

TOW LINE *Christmas 1954*

ON THE COVER—



QUESTION: Isn't it better sometimes not to try to be too specific about art—such a stirring moonlit seascape as this, for instance? After all, it's Christmas; it's the spirit rather than the letter that counts at this season. We like to think, though, this cover is something extra-special in the way of marine watercolors.

Of course, there are not too many places along the North Atlantic coast where a vessel of the draft of that Moran ocean tug—our Joseph H. Moran, II, let's assume—could cruise so near the shoreline . . . Would she be approaching Belle Isle Straits, Newfoundland, on a return voyage from Goose Bay, Labrador? Perhaps she is passing out the southern end of the Gut of Canso, returning from Montreal or Quebec. Or leaving Portland, Me., after towing a loaded ship into port there. Is she passing Cape Ann, northeast of Boston? It really doesn't matter.

This much is certain: our artist, Charles G. Evers—who else?—never developed this picture in the course of a rush-hour ride on a Queens subway train. And he had no help from the likes of Stanley Woodward or Frederick Waugh; his tone values, even the pattern of that balling surf, are his own. (We happen to know that sixteen, repeat sixteen, small pencil sketches preceded the 11½" x 14½" affair here reproduced in miniature.)

Another practicing artist of some stature visiting this editorial cubicle observed with uncommon professional candor, "Why, that's almost good enough to frame, itself!" . . . Almost?

(We have a limited number of separate prints of this cover picture, in full color, with white border, for collectors who wish to frame them. Requests should be addressed to the editor; and—P.S.—please remember the mails are seasonally congested.)



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MORAN TOWING & TRANSPORTATION CO., INC.

17 Battery Place, New York City

R. M. Munroe, *Editor*

Lucille Christian, *Associate*

In this holiday season—
the first peaceful one the world has known
in many years—
we take pleasure in greeting
our friends everywhere.



To one and all:
A Merry Christmas and a Happy New Year!

Celebrated Shipmasters

WHEREVER it is you are supposed to encounter that traditional British reserve, don't look for it in the snug forward cabin of Capt. Donald W. Sorrell, master of the world-famous Cunard liner *RMS. Queen Mary*. Despite manifold complications resulting from his ship arriving in New York two days late because of rough going in the North Atlantic the first week in December, and disconcerting terminal problems, the man was cordiality itself while your reporter had him button-holed aboard. ("Steward, some more hot coffee, if you please.")

His bluff good nature and insistent hospitality are not ingredients of what might be merely stage-business in a seagoing character erected on the flimsy foundation of good luck and favorable publicity—make no mistake about that. The lowliest member of his crew will tell you, "The Old Man is a bit of all right, y'know!"

About that firm foundation, we may as well get it established immediately that Captain Sorrell is no johnny-come-lately in the world's sea lanes, or for that matter in many of the most obscure ports of two hemispheres. As good a way as any of doing it—probably the best; and it needs no inflation by the likes of this landlubber—is simply to transcribe some notes painlessly extracted from his personal log. Thus:

January, 1909 — Joined full-rigged sailing ship *William Mitchell* as apprentice, in Port Talbot. Voyage around Cape Horn to Iquique, back to Falmouth and Antwerp.



Captain Sorrell ...

May, 1910—Same ship from London to Sydney, Newcastle, N.S.W., Tocopilla, back to Newcastle; then Mejillones, Chili, and back to Falmouth and Plymouth.

June, 1912 — Joined three-masted barque *Falkirk* as apprentice, in Hamburg. Voyage to Santos, Port Adelaide, back to Falmouth.

July, 1913—Finished apprenticeship in sail.

August, 1913—Passed for second mate.

September, 1913 — Joined British India Steam Navigation Co., as third officer.

September, 1914—Third officer of *S.S. Urtana*. Left Bombay in first convoy of World War I, with 47th Sikh Regiment, for Marseilles.

January, 1915 — Passed for first mate, Calcutta. Promoted to second officer in the B.I.

September, 1915 — Promoted to chief officer in the B.I.

August, 1916—Passed for master of square-rigged vessels, Hong Kong, at the age of 22 years!

January, 1918—Married.

March, 1918—Passed for extra master (square-rigged).

July, 1918—Joined Cunard Steam-Ship Co., Ltd. . . . Served in *Pannonia*, *Saxonia*, *Aquitania*, *Laconia*, *Tyrhenia (Lancastria)*, *Caronia*, *Antonia*, *Vardulia*, *Laconia*, *Valacia*, *Aquitania*, *Alaunia*, *Samaria*, *Francia*, *Ausonia*, *Andania*, *Berengaria*, *Ascania*, *Alaunia*, and *Britannic*, in that order, subsequently.

September, 1939—*Britannic*, in first convoy of World War II, from the Clyde to Bombay.

June, 1940 — Chief officer of

Georgic at the evacuation of Narvik. . . . Same ship, at the evacuation of St. Nazaire.

September, 1940 — Took over, as chief officer, the French liner *Pasteur* from the Navy at Halifax, N.S.

January, 1941—Joined the *Georgic* as staff captain.

July, 1941—Ship bombed in Suez and, having aviation spirits aboard, burned out rapidly. Ship beached by Captain Grieg, thus saving the lives of hundreds of passengers and crew. Transferred to Army hospital, then Army camp at Suez. Remained on salvage work of the ship.

January, 1943—Returned in *Georgic* to Belfast. Rebuilding started by Harland & Wolff.

March, 1944 — Left *Georgic* and joined *Aquitania* as staff captain; then *Pasteur*, back to *Aquitania*; then *Queen Mary* and *Queen Elizabeth*.

February, 1947—Appointed to command *Samaria*.

December, 1948 — Appointed to command *Caronia (new)* and brought her into New York on maiden voyage.

June, 1951 — Appointed to command *Mauretania*.

January, 1953 — Appointed relieving captain of *Queen Elizabeth*, *Queen Mary*, *Mauretania*.

January, 1954—Appointed to command *Queen Mary*.

The fellow has been around, you might say. Therefore, he is qualified to speak, and with top authority, on the highly specialized, often breathtakingly skillful business of docking

(Continued on Page 7)



...and his command

'National Geographic' Feature Glorifies New York Harbor as World's Busiest Port

IN THE COURSE of an extraordinary 41-page, lavishly illustrated article entitled "Here's New York Harbor" in the current issue (Vol. CVI, No. 6; December, 1954) of National Geographic Magazine, Moran Towing & Transportation Co. activities, as well as its equipment and operating personnel, are given a full measure of credit as important components of the heavy, always increasing commerce of the world's busiest port.

Stuart E. Jones of the Geographic editorial staff is the author of the story. The illustrations—41 in all, 32 of them in color—are by staff photographers Robert F. Sisson and David S. Boyer. All three utilized this company's local facilities many times in gathering material of various kinds for the feature.

The magazine's account of what makes the New York waterfront "tick" opens with a graphic and unusually accurate description of "M" tugs under the direction of Sr. Capt. Chester Evans docking the 81,235-gross-ton Cunard liner *RMS. Queen Mary* at Pier 90, North River. (See Page 4 of this issue of TOW LINE for an informative "profile" of that superliner's skipper, Capt. Donald W. Sorrell.) The scope of Mr. Jones' report on the harbor, including Moran operations, is indicated by such sub-heads scattered through the text and such photo over-lines as these:

"17" Directs Tugboat Movements. . . Docking Pilot Takes Over. . . Near Berth, Tugs Change Positions. . . French Line's *Flandre* Brings a Bit of Paris to New York. . . Many Other Tug Fleets Kept Busy. . . *Elizabeth's* Turnaround Record. . . Green "Gol" Sends World's Biggest Liner to Sea. . . Tugboat Skipper Dresses as if for Wall Street (Capt. Mark Grimes). . . Many Wonders Await Sight-seers. . . Bush Terminal Sees the World Come and Go. . . Manhattan and the Hudson,

Their Day's Work Done, Sparkle at Twilight. . . Sail Still Ruled the Harbor 100 Years ago. . . New York's Airborne Police Hoist a "Shipwreck" Victim in a Rescue Drill. . . A Diver Gets His Helmet for Work in New York Harbor's Murky Waters. . . Tugs in Holiday Dress Race on the Hudson. . . Harbor Pilot Boards an Incomer off Sandy Hook. . . Where Seamen Get Their Mail. . . Sight-seers Circling Manhattan Head up the East River. . . and many others.

"While the Moran fleet is the largest in New York Harbor," Mr. Jones writes, "it is by no means the only one. (Vessels of) other companies, as well as those owned by fuel concerns, railroads, Navy, Coast Guard, and Army Engineers, scurry endlessly about their work-horse duties.

"From docking a luxury liner, a tug might proceed next to the unglamorous job of towing . . . scows to deep-sea dump areas, or pushing railroad car floats from Jersey City to Brooklyn. Others, equipped to stay at sea as long as a month, might be found transiting the Panama Canal en route to Alaska or towing dock sections to our Air Force base at Thule, Greenland."

A straight-from-the-shoulder statement by William F. Giesen, general manager of the Maritime Association of the Port of New York, which is headed by the president of this com-

pany, winds up the National Geographic article—decidedly worth reading in its entirety, in this editorial opinion.

Coastal Fogs

(From "The Lookout," November, 1934)

At first the newborn fogs will scarcely dare
Peer from the canyon mouth until they wait
For darkness, and for windows every-where
To have shades drawn. Then still they'll
hesitate
With every step they take: at every
fence.
At every hedge, at every looming tree—
As slowly, moved by some impelling
sense,
They make their anxious way down to
the sea.
But later on they grow so sure and bold
And multiply to such enormous flocks
They'll mass for miles along the coast
to hold.
Immobilized, all traffic lanes and docks—
And show no least regard for glaring
light
Or frantic foghorns blowing day and
night.

IVA POSTON

(Reprinted by permission)

NEW CUNARD LINER—Here is the new 22,000-ton Cunard liner *Saxonia* arriving in the Port of New York for the first time, Sunday morning, December 5, 1954. The scene is upstream, where Moran tugs are making ready to dock her on the south side of Pier 92, North River, at 52nd Street. First of three new Cunarders intended primarily for the company's St. Lawrence service, she made her maiden voyage from Liverpool to Canada in September of this year, and is scheduled to make five calls at New York during this winter. An especially beautiful vessel with many innovations, the *Saxonia* accommodates one hundred and twenty-five first class, eight hundred tourist class passengers. She is a notably proud addition to the great Cunard fleet, which Moran Towing & Transportation Co. gladly serves. — Thomas Airviews.



Merchant Marine Conference Panel Hears Captain Hughes on Radio Communications

MIAMI, Fla., Dec. 9—(Special to *Tow Line*)—Capt. Frank J. Hughes, general manager of Moran Towing & Transportation Co. of New York, Norfolk, New Orleans and Portland, Me., was a featured speaker here today at a panel on communications and electronics, in connection with the 28th annual convention of the Propeller Club of the United States and its concurrent American Merchant Marine Conference. His subject, on which he spoke extemporarily, was "Work Boat Communications".

Pointing out that communications in connection with the operations of such craft as his company's ocean, coastwise, harbor and inland waterways tugs are conducted chiefly by means of radiotelephone, Captain Hughes dealt briefly with the reasons why such equipment is so well adapted to the requirements of work boats.

He listed and described briefly special types of radiotelephone communications and the reasons for having, as Moran does on some of its tugs, as many as three entirely separate sending-receiving sets on a single vessel.

Other angles covered by Captain Hughes were:

A description of methods of using radiotelephones and the usual nature of messages transmitted; the number of base and ship stations required for Moran's operations in New York harbor; the dependable range of VHF (very high frequency) signals, ship-to-ship and ship-to-shore; the economics of such communications; and uses, present and potential, of medium-high frequency equipment.

Chairman of the panel discussion, which was held in the Pan American Room of the Columbus Hotel here,



Captain Hughes

was Rear Adm. Thomas P. Wynkoop, USN (Ret.), president of Radiomarine Corp. of America, and vice chairman of the executive committee of the Propeller Club.

Other panel speakers and their subjects: E. M. Webster, commissioner, Federal Communications Commission, on "Rules and Regulations, F.C.C.;" Capt. J. W. Ryssy, USCG, on "Loran Transmitting Stations"; Rear Adm. Lyndon Spencer, USCG (Ret.), president, Lake Carriers' Ass'n, on "Ship Communications on the Great Lakes"; R. C. Victor, Moore-McCormack Lines, on "Operational Use of Shipboard Radio Equipment"; E. C. Phillips, American Merchant Marine Institute, Inc., on "Merchant Ship Communications"; J. M. Dorsey, Southern Bell Telephone & Telegraph Co., on "Radiotelephone Shore Stations"; and W. C. Blaisdell, Bludworth Marine Division, on "Direction Finders".

Captain Frank J. Hughes was graduated from the Massachusetts Nautical School in 1935, and for the next four years sailed as deck boy, ordinary seaman, A. B., and quartermaster for such companies as United Fruit, Socony-Vacuum, American Pioneer Lines, and American-Hawaiian Steamship Co.

He sailed for the first time in a regular berth as a licensed officer with American-Hawaiian, as fourth mate. While with United Fruit in 1942, his vessel was torpedoed. Salvaging the ship was undertaken by Merritt-Chapman & Scott Corp., and eventually he accepted a position with that firm, as second mate—spending more than two years as chief mate and relieving master, ultimately, on salvage vessels operating along the Atlantic coast of the United States, in the Caribbean

Sea, and on the east coast of South America.

This marked the beginning of Captain Hughes' employment on work boats. In 1944 he joined Moran as a master of ocean tugs. Towards the end of that year he was made port captain for the company in San Francisco, subsequently becoming marine superintendent, assistant general manager, and general manager.

He resides at 16 Leeds Street, Oakwood Heights, Staten Island, N. Y.

British Navy Veteran

Dear Sirs:

With reference to (*Tow Line*) magazine, which I have seen on numerous occasions, I shall be grateful if you could forward issues of same to me as they are published, and if possible a copy of your calendar at Christmas, which I have also seen previously and greatly admired. During the last war I was a Naval Control Service Officer and boarded and routed several hundred American ships of all types, so that your magazine is of particular interest to me, as I have seen pictures of many ships I know. Also, the drawings by your artist are always of great interest to me.

LT. (SP) GEOFFREY D. SMITH,
RNVR.

(Whitby St., W. Hartlepool, Eng.)

No Room to Spare Here!



In the inland waterways passing vessels do not always have the room to maneuver that even the most alert helmsman might wish for. Here, plainly enough, is a fairly tight squeeze in the New York State Barge Canal near Lock 33, Pittsford, east of Rochester, as one of our "canalmen" with a Texas Company petroleum barge—No. 397, as likely as not—passes the dieselized canal barge Frank A. Lowery with a tow of six wooden barges, or "boxes," as they call them. Heads up, everybody! — Photo by Shipley.

Captain Sorrell...

(Continued from Page 4)

huge ocean liners—in the Port of New York, for example. So this is what he said to your coffee-warmed reporter, with a slightly awed ship's stenographer (not wholly recovered from her exceedingly rough first crossing) making the appropriate hen tracks in a notebook:

"In my experience with docking ships in New York, I have never found it necessary to criticize an action taken by one of the docking pilots, because the coordination between the pilots and the tug masters, with their excellent system of signals, is so perfect that even the largest ships in the world are, at all times, completely under control. It is a most satisfying operation because one knows his ship would never be allowed to get out of control.

"I think this is due to the fact that the Moran company realizes that docking ships is really a specialist's job in the art of seamanship. Being a practical seaman himself, Admiral Moran knows this, and the company is superbly equipped in every way—the most experienced personnel, the most powerful modern tugs—to carry the system out.

"Certainly you may quote me!"

But Captain Sorrell is not all business, not by any means. When he speaks of Mrs. Sorrell, which is often, and of their frequently interrupted home life in Southampton, the satisfying warmth of a marital relationship that palpably has its taproots deep in the best of nearly 37 years, many of them war-torn, glows in his ruddy countenance. He has a son, a dentist about whose professional ability there seems to be no doubt; also a granddaughter—and if she isn't "spoiled," probably it is no fault of his.

Please be advised that the master of *R.M.S. Queen Mary* is a talented amateur artist, whose pictures, usually vigorous watercolors, often adorn his own Christmas cards. With Sir James Bisset, a former commodore of the Cunard Line, he is co-author of a very successful booklet, "Lifeboat Efficiency."

Capt. D. W. Sorrell himself would be efficient in a lifeboat—or anywhere else afloat.



LIQUEFIED PETROLEUM GASES—

This is the *S.S. Natalie O. Warren*, 7,298-gross-tonner, owned by the Warren Petroleum Corp. of Tulsa, Okla. Three hundred and ninety-three feet long, with a breadth of 60 feet and a depth of 24 feet, she was built in 1944, but was converted in 1947 and fitted with tanks (68 of various sizes) for carrying liquefied petroleum gases, under a working pressure of 230 pounds. "Total quantity of each product normally carried on each trip, 1,500,000 gallons," it says here. Operated by the J. M. Cook Co. of Houston, Texas, the *Natalie O.* loads and discharges at Warren terminals in Houston and at 678 Doremus Avenue, Newark, N. J., respectively. Her normal loaded draft is 24 feet. The Trinidad Corp., 30 Rockefeller Plaza, are New York agents for the vessel.

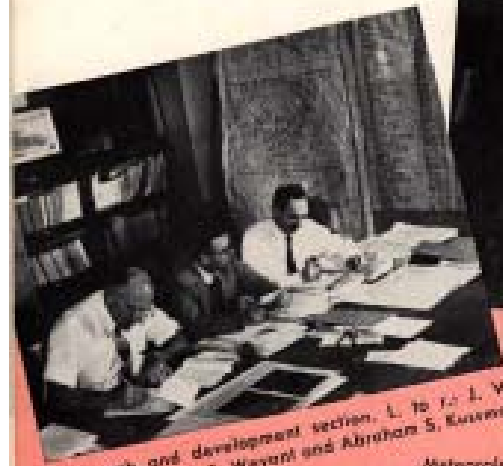
S.S. LUDWIGSHAFEN—A few vital statistics relayed by Frank Barry of U. S. Navigation Co., general agents for this Hamburg-American Line vessel. Thus: Built in 1953 at Lubecker Flenderwerke A.G., Lubeck/Siems, Germany; length overall, 530 feet; moulded breadth, 63 feet; gross deadweight, 10,268 tons; bale space, 634,350 cubic feet; grain space, 696,400 cubic feet; and she has accommodations for eight passengers... That wouldn't be a Moran tug assisting the *Ludwigshafen* here in the Port of New York, would it?

Fleet Safety Record

The following captains and mates had no damages charged against them for the months of September and October:

Agnes A., E. Costello, J. Petersen, H. Bickle; *Anne*, P. Walling, G. Hayes; *Barbara*, G. Sahlberg, J. Wee, J. Sahlberg, P. Gaughran; *Bartow*, M. Anderson, H. Becker, G. Halvorsen; *Carol*, R. Hayes, W. Hayes, L. Thorsen, K. Poissant; *Catherine*, J. Costello, H. Vermilyea; *Christine*, R. Jones, E. Groenold, V. Chapman; *Claire A.*, P. Duffy, A. Duffy; *Doris*, B. Scherer, K. Buck; *Edmond J.*, W. Baldwin, F. Schwiigel, W. Mason; *Eugene F.*, E. Allen; *Harriet*, F. Perry, J. Marin; *Helen B.*, J. Johnson, J. Jaques; *Joseph H. Moran*, H. L. Goodwin, J. Shaw, S. Abrams; *Margot*, J. Fagerstrom, H. Dickman; *Marie S.*, W. Karwoski, A. Yell; *Marion*, J. Barrow, E. Dexter, M. Scott; *Mary*, M. Rodden, J. Driscoll, L. Geitzler; *Michael*, H. Jacobsen, L. Larsen, C. Valley, J. Todesky; *Molra*, B. Baker, J. Forgesen, O. Erickson; *Nancy*, A. Biagi; *Pauline L.*, W. Morchl; *J. Smith*, C. Sheridan, R. Hayes; *Richard J. Barrett*, E. Carlson; *Shells*, C. Purstow, T. Sweet; *William J.*, A. Munson, H. Hansen, E. Freeman.





Research and development section. L. to R. J. W. Quinn, William S. Weyant and Abraham S. Kusman
 Meteorologist in Charge, Ernest J. Christie. He bosses all New York operations



Climatology and records section, Walter Brake delving into a volume of reports



Teletype communications room. William Miffelstodt reading latest news



Meteorologist in Charge, Ernest J. Christie. He bosses all New York operations



Adjusting and cleaning microfilm recorder, Fred Balma, New York Telephone Co, technician on job

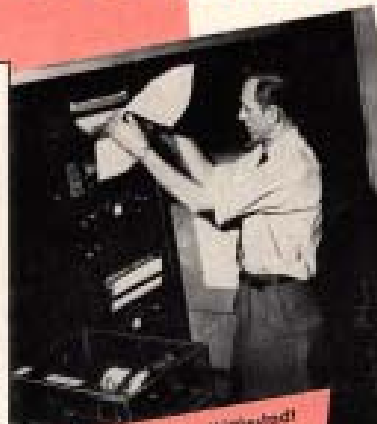


Forecasting section, Weather maps showing patterns at 5,000, 10,000 and 20,000 feet aloft

WEATHER COMMUNICATI



This is a typical example of the weather maps distributed by press associations and other agencies



Observing section Miffelstodt loading one facsimile machine



Preparation of weather maps for newspapers and press associations, Bob McCoy working

WOULD it be possible, just this once, to dispense with at least half of that shopworn wheeze commonly attributed to Mr. Samuel Langhorne Clemens — you know, the one about weather? (*Sotto voce*: It would be; and not only that, but there is a motion before the house that a conscientious attempt be made, here and now, to indicate something can be "done about it".)

Seriously, weather is of the utmost interest and, all too frequently, great concern to the maritime industry.

For many years the United States Weather Bureau has been trying to establish a program for supplying weather information for use by the industry, as a whole and by individual members of it. The bureau was established by law to do certain things:

1. To establish a network of observation stations on land and sea to obtain data necessary for watching development and progress of weather from hour to hour, day to day, week to week;

2. To maintain a force of weather analysts and forecasters to study weather conditions and to issue, not merely routine forecasts, but special storm warnings as indicated;

3. To carry on research in the field of meteorology for the purpose of bringing about improvements in operations and procedures; and—

4. To distribute forecasts and advisories to the public.

Some information distributed on a routine basis is designed to aid a particular field of activity—let's say agriculture, aviation, commercial shipping,

For marine interests information falls into two classes: (a) for ships at sea, and (b) for coastal, inland waterways and Great Lakes operations. Map descriptions, some observations from land stations and from vessels, and forecasts for various ocean areas are included in material transmitted twice daily by *NSS*—a United States Navy radio station—for use by ships at sea. Forecasts for coastal waters, with special applications to particular sections, are formulated and disseminated four times a day—at approximately 5:00 a.m. and 5:00 p.m., at 11:00 a.m. and 11:00 p.m., EST. These are broadcast by commercial radio stations and by short-wave stations which service ships at sea—but at none too frequent intervals, as many a harassed shipmaster would eagerly testify! However, during the hurricane season special advisories are prepared and distributed every six hours, describing the storm and its probable course.

Responsibility for utilizing all or any of this not inconsiderable amount of weather information, which is available to everyone, rests with each individual, company, or organization of such companies. Responsible weather bureau executives point out that to make effectual use of it three steps are necessary:

1. Analyze your own operations thoroughly to determine to what extent weather is an affecting factor. The more detailed the study made, the more evident will be the weather problem, if one exists at all.

2. Find out as completely as possible what information is available

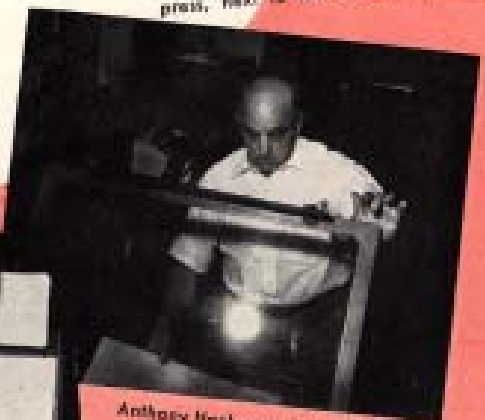
(Continued on Page 13)



Running daily weather report through folding machine for mailing, another Mack job



Mr. Mack again, operating his photo-offset press, next to last step in printing dept.



Anthony Mack preparing zinc plate used in photo-offset process of printing bureau's weather reports



Abraham Nagelberg preparing copy of monthly weather report, first step in the printing dept.

Nagelberg again, retouching negative of daily weather bulletin inspected over opaque light



radio-casting booth, Bureau voice heard on radios, in this instance Mr. Christie's

World War II Tug Crewman


Dear Mr. Munroe:

This is to inform you of my change of address from to so that it may be noted on your mailing list. During the war I had the privilege of serving on the *Bodie Island* while it was operated by your company. I would like very much to obtain a picture of this tug or one of her sister ships, if this is possible. I am also desirous of obtaining some pictures of the tugs that you have in operation today.

NORMAN GOODWIN
(Tacoma Park, Washington, D. C.)

Editor's note: The *Bodie Island* mentioned by our correspondent was a World War II ocean tug, one of a fleet of V4's numbering 50 at its peak, operated by Moran as general agents for the Maritime Commission. These 195-footers were capable of developing 2,800 horsepower when equipped with Kort nozzles. They carried a crew of 32 men, plus a 12-man gun crew. No photos are available here, but Mr. Goodwin might be able to wheedle one out of the public information department of the Maritime Administration in Washington.

ECHO, from the Natchez, Miss., Democrat: "Our waterways are still sources of prosperity."

"A JOB WELL DONE"—When Walsh Construction Co. was awarded the contract to build a post-tension bridge between Barnhart Island and the New York shore in connection with the St. Lawrence Seaway Bridge, they bought corflots and had a New York shipyard cut them to required length. Moran got the assignment to rush these barges to Cornwall, Ont., by November 15, before the anticipated first freeze of the season. Working against time, this company completed its vital part in the movement by November 1, thus providing additional time needed for the units to be transferred from Cornwall to Hawkes Point, the bridge site. "A job well done," said Hughes Bros., Inc., New York, the firm in charge of the overall operation. 

Ever See Her Before?



At the marine museum of the Seamen's Church Institute of New York, 25 South Street, Manhattan, an old salt, Martin Jensen, a veteran of many years in sail, admires this "fine figure of a woman," but cannot use that old one about having met her somewhere, although in his career afloat he saw countless figureheads like her. W. E. Grayble, curator of the museum, is searching for someone who has met her before, hoping he will be able to identify the ship whose prow she once graced. Frederick M. Godwin, who discovered her stowed away in the loft of his barn in Katonah, N. Y., donated the mystery girl to the S.C.I. collection. Her weather checks indicate she has not felt the kiss of salt spray for many decades, and seamen frequenting the museum have suggested that she should be "looked in water to close up her seams."—Photo by Tom Baab.

ECHO, from a North German Lloyd news release: "The first cruise by a German-flag ship in fifteen years will be made by *M.S. Gripsholm* . . . (to be) renamed *Berlin* . . . when she sails from New York on January 22, 1955, on a 15-day cruise to the West Indies and South America, calling at Port au Prince, Haiti; La Guaira, Ven.; and Havana, Cuba."

Salt of the Earth

(For James A. Farrell, Jr.)

White-capped, tattooed, sunburnt,
deadpan,
Efficient Yankee sailorman!
Find his equal if you can!

Scion of Byblus and of Tyre,
He plies a gallant trade for hire,
The world a sweet for his desire!

His bones lie where the free ships go,
From Hatteras to the Murmansk floe,
For him, admiring Tritons blow!

See round him when he plays the clown
The shining aura of renown;
Count on him when the chips are down!

JOHN ACKERSON

Editor's note: This poem was for its author, a regular contributor to these pages, the John Barton Seymour Prize, Poetry Society of America, 1944, and is reprinted here, as an honorarium of Mr. Ackerson's, by permission.

ECHO, from the New York Times marine news page, Sept. 6, 1954: "The enactment into law of a project to deepen and widen the Hudson River as far north as Albany . . . authorizes the construction of a 32-foot channel from New York to the state capital, about 145 miles upstream."

Appreciative Photographer

Dear Mr. Munroe:

I wish to thank you for permitting me to go aboard a tug for the purpose of making photographs. I was able to take advantage of an opportunity . . . and spent the day on the *Pauline L. Moran* with Captain Erickson. As a deck officer in the Ward Line, I have had many opportunities to note the skill and efficiency of Moran docking pilots. May I say after a day on the *Pauline L.* that your company personnel also are fine hosts? I hope to have some photographs to show you in the near future.

HOWARD CASSEL

(Marine Phtgr., Englewood, N. J.)



Shipley Story, Pix In 'Texaco Topics'

"Bound North for Portland, Maine," was the title of a profusely illustrated feature story by Frederick C. Shipley, associate professor of English, College of the City of New York, and one of TOW LINE's staff photographers, in the October issue of TEXACO TOPICS, a monthly magazine published by the Texas Company for employees. (In the April, 1954, issue he described a trip on the New York State Barge Canal aboard a Texaco petroleum barge propelled by our inland waterways tug *Marie S. Moran*.)

In this instance Professor Shipley traveled on a larger vessel, Texaco's newest tanker at the time, *S.S. California*. Boarding the ship at Port Arthur, Texas, he made a non-stop voyage to the company's terminal at Portland, Me., making notes and characteristically colorful action photos en route. An even dozen of pictures adorned the report, another in the magazine's series of articles on "Getting the Oil to Market".

"It was just another trip for the Marine Department's newest tanker, but this writer found it a deeply exciting experience," Lawrence Heyl, Jr., editor of TOPICS, said in an introductory note.

Random quotation:

"A crash of thunder woke me up. The portholes of my stateroom were a luminous blue from the continuous flashes of sheet lightning. I went up to the bridge to see what was going on. The rain was sweeping the sea in sheets, seeming to pelt down the waves themselves. The lightning played around the sky, and now and then a bolt came straight down. But if there was any thunder, you couldn't hear it for the rattle of the rain. 'This is Cape Hatteras,' said the skipper."

Danish Magazine Article

Dear Sir:

Today we have under separate cover sent you a copy of our September issue, in which is printed an article about Moran-tugs. We hope you will like it, and perhaps you can ask Captain Huseby to translate it for you. We would very much like to see your own magazine, TOW LINE. Will you please send it to us in the future?

OTTO LUDWIG

("Vikingen," Copenhagen V.)

SHIFTING A BIG ONE—Half a dozen of this company's tugs, *Barbara*, *Carol*, *Doris*, *Elizabeth* and *Maira (Moran)* and the *Joseph Masick*, were involved in transferring the 26,314-ton United States Lines passenger ship *S.S. America* from the Naval Shipyard Annex drydock at Bayonne, N. J., to her berth on the south side of Pier 62, North River, on November 26. Jeff Blinn made this interesting sequence of photos as the work boats, under direction of Capt. Thomas L. Boill, 2 Kensington Avenue, Jersey City, eased the liner out of the drydock and moved her up-river. The *America* (Capt. Harold Milde) is 663 feet long, with a breadth of 93 feet, and has a rating of 37,400 horsepower. A justly famous component of our nation's merchant marine, she was built in the Newport News Ship Building & Dry Dock Co. yard, Virginia, in 1940.



A Part of Moran Service

Dear Sirs:

We greatly appreciate your advice that you are making no charge for the time you gave in extinguishing the fire on our lighter *Express* on the 8th instant near the Statue of Liberty. We trust we will be able to reciprocate in service other than a disaster.

ELMER PONTIN, V.P.

(Pontin Lighterage & Transp. Corp.)



Le Chief

You wouldn't think, would you, a hale and hearty sailor would be retiring after only 890 ocean crossings? With merely 38 years of sea service to his credit, too! But Olivier Francois Naffrechaux, chief steward of French Line's *S.S. Liberte*, went ashore for good in his native France when the ship reached port here following her November 20th sailing from New York.

To give you a better idea, that many ocean crossings would be roughly the equivalent of 130 times around the well known world.

M. Naffrechaux' service aboard 14 French Line vessels takes in a lot of shipboard territory as well from clerk on *S.S. La Tauraine* (1916) to chief steward on *S.S. Normandie* (1933-1939). That includes some narrow escapes at sea during World War I.

The Chief is married and has two sons and two hobbies, philately and book collecting. His favorite ship: the *Normandie*—without hesitation. "There will never be another like her," he says wistfully.

Sentiment at Seventy

Dear Sir:

Your correspondent is an ex-marine-surveyor from the U. S. Maritime Commission, now retired on just such a small pension as keeps me here, and I am going to ask you for one of your calendars for 1955, having had one sent to me by a steamship executive. The "un-printed upon" picture, depicting the outside of Todd's in Brooklyn, Eric Basin, is now framed and hanging in my little dining room. Each vessel shown, from Moore-Mac's "good neighbor" to the AGWI ship, brings on a wave of nostalgia; hence my asking you for another calendar for the coming year, which doubtless will have another waterfront scene. I trust you will pardon this seeming impudence, but a picture such as yours is really of sentimental value (especially to a man of seventy) and will be greatly appreciated by —

THOMAS A. PORTER
(Leeds, Yorkshire, England)

P.S. — Bill Moynahan of Eric Basin knows me well.

Morantow: Two LSM's, Charleston, S. C., to Atlantic City—555 miles.

NO STRANGER IN NEW YORK—This could be the first time a photograph of the Cunard liner *M.V. Britannic* has been published in *Tow Line*, except perhaps in a couple of instances where she may have been shown in her berth, away uptown, together with several other such ocean greyhounds. Launched in June, 1930, at the Harland & Wolff, Ltd., yard in Belfast, this 27,666-ton, 28,000-horsepower ship is 712 feet long and has a breadth of 82 feet. She carries 429 first class, 564 tourist class passengers, and is the largest of three liners in Cunard's Liverpool service with regularly scheduled calls at Cobh. On January 28 the *Britannic* sails from New York on a 66-day all-Mediterranean cruise to twenty-three ports in twenty countries. This excellent aerial picture of Moran tugs docking her at Pier 92, North River, was made by Flying Camera, Inc.

50 YEARS AGO

(The following items of interest were selected from files of the old New York Maritime Register by Capt. Earl C. Palmer of Moran headquarters.)

NOV. 2, 1904—Three tugboats launched from yard of Brown & Son, Tottenville, S. I., Oct. 27. They were *Wm. J. Dailey*, *Geo. J. Mower*, and *Arthur Kill*. . . *Victor* (lighter), with 250 bales of jute, caught fire at Pier 7, Bush Docks, Brooklyn, a.m. of Oct. 28, and was destroyed. Pier also was destroyed and several other lighters burned. Tug *James A. Lawrence*, while pulling str. *Scania* (Ital.) from pier, had her funnel shifted, whistle pipe broken, pilothouse damaged, and rails broken.

NOV. 7, 1904—*Alberta M.* (str.), while going into Pier 35, Brooklyn, night of Nov. 7, fouled line from str. *Roma* (Fr.). Her pilothouse carried off and her steering gear was broken. . . *Columbia* (ferry, Wall St. line) was rammed and sunk in East River by str. *City of Lowell* during thick fog a.m. of Nov. 4. Ten horses were drowned; all passengers were rescued by str. . . Wreck of burned str. *General Slocum* was sold by U. S. District Court for \$1,800 to Fred Cruemer of Philadelphia. . . Tug *Higgins* from Sabine Pass arrived Port Eads and reported losing barge *Gusher* at Tortugas, loaded with oil for Havana. . . (New London) Str. *Mohawk* of Central Vermont Line was burned at midnight near Cornfield L/V. She was towed here by tugs tonight with fire still smoldering. Watchman missing; rest of crew picked up by *City of Boston* and taken to Fall River, *Mohawk*, valued at about \$300,000, was considered total loss.

NOV. 30, 1904—White Star liner *Germanic*, now repairing at Belfast, has had her name changed to *Ottawa*. . . *Gusher* (bge), before reported breaking away from tug *Higgins* in heavy weather, was sighted by schr. *Agnes Bell* Nov. 18 about 180 miles SW of Tampa, aft holds full of water, pilothouse carried away. . . Tug *Covington* left Newport News Nov. 25 to tow ship *W. F. Babcock*, which put into Bermuda in distress, to Boston.

DEC. 7, 1904—Tank str. *Atlas*, Fenlon is fitting out at Robins Dry Dock, Eric Basin, Brooklyn, for voyage to San Francisco. She will take bge. *S.O. Co. No. 93* in tow.

DEC. 14, 1904—Str. *Priscilla*, Fall River Line, on leaving New York Dec. 7, found to have one shaft fractured, anchored in bay. She was towed to Throggs Neck Dec. 11 and turned over to str. *Taunton*, which towed her to Newport for repairs and lay up. . . Str. *Mercator* (Nor.) arrived at Key West Dec. 11 with abandoned bge. *Gusher* in tow, labeled for \$300,000. . . Disabled tug *James Hughes* towed into New London Dec. 8 by tugs *T. A. Scott, Jr.* and *Harriet*.



Weather Communication...

(Continued from Page 9)

from the weather bureau, how it becomes available to you, and when; and it's not a bad idea to inquire as to what can reasonably be expected from the science of meteorology, now.

3. Coordinate the two by setting up a program for obtaining the information you require, when you need it—forecast, advisory, or record material—and take the responsibility of applying that information to your own problem(s).

It is in this field, many competent weather experts feel, that the private meteorologist should operate. He takes up where the government weather bureau leaves off, and he can play an important role in servicing those concerns which have specific weather problems, by assisting with or taking over the not always simple task of working through the three steps previously outlined. He is especially valuable to those who have made no decisive move to take advantage of existing weather services or to solve their particular weather problems.

Of course, it is an open secret that there are many deficiencies, or unknowns, in the science of meteorology; but the forecasters give you their considered opinions—opinions based on the known information as of the time of their forecasts.

Another thing, unfortunate, to be sure, is that the problems involved in the dissemination of forecasters' judgments seem to be as knotty (if not more so) as those inherent in the science itself. The weather bureau makes use of many channels: newspapers, commercial radio and TV, direct broadcasts from many of its offices (New York, for example), short-wave stations, automatic telephone devices, and, in some places, published bulletins. Also, in some cities there are local weather teletype "loops," which weather bureau offices use for sending out forecasts, advisories, bulletins, and weather stories of all kinds for the benefit of the general public. Any person or firm or other organization can obtain this service for the small fee the telephone or telegraph company charges as rental for the equipment.

But in spite of this apparently

wide distribution, there is the weakness—almost a disability under certain circumstances—which consists of a lack of adequate facilities to bring information formulated by trained and experienced forecasters to the user *directly*, so that a factual picture of the weather, including probable changes as the forecaster sees them, can be had at any particular time and with minimum delay.

Improvements Being Studied

Possibilities of improving and/or augmenting weather communication channels in order to make information more readily available to shipping interests, as well as other users, are being studied continuously. Two avenues may be opened in the easily foreseeable future—especially if the need for improvements in this line is made known to the maritime industry, according to technicians.

One is the automatic and continuous broadcast of weather information on a standard wave length, AM or FM, utilizing material prepared and transmitted by a weather bureau forecasting office. This would permit the forecaster to devote portions of a broadcast to weather causes and how they might look to an expert from a standpoint of producing specific types of weather in an ocean-coastal area covered by the particular station. (The "dope" would be there for commercial shipping, fishing interests—all types of boating, from the largest operator of vessels to the fellow who putt-putts around in the smallest outboard-powered craft—whenever they wanted to tune in.)

A Second Avenue Open

The other is the use of *facsimile* for the distribution of service material from a weather bureau to all or any who need such information. This type of dissemination has been fully demonstrated, is regarded by both weather and communications specialists as being entirely feasible. At present, however, its use is held up pending development of a method of production which would enable a manufacturer to sell, and a user to lease, a receiver at a reasonable price. Briefly, the pic-

ture of how this method could be used is:

All transmissions would originate in a weather bureau office. Pertinent material, such as forecasts for coastal areas, storm advisories, etc., would be sent out on a routine basis, but would be supplemented by other narrative-type material describing weather "situations," as well as by maps depicting surface weather conditions and the progress of any storms likely to influence the area served by that office. For example, in New York, where so many and such a variety of maritime interests are centered, all could be served much more effectually if this system were developed and used extensively. During the hurricane season, all special advisories and news bulletins concerning the intensity and progress of a storm would be *immediately* available to anyone who would take the responsibility of securing a facsimile receiver—thus eliminating the necessity for making telephone calls in a period of peak congestion.

Development and Utilization

Improvement in the use of weather information will depend on the development of the foregoing two projects, many experienced men in both fields believe. The extent to which they are utilized, and the day when they will become realities, depends in a large measure, they say, on the willingness of users of weather information to shoulder more of the responsibility of encouraging manufacturers of equipment to give serious consideration to the application of the facsimile method—and also, when weather information can be transmitted easily, quickly, accurately, to make conscientious efforts to "tailor" it to their problems.

These days, who hasn't a problem of that nature?

Tugs Interest Him

Dear Sirs:

A short time ago I came across an old issue of your TOW LINE magazine aboard our tug *John Roen, IV* of Sturgeon Bay, Wis. I was very much interested in the magazine, as well as your tugs and the wonderful work they are doing. I have seen your tugs many times, when I was in the Navy and the merchant marine. I also have a great interest in photographs and other pictures of tugs. If possible, I would like very much to get on your mailing list.

GEORGE F. LOCHMAN
(412 Hartung St. Green Bay, Wis.)



H. P. Barmann Saves Vermont Youngster

In mid-October, too late for inclusion in the Tow LINE dated that month, the following note was received from Capt. C. M. Parslow, master of the tug *Sheila Moran*:

"Saturday, October 16, 1954, at about 1500, while we were tied up at the water dept. dock in Burlington, Vt., an elderly man was fishing from the dock and his granddaughter, about four or five years old, was playing nearby. She backed off the edge. A younger man on the dock jumped in to save her, but he could not swim, and as the child was going down for the second time our deckhand, Henry P. Barmann, dove in and saved both the man and the little girl. As we were about to leave, and I was below asleep, no one thought to get any names for Tow LINE. The police arrived and took them to a hospital for a checkup."

Following a query dispatched to Chief Donald P. Russell of the Burlington police force, we are able to add a few details to the rescue story.

The elderly fisherman was Lloyd Fowser, 70, 100 Locust Street, Burlington, and his little granddaughter who had such a narrow escape was Dawn Landmann, aged seven. T/S James Keenan, 48, stationed at Mitchell Air Force Base, was first to the girl's rescue, followed by "an unidentified man from a tug boat which was tied up at the . . . pier," according to the official report of a Patrolman Beaulieu, who investigated.

Another soldier, T/S Joel Dunphy, 36, also of Mitchell AFB, quickly procured a ladder and with assistance from bystanders lowered it from the pier and held it while Barmann and Keenan climbed up, carrying the girl, who had indeed gone under twice before being reached. The water at the end of the pier is 14 feet deep. A doctor who examined the frightened and

somewhat water-logged youngster reported her "in good condition" . . .

So, three rousing blasts from the *Sheila Moran's* whistle and an extra hearty "well done!" from all hands to Deckhand Barmann, who obviously has both his wits and his courage about him!

A later report from Captain Parslow indicates our industrious *Sheila* was about as busy as usual on the canal(s) this season. During nine months, April-December, with most of the latter lopped off by the closing of the New York State Barge Canal, the tug logged 18,889 miles and negotiated locks 1,654 times in the course of 91 trips. Propelling the petroleum barges *Socony No. 126* and *Socony No. 128*, she hauled a grand total of 1,172,850 barrels. . . . Pull that whistle cord again, will you cap'n, please suh?

Mr. and Mrs. Daniel J. Nelson, Jr.—he's that lively, good-natured dispatcher into whose background we intruded somewhat in the 1953 Christmas issue of Tow LINE—became the parents of a six-pound, one-ounce baby girl November 12. Sandra Geraldine was born in North Country Community Hospital, Glen Cove, L. I., and the Nelsons have another child, son Jeffrey Michael (b. March 21, 1950). So what d'ye know? Other employees at Moran HQ chipped in and presented little Miss Sandra with a \$25 savings bond as a welcome gift.

ECHO, from the American Merchant Marine Institute Bulletin: "More ships entered and cleared N. Y. Harbor Nov. 26 than on any day since the end of World War II, the N. Y. Times reported. Customs officials said that they had handled 145 movements in and out of port during the day."

Miss Rosemary Ryan, popular and highly efficient secretary to the president of the company, was married November 20 to Vincent J. Gallagher, in the Church of Our Lady of Perpetual Help, South Ozone Park, Jamaica, Long Island, N. Y., at an 11 a.m. nuptial mass. The bride was attended by Miss Joan Brady, and the groom's mother, Tom, was his best man. An eye-witness report reaching this editorial cubicle was to the effect that our Rosemary "was attired in a gown of white lace and tulle, and carried a white orchid affixed to a white lace covered prayer book." The maid of honor "wore cotillion blue and carried a ring of fall flowers." A reception for the immediate family followed at Antun's in Queens Village. As Tow LINE staggered off to press, the couple had not returned from an extensive motor trip through the south. . . . The best of everything to you, kids!

Typical Nordic Profile?



Deckhand John A. Miller of the tug *Moro* is what you might call a sailor's sailor. He not only looks the part; he acts it with assured competence. An employee of Olsen and Moran since April, 1942, he has almost twenty-five years of tugboating experience. He was born in Sweden, came to America when he was eighteen years old, and started doing what he is doing in 1923, in Wilmington, Del. He came to New York in 1927, presently resides at 535 Fifty-first Street, Brooklyn. Would you believe this lean, hard six-footer is a grandfather? With only a little persuasion he will produce pictures of two attractive g.d's, Lynne and Janet, ten months apart in age—pretty nice, being the impression you get from the photos and from John.

Letter, dated October 18, 1954, received by Moran Towing & Transportation Co. (attention of F. C. Handelman, insurance manager) from American Mutual Liability Insurance Co.:

"This will confirm my accident prevention visit on September 7 and 13, 1954. On the latter date, Mr. E. Johnson, operations manager, was contacted and a review made of the operations, the accident control activities, and the accident experience for the current policy year.

"I wish to advise that as a result of this review, I have no suggestions to offer. The continuance of the fine personal efforts of Johnson in his control of the scow captains should continue to prove adequate in maintaining your accident loss experience at a minimum."

/S/F. L. WELLER
Dist. Engineering Mgr.

A copy of the letter was forwarded to E. F. Moran, Jr., vice president, by S. V. Howell, vice president of R. A. Corroon & Co., Inc., 92 William Street, insurance brokers and adjusters. . . . And another lusty "Well done!" for Edward J. Johnson of Moran's scow department, a company employee for the past 25 years—nearly 26!

Capt. and Mrs. John Guinan—his tug is the *Harriet Moran*—became the parents of a baby girl November 24. Kathleen Guinan, who arrived weighing five pounds, nine ounces, is believed to be the lucky one, No. 7, among four girls and three boys. Congratulations!

Some authorities around the 25th floor at 17 Battery Place seem to think it might be an epidemic . . .

The Terry O'Connors (accounting dept., he is) have a third child, their second daughter, Marian, who arrived December 12, weighing eight pounds, five ounces. The other two, Terry and Mary, are seven and six years old, respectively. The family resides at 30 West Forty-fifth Street, Bayonne, N. J.

And the Joe Moores (he's assistant vice president, sales) got a girl, too, this time around—Carol Ann, born December 11 in Presbyterian Hospital, Newark, N. J. Grand total: three boys and two girls. Carol Ann was a seven-pounder.

Here, *double* congratulations!

It is necessary to report a contrasting sad note: the death on November 26 of Mrs. Jennie Harrison, mother of Lillian Harrison, veteran switch-board operator and one of the most familiar figures around Moran HQ. Burial was in Greenwood Cemetery, Brooklyn.

Capt. Earl C. Palmer, another of Moran's assistant vice presidents (sales), recently branched out into a starring role in radio. Joe King of the Mutual network show, "Manhattan Crossroads," interviewed him on coastwise and ocean towing for the December 6 broadcast.

Another marriage: that of Edward F. Ross of Moran's billing department and Miss Alice M. Murphy, who exchanged vows October 29 in Our Lady of Angels Church, Brooklyn. The couple honeymooned in the Catskills and at Ste. Marguerite, Canada. They are making their home in Brooklyn.

Capt. Lars Thorsen of the *Carol Moran* shoved off December 1 for Arendah, Norway, to join his parents in celebrating their golden wedding anniversary, expecting to be with them for three weeks.

All hands ashore and afloat were saddened by the death of Capt. Thomas Trent, a "fixture" with Moran since 1918, who suffered a heart attack while on vacation and died in a hospital in Atlantic City, N. J., on August 31. He is survived by his wife, Mrs. Helen Trent, Bayonne, N. J.

"I have just seen my first copies of your handsome magazine *TOW LINE*," writes Stoddard White, marine editor of the *Detroit News*. "If you put outsiders on your mailing list, I should be very happy to be so included."

Done! But what's this about "outsiders"? (*Sotto voce*: Nobody who enjoys the sort of salt and fresh water sprayed material from which this judicious—we hope—journal is fabricated is an outsider, Mr. White.)

Morantow: LST's 465 and 468, Charleston to Baltimore, 552 miles.

Capt. Ole Ericksen of the *Molra Moran* was summoned to Norway by the death of his father, who passed away November 2. He flew to Oslo on the 4th and spent the following week with his immediate family and other relatives.

ECHOES, from "Coil No. 40, 5th and 6th Fathoms" of *The Columbian Crew*, house magazine published by the Columbian Rope Co., Auburn, N. Y.—two headlines: "U-505 Arrives Safely at Museum" (all about the *Pauline L. Moran's* tow, Portsmouth, N. H., to Port Colborne, Ont.) and "Superliner Gets Checkup" (concerning assistance rendered by four Moran tugs in drydocking the superliner *United States*.)

'Java'—Hot and Black



Afloat or ashore, A.M. or P.M., coffee is the popular drink—indeed, the closest thing to a "must" for practicing tugmen. *Tow Line's* roving staff photographer, Fred Shipley, made (not very recently) this characteristic shot of Capt. Urban Fontaine, 24½ McCrea Street, Fort Edward, N. Y., enjoying perhaps his umpteenth cup of the day while piloting our *Marie S. Moran* up the Champlain division of the New York State Barge Canal. The captain, who operated a couple of "hay-burners" on the old Champlain Canal, Lake Champlain, and as far to the northward as Ottawa, began tugboating as a deckhand, then as pilot of a construction company tug, the *Amelia*, when they were building the present Empire State waterway. "Believe it or not," he confided, "I decked for only eight days before I started steering." He has been steering on the canal and the lake ever since.

