the manner in which he handled the unmooring of the M/V "Pierre de Saurel," which was berthed at the pier. We also wish to thank you for arranging to transport Captain Mauriet from the "Pierre de Saurel" when anchored off Liberty to shore, and for transporting three of the crew from shore to the vessel at 1 a.m. on the 28th inst.

HARRY LANE, Operations Mgr.

(Jas. W. Elwell & Co., New York)



## 50 YEARS AGO

(The following items of interest were selected from files of the old New York Maritime Register by Capt. Carl C. Palmer of Moran T.O., president of the Steamship Historical Society of America, Inc.)

**MAY 6, 1903**—Bath, Me.—Steel barge She-nango, built for J. M. Guffy Petroleum Co. of Pittsburgh, Pa., was launched Apr. 28. The barge has a capacity of 128,000 gallons and will carry oil from Port Arthur, Texas, to Philadelphia. . . . Afton (barge), with coal, sprang a leak and sank in 30 fathoms in a heavy sea May 1 off Faulkners Island. One man drowned. Str. Somersset, Capt. Nelson Vars, was towing her. . . . Fidelia (barge), with 650 tons of coal, in tow of tug James Hughes, sank three miles west of Hen and Chickens lightship at 5 a.m. May 1. No lives lost.

**MAY 13, 1903**—No. 2 (S.O. Co. barge) took fire off DeVoets yard, Long Island City, a.m. May 11, and afterwards sank off Blackwells Island.

**MAY 20, 1903**—"Baltimore Sun" A smart tow was finished night of May 10, when the Baker-Whiteley Co. tug Britannia, Captain Dunn, arrived in the river with the four-masted ship Susquehanna, Captain Bailey, from New York in 52 hours. The Susquehanna had 1,500 tons of anthracite coal in her holds, and came here to finish loading with bituminous coal. She is expected to clear tomorrow for San Francisco. . . . (New York) The United States Shipbuilding Co. has closed a contract with the N. Y., N. H. & H. R.R. Co. for two new steel carfloats to be built at New London, and three large steel tugboats to be built at Bath, Me. The value of the contract is approximately \$350,000.

**MAY 27, 1903**—The tugboat Unique of Commercial Union Towing Co., New York, has been chartered for the 1903 yachting season as an attending tug by the New York and Larchmont Yacht Clubs. Capt. Harry DeNyse is in charge of her.

**MAY 27, 1903**—Captain Collision of steamer Maverick, at New York May 20 for Port Arthur, reported that on May 17 at noon passed a dismantled and waterlogged brig (Bertha Gray), dangerous to navigation, 67 miles SSW ¼ W from Diamond Shoal lightship. Schooner James Pierce from Brunswick arrived New York May 24 and reported having passed derelict Bertha Gray on May 21, with Russian vessel nearby taking anchor from wreck. Could not make out Russian's name. . . . Daniel Tomkins (schr) carried away her fore and main masts in a squall off Hastings, N. Y., May 20. . . . Harrisburg (SS), towing barge Beechwood for Philadelphia stopped at Vineyard Haven May 20 with condenser tubes leaking badly. Will repair and proceed.

**JUNE 3, 1903**—Tugboat Edward T. Dalzell, recently purchased by Tidewater Oil Co., has had her name changed to Charles R. Norman. Mr. Norman is supt. of company's floating equipment.

**JUNE 10, 1903**—The new Cunard Line steamship Carpathia arrived in New York June 5 from Liverpool. She is a twin-screw vessel, 560 feet ov' all, with a gross tonnage of 13,555, indicated horsepower 9,000. . . . Wrecking lighter Trilby arrived at Boston June 6 with engine and boilers of tug Honeybrook, wrecked sometime ago off Salem. The engine has been sold to New York parties. . . . Lizzie M. Parsons (schr) ran her bowsprit through engine room of Centre St. drawbridge near Passaic River June 9, blocking traffic.

## Moran Tug, Coast Guard Rescue Two

(From the Staten Island Advance, June 2, 1953)

Two Newark men, drifting in a four-teen-foot motorboat down the Narrows, were rescued off Fort Wadsworth last night by a Coast Guard patrol boat twelve minutes after the latter received the call for aid. The men, John Schultz and Richard Hamilton, were towed in the boat to Pier 11, East River, Manhattan.

The men told the Coast Guard their troubles began when the propeller dropped off. The boat was said to have been drifting a short time when its plight was discovered by the crew of the tug Peter Moran, which radioed headquarters of the Moran Towing & Transportation Co., 17 Battery Place, Manhattan. The latter notified the harbor police and the Coast Guard base at Pier 9, East River.

The Coast Guard log indicated the call was received at 9:18 p.m., and the cutter had the motorboat in tow at 9:30 p.m.

*Editor's note: Capt. Daniel J. Bodino, 236 Boyd Avenue, Jersey City, N. J., was in the pilothouse of the Peter Moran at the time; and the dispatcher on duty at Moran HQ was Walter Jordan, Elwood Road, R.F.D. 1, Huntington, L. I.*

## Eugene Moran, Sr. On Transit Board



Eugene F. Moran, Sr., 81-year-old chairman of the board, Moran Towing & Transportation Co., Inc., was named May 3 as the fifth and final member of the

New York City Transit Authority, recently created by the General Assembly of New York State for the purpose of taking over all New York City transportation facilities. Since 1942 he also has been a commissioner of the Port of New York Authority; but in a statement issued immediately following his latest appointment he said he would ask Gov. Thomas E. Dewey not to name him to the port body again, "since I do not believe I should continue to carry the burdens and responsibilities of both of these . . . offices."

"As a life-long resident of the City of New York, with an abiding interest in the welfare of its people," he said, "I welcome the opportunity to serve them in this field."

*More Power to You*

**MORAN**  
TOWING & TRANSPORTATION  
NEW YORK · NORFOLK · NEW ORLEANS

## Ashore and Afloat



If there is such a fellow as the typical tugboatman—which is at least debatable—Capt. Hans O. Jacobsen (b. April 8, 1894), with an active service record here dating back to 1923, might be that hypothetical man. If not, he'll do "until a better one comes along," as they say.

Captain Jacobsen, who resides at 148 Eighty-seventh Street, Brooklyn, was born in Bergen, Norway. Although his was not a seafaring family, at the time he was about 18 years old practically every normal Norwegian youngster wanted to go to sea, and he was no exception.

Presently skipper aboard the tug Michael Moran, Hans came to this country in 1914 and started in with the Red Star Towing Co. He has worked for various other concerns in New York Harbor, including the Olsen Water and Towing Company, Inc., which was merged with Moran in March, 1950. Meanwhile he worked continuously to improve his license.

Captain Jacobsen is a good-natured, soft-spoken and modest man, plainly unflustered in the sudden emergencies that are every tugboatman's lot. To the management, as well as to his associates afloat, he is known and respected as a thoroughly competent, dependable master—and "a nice guy."

(Pilothouse photo below by F. C. Shipley)



It's a boy for Frederick Jonassen of Lodi, N. J., deckhand aboard the Julia C. Moran, and Mrs. J. (Grace B.). Eric Eugene was born May 26 at Englewood Hospital, and directly thereafter both the youngster and his mother were reported to be getting along just fine. The Jonassens have another boy, Frederick Christian, aged five.

The president of the company became a grandfather again on the same day the Jonassens' little fellow arrived. A boy, David Edmond, was born to Thomas E. and Betty Moran at LeRoy Hospital, Manhattan. They have three other children, two girls and a boy.

Speaking of the head of the firm, Rear Adm. Edmond J. (USNR), he was scheduled to go on active duty again June 9, for a short time, at the Navy Department, Washington, D. C.

James Peery, 23, of 320 Elliot Avenue, Portsmouth, N. H., is glad to be back with Moran. The company is glad, too. Presently a wiper aboard the ocean tug Eugenia M. Moran, from 1948 to 1951 Jim did his chores in the engine room of a sister ship, the Kevin Moran, but then the Army got him. . . . A 14-month stretch in Korea rates an extra-hearty "Welcome back!"

**Add Employee Suggestion Awards:** To Miss Jean Cuff, Sales Department secretary, for her idea about printing different tug rate schedules in different colors to avoid customer confusion.

Editorial thanks to Earl C. Hartson, Port Huron (Mich.) Times Herald reporter, for sending along a clipping of a two-column picture of our tug Anne Moran, photographed in that port while waiting out a bad storm on Lake Huron in mid-April. "Incidentally," he wrote, "seeing the tug was like greeting an old friend, since I used to live in New York and, as a representative of Rex Cole, Inc., visited your offices on a number of occasions."

Irene Ericksen, talented daughter of Capt. Ole Ericksen of our tug Doris Moran, has been gathering additional honors in her specialty, roller skating, since her accomplishments were last posted in *Tow Line*. The captain reports she has taken first place in the New York and New Jersey Roller Skating Championships.



Miss Irene

It seems Miss Irene has been skating since about 1948. She was a speed champ at only nine and 10, and although last year was her first in figure skating competition, she placed first in the New York and New Jersey State and the Northeastern Championships.

This year she is skating free-style, with hopes of repeating her success in the Northeastern event coming up at the end of this month. . . . The best of luck to Cap'n Ole's pride and joy; and we hope to see her name at the top of the list in the Nationals one of these days.

### Facts and Figures



At the start of the current so-called "canal season," Capt. Frank Hughes, marine superintendent for Moran, gave captains and engineers of the company's inland waterways tugs a heart-to-heart talk, preceding an annual get-together dinner and a showing of motion pictures at the Downtown Athletic Club. Referring to the chart above, designed to indicate the relative importance of various operating costs over which crews have control, Captain Hughes demonstrated that a large portion of the firm's total revenues is paid out for essential services, supplies, etc. He pointed out that good management by personnel afloat enables Moran to provide more work for its crews because of smaller operating costs—hence lower prices to customers.

## Moran Tug Picture 'For Good Sailors'

"Only For Good Sailors," said the over-line on a three-column photograph of our tug Eugene F. Moran running free in open and anything but calm offshore waters, published in the April 9 issue of *Morgenbladet*, a daily newspaper in Oslo, Norway.

The action shot, one of several made for Moran Towing & Transportation Co. early last year by Stanley Rosenfeld, the justly famous marine specialist, originally adorned the front cover of the April, 1952, issue of *Tow Line*.

"If you become seasick easily," the Norwegian caption writer went on to say, "this is not a picture for you. But for good sailors of all ages this must be a sight for sore eyes. Just notice how this tug is taking the sea. It is more under than over the water. Fine shot by the photographer."

A roving reporter for this usually trustworthy department encountered the John Johnsens—he's a wiper aboard the *Doris Moran*—celebrating their third wedding anniversary smorgasbord style at Castleholm, 344 West 57th Street, Manhattan. A Brooklynite, John's service record with Moran goes back to October, 1946. We wish the couple many happy returns of that auspicious day.

\* \* \*

**Add Congratulations:** To John S. Bull, Moran vice president (Sales), who, besides being re-elected a member of the board of governors, Propeller Club Port of New York, has been elected to serve a three-year term on the executive committee of the Norwegian American Chamber of Commerce, 290 Madison Avenue, New York.

*Mike Bodlovic demonstrates his winning form.*

## Bon Voyage, Hulda!



James N. Fagerstrom, 28, 15 Fargo Street, Baldwin, L. I., a deckhand aboard the *Moira Moran*, stands by the headline his tug has on the *S.S. Hulda Maersk* as she sails the Danish freighter from Pier 22, Brooklyn. (See boxed feature, "Good Deckhands Do It This Way," in this issue, for the technical lowdown on how and why steamer lines are handled thus.) Young Mr. Fagerstrom has been a company employee since April, 1948, and on November 9 last he married Miss Joan Flynn, also of Baldwin.

Harry Dixon, 3 Hamilton Road, Wallasey, Cheshire, England:

"I wish to thank you both most sincerely for . . . your very good wishes, which you have so kindly sent to me on the occasion of my retirement from the Cunard 'Queens' . . . May I take this opportunity to thank you also for the beautiful calendars and issues of the *TOW LINE*, which afford me much pleasure and are greatly appreciated?"

Arthur F. Lincoln, 67 Upland Road, Quincy 69, Mass.:

"I wish in these few words to express my appreciation in receiving *TOW LINE* each month through the kindness of your organization. I enjoy it greatly and keep in touch with many phases of the marine industry that otherwise I would not enjoy. From cover to cover it is cram-full of interest, and to one who is a 'ship bug' there is nothing like it. So again I wish to thank you all for making it possible for me to enjoy such a grand magazine . . ."

*Left to right: Balicky, Captain Dowd, Morgana and Bodlovic—a formidable quartet.*

## Our Bowling Team Wins Third Place

By Lucille O. Christian

It's all over except the shouting. Our Moran team wound up in third place in the Steamship Bowling League standings for the 1952-53 season; and considering that eighth place was the best we could do the year before, it's obvious the boys were really working this time, and that they have a shout coming.

Prudential Steamship Corp. finished in first place, with 63 wins and 36 losses, for 85 points; Trinidad Corp. was second, with 60 wins and 39 losses, for 82 points; and 58 wins, 41 losses accounted for Moran's third-best final standing.

Presentation of various prizes was a feature of the league's annual dinner, May 21, at the Catholic Seamen's Institute, 653 Hicks Street, Brooklyn. A. Punzo, league president, presented the Moran Trophy to the captain of the Prudential team.

The Moran boys—the regulars, Capt. Ole Erickson, Eddie Balicky, Ray Brauchle, Mike Bodlovic, Fred Morgana, and Capt. Joe Dowd—did very well in the individual standings. Captain Erickson wound up in fifth place in a field of 125 participants; Bodlovic finished twelfth; and Brauchle was a not unlucky thirteenth.

Eddie Johnson and Eddie Ross—the latter handicapped by an injury that limited his competition—helped out in the occasional absences of regular members of the team.

The photographs below were made on the final evening of the annual competition, May 14. Johnson, who was substituting on that occasion, for reasons of his own was camera-shy.



