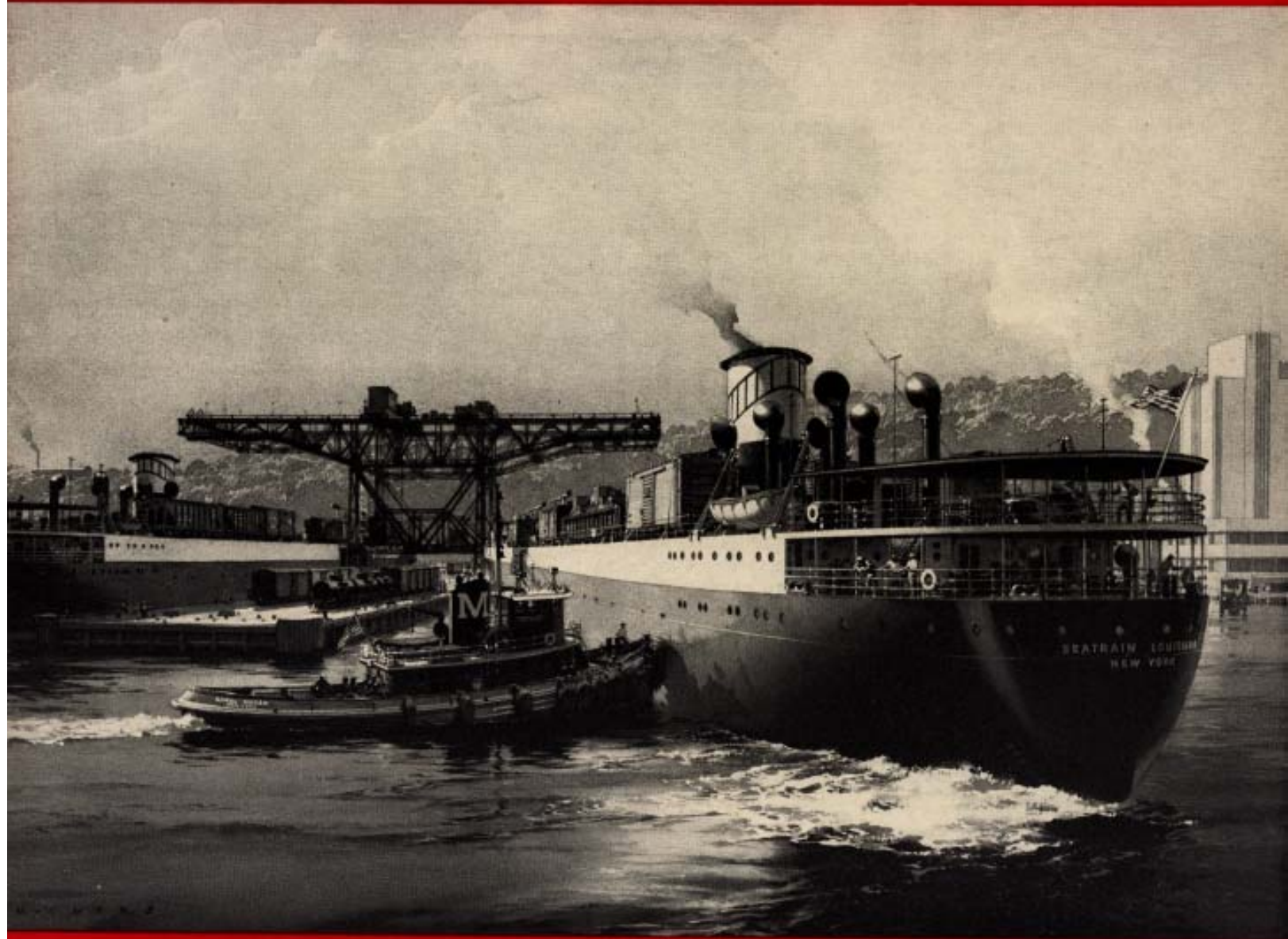


# TOW LINE



FEBRUARY, 1956

Hudson River Ice ...  
(Pages 8-9)



## ON THE COVER—

**F**ULLY ENTIRE RAILROAD TRAINS of freight cars that literally go to sea is what we are talking about here, and the New York-New Jersey end of such an ingenious and practicable operation is what our artist, Mr. Evers, has come up with for this February cover. Seatrain Lines, Inc., 15 Broad Street, Manhattan, are the operators concerned. The terminal pictured is at Edgewater, N. J.

Here you see the vessel *Seatrain Louisiana* (tonnage: 8,325 gross; 17,776 displacement) being assisted by our tug *Carol Moran* to sail from her berth on the up-river side of the pier. That might be the *Seatrain Texas* berthed on the opposite side under one arm of the huge T-shaped crane.

Built in 1951, the *Seatrain Louisiana* is 503 feet long, with a molded breadth of 63.5 feet and a molded depth of 38 feet, and she is capable of a speed of 16 knots loaded—loaded with 100 railroad cars and 11,000 barrels of liquid cargo, let's say. With her sister ship, *Seatrain Georgia*, she maintains weekly service between New York and Texas City, Texas. (Other ports served by the line are Savannah, Ga., and New Orleans, La.)

In these ships railroad cars are carried on four decks, each equipped with four sets of rails. The cars are loaded and discharged by being rolled onto a cradle platform and lifted by a stationary crane of the type shown. By means of wheel clamps, jacks, turnbuckles, and overhead lashings each car is secured against any movement on the vessel, thus eliminating damage in transit. Any one of the *Seatrain* carriers can be completely discharged and reloaded in 12 hours by a gang of longshoremen—which represents cargo handling speeds as high as 800 tons per hour. A full ship's crew consists of 43 men.

Naturally, Moran is very pleased to be associated with this enterprising and highly successful operation.



*Moran's European Agents:* ENGLAND: James A. McLaren & Co., 65 Bishopsgate, London, E. C. 2; SCOTLAND: Henry Abram, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Shipping Services A/S, Fridtjof Nansens plass 4, Oslo; Birger Gjestland A/S, Kong Oscars Gate 62, Bergen; DENMARK: Jorgen A. Rasmussen, 33 Amaliegade, Copenhagen K.; SWEDEN: A. B. Sandstrom, Stranne & Co., Postgatan 2, P.O.B. 93, Gothenburg; FINLAND: A. B. Lars Krogius & Co., O. Y., S. Magasinsgatan 4, Helsinki; BELGIUM: Wm. H. Mueller & Co., S. A., 21 Rue de la Bourse, Antwerp; GERMANY: Ernst Glässel, Altenwall 21, Bremen; SPAIN: Rafael Navajas Aguirre 8, Bilbao; ITALY: O.S.I.A.M., Via C. R. Ceccardi 4-26 Genoa; GREECE: The Saporta Agency Co., Ltd., P.O.B. 21, Piraeus.



Vol. IX Published by No. 1  
 MORAN TOWING & TRANSPORTATION CO., INC.  
 17 Battery Place, New York 4, N. Y.  
 R. M. Munroe, *Editor* Lucille Christian, *Associate*  
Jeff Blinn, *Photographer*

*(Unless otherwise noted, material published herein, if originated by this magazine, may be reprinted with the usual credit line)*

## New Harbor Tugs for Moran Under Construction

*(Release to morning newspapers, Jan. 9)*

NEW YORK, N. Y.—Immediate construction of two diesel-electric tugs especially designed to meet the varying requirements of work in New York harbor was announced today by Moran Towing & Transportation Co., operators of the largest and most modern fleet of ocean, coastwise, harbor, and inland waterways workboats.

Rear Adm. Edmond J. Moran, president, said the decision to augment that part of the fleet available for around-the-clock assignments in the world's busiest port, from the heaviest to the lightest, was based on a company policy of maintaining the most efficiently operated and effectual fleet of its kind, regardless of initial costs. *He pointed out that both domestic and foreign shipowners, as well as others in the marine industry, have come to expect nothing short of the best in tugs from the standpoint of power and maneuverability, and that currently, despite recent acquisitions, there is actually a shortage of such ultra-modern equipment in New York.*

Both of the new vessels, each incorporating certain improvements in design based on the widest variety of operating experience since the first *Grace Moran*-class tug was put in service in 1950, will be built in Jakobson's Shipyard, Oyster Bay, L. I. Engine contracts have been let to the Cleveland Diesel Engine Division of General Motors Corporation, and preliminary work at the Jakobson plant is already under way.

Howard C. Moore, manager of Moran's construction and repair division, said the new tugs, not yet offi-

cially named, will have all the desirable features of the best transport boat developed to date.

The new units of the famous "M" fleet will be 106 feet long overall (ex-guards), with molded beams of 27 feet and depths of 15 feet at their sides amidship. The hulls will be similar to those of the *Grace Moran*-class tugs, but will have more depth amidship to provide adequate freeboard with the added weight of Johnson electric towing machines on the main decks in the after end of the deckhouses.

Another feature is that the main after towings bitts will be located well forward so the hawser ability of the tugs when they are engaged in docking ships will not be impaired in spite of heavy towing machines.

The appearance of the new locally built vessels will be much the same as their predecessors except for the pilothouse, which will be of the compound design, having a captain's cabin behind the working pilothouse lower.

"We have tried to utilize the best features of all our operating tugs, but have made many improvements, such as more efficient ventilation in crew quarters, galley and engine room," Mr. Moore said. "The crew's quarters will be somewhat similar to the layout aboard the *Eugene F. Moran*."

Steering chains are being eliminated by connecting the electro-hydraulic steering ram directly to a tiller—the whole being located on deck under an enclosed hawser rack.

The propulsion equipment will be the same as in the *Grace Moran*-class tugs: 16-cylinder General Motors diesel engines rated at 1,750 horse-

power. The bronze propellers, however, will be of a new design, operating at 145 to 181 rpm's.

Inside passageways to all parts of the new tugs are being provided.

**NEW SERVICE**—With the first sailing of *M/V Copan*, 3,771 gross tons, (Empresa Hondurena de Vapores) from New York on January 27, a new cargo service between the world's busiest port and Belize, British Honduras, was inaugurated.

### Add Men-at-Work



So here we have another competent deckhand, Danny Fusco, 11 Elmont Lane, Huntington, L. I., as noted in action (in a warmer season, obviously) by a touring member of the Delaware Camera Club of Wilmington, Del., James E. Carnahan. No Johnny-come-lately in the Moran organization, Danny is a member of the crew of the *Doris Moran*, and has been with the company since June 1, 1942—only about three months short of 14 years—which might convey the impression that he functions satisfactorily, to say the very least. That's an eight-inch steamer line he is handling on the forward bitts.

# Memories of Pioneer Days of Oil Transportation

By EUGENE F. MORAN

RECENT publication of the book entitled "Pioneering in Big Business," by Ralph W. and Muriel E. Hidy, the first of several projected volumes on the "History of the Standard Oil Company (New Jersey)," awakened in me reminiscences of the early identification of the Moran Towing Company with the Standard Oil Company.

I had been reminded of this previously, in fact, when the Standard Oil Company (New Jersey) announced the formation of its subsidiary, the Esso Shipping Company.

Particularly pertinent, the Hidy's book is a study of the policies and practices followed by executives of the Standard Oil combination during the years of its ascendancy—a method of team operations basic to the growth and development of the American petroleum industry and business administration in general. Although it covers the entire range of Standard operations, my recollections are relevant to chapters and parts of chapters having to do with the water transportation of petroleum.

The association of Moran and Standard dates from the 1870's, even pre-dating the Standard Oil Lighterage Department, organized and put into operation on October 3, 1884. It will be recalled that Mr. Richard Charles Veit was named manager of this new department, having been active in the lighterage operation of the company since 1880.

## S.O. Lighters and M. Tugs

Back in those days the floating equipment of the Standard Oil Company consisted of five tugs of the harbor type and forty-six harbor lighters. When the volume of harbor transportation exceeded the capacity of the Standard Oil tug fleet, the surplus cargo lighterage was assigned for transportation to the Moran tug fleet. This situation developed particularly during the winter months when the harbor suffered greatly from ice congestion. The blue fresh-water ice came down the North River from the upper reaches of the Hudson, blocking the finger pier

slips and mid-channel with large floes of ice—at times acres in area. These ice floes were called "harbor masters," as they frequently carried everything before them, including pier ends. With the advent of the high-powered, double-ended, screw-driven ferryboats on the North River, the ice hazard was considerably reduced.

During the early 'eighties, water-transported petroleum was contained in barrels and cases. These containers, for the most part, were loaded into sailing vessels for the transatlantic, South Atlantic and Far East trade. The vessels took on cargo at the eastern district section of Brooklyn, known as Green Point, and at the Bayonne, New Jersey, refineries. The ships had a capacity of from eight to ten thousand barrels, with a relatively larger capacity for oil contained in cases. With the stringing of cables for the Brooklyn Bridge in the late 'seventies, necessitating the striking of the lofty topmasts of the larger sailing vessels, the loading at Green Point refineries was curtailed. At that time, of course, there were no modern tankers, and the shipping of oil in barrels and cases greatly retarded its movement. Actually, it required about eight days to load each vessel.

## Two-thousand-barrel Tanker

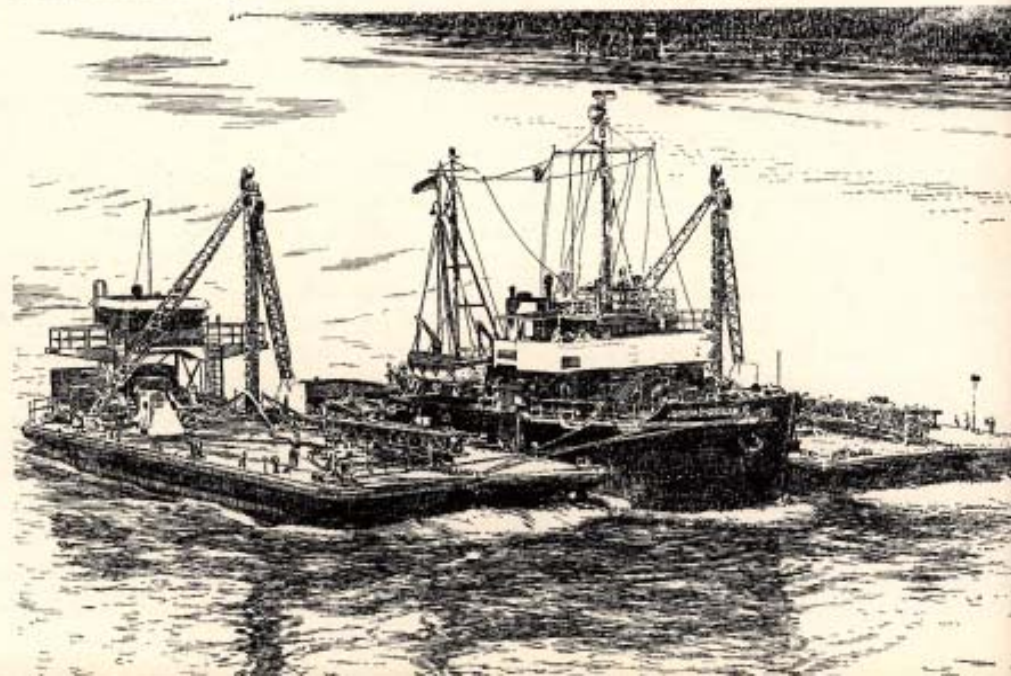
In 1885 a progressive move was inaugurated by the Standard Oil Company in the purchase of the schooner *Amelia G. Ireland*. The *Ireland* (official No. 733), 284.31 G.T., 270.31 N.T., 124 feet by 30 feet one inch by 12 feet four inches, was built in Som-

erset County, Maryland, in 1886 by John Craig. The ship was reconditioned at the Standard yard, Green Point. Tanks were installed in the hold and on deck, so that the ship had a total capacity of 2,000 barrels. The master of the vessel was Barney McDade, an experienced coasting schooner captain. His vessel transported petroleum products weekly between Boston and the Standard Oil Company's refinery at Green Point, towed by the Moran tug *F. W. Vosburgh*, until September, 1890. Standard Oil Company was not operating coastwise tugs then.

## Captain Richard J. Moran

The *Vosburgh*, noted along the coast for its speed, was a wooden tug, equipped with a fore-and-aft compound engine, 20 inches by 34 inches. During the towing operation of the *Ireland* between New York and Boston, the master of the *Vosburgh* was Capt. Peter Cahill, and his mate was Capt. Richard J. Moran. When Captain Moran became captain of another tug, he was succeeded on the *Vosburgh* by Capt. Thomas Fenlon, who later achieved fame as master of Standard Oil Company steamers for his many successful long towing operations. Captain Fenlon's first successful long towing operation occurred while he was master of Standard Oil's *S.S. Atlas*. Departing from New York on December 16, 1904, with the Standard Oil Barge No. 93 in tow, bound for San Francisco, he arrived at his destination on February 27, 1905, after completing what at that time was the longest

(Continued on Page 10)



Drawing: Philip Kappel, New Milford, Conn.

## Conversation Piece: Dispatchers Consider Problems Posed by Inexact Draft Reports

**N**ICK BODLOVIC, Moran's chief dispatcher, was making an interesting point during a lull in the communications obbligatorily requiring the undivided attention of all hands in that 25th floor, southwest corner office overlooking a considerable expanse of the world's busiest port. It was an important point, too, from more than one angle.

"You wouldn't think it would make much difference," he was saying, "whether or not we have really accurate information as to the draft of loaded ships entering this harbor. I mean the vessels we have been or will be called upon to dock.

"Let's say an incoming tanker, one of those big ones, is reported to be drawing 31 or 32 feet. The chances are she cannot be docked at the terminal designated until high slack water, so she goes to an anchorage.

"Later—a lot later in some instances—the assigned tugs, with the pilot, make ready to dock her. But there is a discrepancy, it turns out. She is drawing only 29 or 30 feet and, in view of that, she could have been docked when she arrived, immediately.

"Do you know what it costs an owner to have a loaded ship at anchor, maybe waiting a tide around?"

(Your reporter has no way of knowing, but his horseback guess—and in his bracket, "it ain't hay"—would be in the neighborhood of two or three thousand dollars.)

Danny Grandone, one of the senior dispatchers, apparently had been considering the obverse side of the question.

---

**FLOATING POWERHOUSES**—The Cunard liner *RMS. Queen Mary*, 81,237 gross tons, 975 feet long, with a breadth of 118.5 feet and a depth of 68.5 feet, has docked in New York with the assistance of as few as five Grace Moran-class tugs in at least one memorable instance. Here three tugs of that class—*Barbara*, *Carol* and *Maira* (Moran)—all diesel-electric, rated at 5,250 horsepower in the aggregate, converge on the port bow of the superliner as she is being "shaped up" for another, but strictly routine, docking at Pier 90, North River, under the direction of a Moran pilot, who might have had three or possibly four more units of the "M" fleet at his disposal on this occasion. It is not difficult to see why such a precisely skillful operation is practically irresistible to photographers either ashore or afloat. Our staff man, Jeff Blinn, aboard another working tug at the time, was no exception.

---

"Yes," he said, "but assume your tanker is reported to be drawing 29.5 or 31 feet, and the orders are to dock her right away. We find she is drawing 33 feet, actually. It might be impossible to put her in where she is supposed to go—and if you try it you can get in trouble, maybe bad trouble."

Danny went on to say that elsewhere in the Port of New York, at least in a good many areas, it is possible to dock a given ship anytime—that is, on any stage of the tide and regardless of the time of day or night. But it is very advantageous for a tug

dispatcher to have the bona fide draft of such a vessel because of local weather and tide conditions.

"Fewer tugs might be required, thus saving the owner money—an appreciable amount in the course of a year. On the other hand, the services of an extra tug might be indicated; but who cares about moderate additional expense when it is compared with the cost of damage that could be caused by being under-tugged?"

(Here the point should be made—it was made by another relentlessly logical dispatcher on duty, another Danny, surnamed Nelson—that tug operators are not paid, as the Sandy Hook pilots are, according to the drafts of the ships they are charged with handling.)

Although continuous and vigorous efforts are made by the Corps of Engineers, U. S. Army, as well as by various commercial interests involved,

(Continued on Page 12)





**MAIDEN ARRIVAL**—New York harbor gave the traditional welcome December 10 to Cunard Line's newest addition to its North Atlantic fleet, the 22,000-ton *Ivernia*. Naturally, Moran tugs assisted her in docking. Vincent A. G. O'Connor, New York Commissioner of Marine and Aviation, boarded the ship at Quarantine to extend the city's greetings to her master, Capt. Alexander B. Fasting. The *Ivernia* is a twin-screw one-stacker, 608 feet long, with a beam of 80 feet. She has nine decks and can accommodate 110 first-class passengers, 830 in tourist-class; and she has 300,000 cubic feet of cargo space. In this instance the ship brought 727 passengers from Liverpool, England, and Halifax, Nova Scotia. She was scheduled to make three other calls at New York this winter before being transferred to Cunard's Canadian service.

### Viva Napoli!

Gentlemen:

I have been very glad to receive the photographs of the lower part of Manhattan of the City of New York, and of the Statue of Liberty, which I have admired very much. I assure you that my recent visit over there is still very vivid in my mind, and I thank you very much for your kind thought. With my best regards, I remain sincerely yours,  
**ACHILLE LAURO**  
*(Mayor of Naples, Italy)*

**LIGHTSHIP MOVED**—Because her former location in Lat. 40°37' N., Long. 60°18'30" W. turned out to be a witch's caldron, virtually a vortex of tidal currents from various points of the compass, Nantucket Lightship was moved last month (January) eight miles, 238° true, to a calmer spot in Lat. 40°33' N., 69°28' W. Here, the U. S. Coast Guard hopes, her crew will be able to eat and sleep and will lose less weight on duty.

### Average Man

Help me to be an average man  
 And have the average things;  
 Give me the mean of Skid Row,  
 The life of kings.

Help me to live an average life  
 With the average span of years;  
 Give me my share of happiness,  
 My share of tears.

And let me never be so rich  
 That I cannot understand,  
 Nor yet so poor I cannot lend  
 A helping hand.

If I can bear the average fruit  
 And be an average guy,  
 I'll take my chances here below—  
 And when I die.

GROVER

*(SS. Esso Asheville, China Sea)*

**WEST COAST EXHIBIT**—That New York Times aerial photo, "Line-up of Liners," on Page 5 of the Christmas issue of *Tow Line*, was of special interest to Hugh Gallagher, assistant to the president, Matson Navigation Co., San Francisco—so much so in fact that he rummaged around in his historical file and came up with a Pacific Coast counterpart. Also an aerial shot, Hugh's exhibit shows 14 or 15 ships, including Matson liners, in adjoining berths at San Francisco sometime during World War II. "The line-up from the bottom of the picture," he writes, "is *Golden Harvest*, *Monterey*, *Matsonia* (now the *Italia*), and *Mariposa* (now the *Homeric*). I cannot identify the other ships, but there are plenty of them. This photo was made in wartime when the ships were all in gray. The little one at the end of the dock is the *Ernie Pyle*, named for the famous newspaper man, and she is in the process of delivering troops to be taken out on one of our liners."

### Signal from South America

Dear Sirs:

I am just in receipt of your 1956 calendar and the print of New York harbor. These are real works of art, and they will have prominent places on the walls of our house. We appreciate your sending them to me. I have also received your magazine, *TOW LINE*, for the past year. I have found it very interesting and, when I have finished reading it, I pass it on to friends who say they enjoy it, too. Thank you for both of these favors.

J. S. LAWTON  
*(Paramaribo, Surinam)*

**DOMINANT PORT**—A survey completed late in January by the Maritime Association of the Port of New York indicated almost twice as many ships visited New York last year as were tabulated by any other port in the United States—12,625 arrivals and 12,605 departures. Hampton Roads, Va., was second best with 6,629 and 6,585, respectively.

### Pilothouse Window



No matter where you look when you are making the rounds of New York harbor aboard a working tug, what you see is interesting—if not downright inspirational. Here is another Delaware Camera Club shot, this one of John S. Johnson, mate, 352 Sixty-third Street, Brooklyn, at the wheel of the *Doris Moran*; and of course the torch-bearing lady in the hazy background would have to be identified only for some cloistered head-shrinking tribesman of the Upper Amazon jungles. Mr. Johnson has been employed aboard Moran tugs since December 1946. He doesn't seem under-nourished or dissatisfied, does he?

## Unique Panorama

Dear Mr. Munroe:

What nostalgic memories the cover of your Christmas, 1955, *TOW LINE* brings! A trip to the location depicted thereon is always included in my itinerary while in New York City, and a few minutes spent on the bulkhead of Pier One, North River, never fails to produce a familiar face. Looking back 30 years, Mrs. Hearon can see herself entering the doorway of 17 Battery Place, where she was employed in a corner office on an upper floor, having the advantage of the unique panorama which this location affords. We would be very appreciative of a copy of the cover picture for framing. *TOW LINE* always interests me, and I am pleased to receive it.

WILLIAM C. HEARON, Pilot  
(Box 746, Balboa, Canal Zone)

**BUSIEST-PORT DEPT.**—We find this type of aerial photo practically irresistible, so here's another busy day on the North River waterfront, as recorded by Stan Gilbert of Flying Camera, Inc., January 18. Nine ocean liners, including some of the largest vessels in passenger service, were in berths from Pier 84, Forty-fourth Street, Manhattan, to Pier 95, Fifty-fifth Street. Thus, looking north from the bottom of our picture: *Independence*, American Export Line; *Andrea Dorea*, Italian Line; *America*, U. S. Lines; *Ile de France*, French Line; *Caronia*, *Queen Mary*, *Mauretania*, and *Franconia*, all Cunard Line; and *Empress of Scotland*, Canadian Pacific Railway Co. This did not constitute a day's record, however, since as many as 15 such ships have been tied up at these passenger piers simultaneously. Upper left: New York Central Railroad freight yards and piers; lower right: a Consolidated Edison gas storage tank; upper right-center: Metropolitan Museum of Art in its eastern Central Park setting at Fifth Avenue and Eighty-second Street. . . . A few people reside hereabouts, it appears.

**CANADIAN TANKER**—Not that the date matters, but this was on December 6. Our *Pauline L. Moran* and *Peter Moran* were assisting the 17,847-gross-ton *Andros Fortune*, owned by Andros Shipping Co., Ltd., Montreal, Que., to sail from Pier 15, Hoboken, N. J. Capt. James Fagerstrom, 528 Grant Avenue, Baldwin, L. I., a company employee since mid-September, 1947, is pictured at the after controls of his tug, the *Peter*. Capt. Charles P. Sheridan was the pilot in charge. Orion Shipping & Trading Co., Inc., 80 Broad Street, New York, operates the tanker, and the latest information available as we write is that she sailed from Portland, Me., January 24 for Puerto la Cruz, Ven.



## Man Previously Starving; Can He Ever Get Full?

Dear Sir:

In all sincerity I would like to say that the Christmas number of *TOW LINE* just received was to me the crowning and most pleasurable surprise of the festive season—not only for the intrinsic usefulness of this particular issue, but for the promise it contained . . . that henceforward I shall enjoy the privilege of a place on your distribution list. No conventional expression of thanks could convey the boundless satisfaction I feel in this magnificent piece of news, which will give almost equal gratification to the crowd of tug-masters and other tug-adherents who are regular visitors to my den.

The issue referred to carries an invitation to readers to ask for reproductions of the fine cover-picture of New York harbour. In face of the beneficent shower of Moran good-nature already rained on me, which includes a beautiful calendar, I am positively embarrassed to file my application. If I seem grasping, be reminded that an erstwhile starving man can't believe he will ever be full!—and *TOW LINE* is the sharpest stimulant I know to a tug-ish appetite.

R. KRUMM  
(Cape Town, Union of South Africa)

**PIO, NEW YORK**—John K. (Jack) Tennant, ex-Marine News, ex-The Mast magazine, has been appointed special assistant, public information, to Capt. Hewlett R. Bishop, Atlantic Coast Director for the Maritime Administration, with HQ at 45 Broadway, Manhattan. He succeeds Charles H. Godsoe, who left the government service to become editor of U. S. Shipping.

## Master Tobin Is Correct

(Letter received by a Cunard Line director in London, England, and passed along to prove "that the fame of Moran tugs is not confined to the United States—or did you know this?")

Dear Sir:

I have a great interest in ships, but my special interest falls on tugs. I like to know the owners of tugs and I would be very pleased if you could write back and tell me who owns the tugs that assist the large Cunarders into dock at New York. I believe that those tugs have the letter "M" on the funnel. I expect you think this is a most unusual request, but I like knowing the owners of ships. Wishing you and the Cunard Line the greatest success in the future.

(Master) MICHAEL TOBIN  
(Putney Hill, London, S. W. 15)



# Hudson River

# ICE



Captain Grimes, Master of the Doris Moran



**W**E DON'T very often have adequate material for a layout such as this. As a rule, if weather conditions are favorable then pictures are unobtainable for one reason or another. In New York harbor, although "ice trouble" recurs as inevitably as the winter solstice, the severe conditions of early years for the most part no longer prevail—which is a good thing for all hands. For once, however, TOW LINE has an up-to-date set of convincing ice photographs, perhaps four dozen in all, a few of the most characteristic of which are presented herewith.

The chronological account itself is rather simple, and there is no need to be concerned with it in very much detail. The accompanying pictures tell the chilly story well enough . . .

The relevant dates are January 20-21. Our diesel-electric tug *Doris Moran* (Capt. Mark M. Grimes, Waterford, N. Y.) left the Sun Oil Co. terminal, Newark, N. J., at 0825 with Seaboard Shipping Corp.'s petroleum barge *Signal Hill*, loaded with 21,400 gallons of gasoline for the Sunoco terminal at Rensselaer, N. Y.

The *Helen B. Moran* (Capt. Torbjorn Sorensen, 1134 Eightieth Street, Brooklyn) shoved off from Bayonne, N. J., at 0130 with a companion tow: two Texas Company barges, Nos. 379 and 397, with a consignment for the Texaco terminal at Albany.

A third tug entered the picture at 0730, when the Texas Company's *All American*, which had been on assignment in Long Island Sound, joined the convoy off Spuyten Duyvil.

All this was on the morning of the 20th, and the idea, obviously, was to





Sun City Lighthouse, between Hudson and Athens, N. Y.



reach two destinations with the least possible delay, considering the only too apparent difficulties ahead.

A sort of rough log kept by our cameraman aboard the *Doris Moran* indicates that the going became increasingly tough:

Shortly after noon at Yonkers, skim ice; 1440, Tarrytown, more of same; 1635, Stony Point, moderate ice floes; 1730, Bear Mountain Bridge, heavy ice; 2255, Mid-Hudson Bridge, Poughkeepsie, heavy ice; 0125 (January 21), Kingston, moderate ice; 0225, Turkey Point, same; 0300, Saugerties, same; 0320, ½ mile south of Wanton Island, the *Helen B. Moran* and the *All American* stalled in heavy ice; 0320-0510, *Doris Moran* let go of her barge and broke ice to Greene Point; 0510, *Doris* picked up barge; but, 0600-0715, she had to let go again and break ice from Livingston Creek to Catskill; 0800, Catskill, heavy ice; 1000, Hudson, more of same; 1320, Castleton Bridge, light ice; 1430, arrived off Sunoco terminal; and, 1430-1500, breaking ice so barge could be docked.

That was it, approximately. The tugs assisted each other, but the *Doris*, biggest, huskiest and by far the most powerful, was the acknowledged workhorse of the three when it came to breaking a channel through that late-January Hudson River ice. And it seemed to be the consensus of crewmen that this voyage differed somewhat from one of those restful, without-incident cruises along the Mohawk, Oneida, Seneca or Oswego Rivers in mid-summer—in more ways than one.



---

## Pioneer Days...

(Continued from Page 4)

---

tow made by a steamer with an oil barge. In my opinion, abstracts from Captain Fenlon's log, particularly that part which relates to his adventures in the Straits of Magellan, are comparable to Conrad and Dana at their best.

The *Ireland* was the first tank-fitted oil barge to be operated out of the Port of New York. It was sold to the Tidewater Oil Company of New Jersey in September, 1890, and was operated by that company until November 26, 1898, when it was wrecked at Gay Head, Mass. When the ship was bought and reconditioned, the marine superintendent was authorized "to buy a full set of sails for the Schooner *Ireland* at a cost of \$410"—less than the cost of a set of sails for a 38-foot yawl today.

### Transatlantic Towing

Richard Charles Veit, who put the schooner *Ireland* into operation as a tank barge on the Boston run, inaugurated the many long and hazardous tows of oil barges that were successfully completed. His accomplishments inspired him to fit out the *S.S. Colonel E. L. Drake* and the Standard Oil barge *No. 95* for an experimental towage to London. The expedition, under the command of Capt. Thomas Fenlon, departed from New York on July 3, 1905, and reached London on July 20. The *Drake* and tow left London for Port Arthur, Texas, on July 25, and arrived on August 18. Following this successful transatlantic trip, the tanker *Iroquois*, of 9,202 gross tons, 12118.90 D.W., and barge *Navahoe* of 75,000 barrels capacity, were built. They had

a capacity of 148,809 barrels of oil.

Captain Fenlon, a pioneer in long distance towing, was sent to the United Kingdom to supervise fitting out the steamer and barge, and the training of personnel in towing operations. The *Navahoe* after twenty-three years of towing service, was consigned to that wide and nameless sepulchre in the ocean referred to as Davy Jones's locker, about fifty miles north of Dragon's Mouth, Trinidad.

### Starting Salary: \$3 a Week

Mr. Veit, widely known in maritime circles as "Dick" Veit, was born in New York City on November 17, 1855. After graduating from primary school, he entered the College of the City of New York. At an early age he got a job as office boy with the firm of Rockefeller, Andrews and Flagler, the predecessor of the Standard Oil Company. His starting pay was \$3 a week.

In 1880, when the Standard Oil Company succeeded Rockefeller, Andrew and Flagler, "Dick" Veit was made chief of the lighterage department. Later this branch of the business was known as the Marine Department, Standard Oil Company, and Mr. Veit continued as its head.

The rapid expansion of the great corporation developed its marine business at an early period to a volume that had never before been equalled in the history of trade. The Moran Company in 1891 built a 125-foot tug and, honoring Mr. Veit, called it the *R. C. Veit*. The tug later was sold and operated out of Gulf ports until recently, when it was scrapped. "Dick" Veit was well and favorably known in maritime circles throughout the United States—in fact, throughout the world. He was a popular member of the Lotos Club,

### FLEET FIGHTERS—December 12

and January 5 were moving days for these sleek units of the U. S. Navy, and Moran tugs (six in one instance, 10 in the other) did the necessary. Left: The light cruiser *Little Rock*, 610 feet long, 13,000 tons loaded displacement, was transported from Bethlehem Steel's Hoboken plant to Bayonne Terminal. Right: The battleship *Wisconsin*, 887 feet long, 57,600 tons loaded displacement, had to be shifted from drydock at Bayonne Terminal to a berth along the south wall of the same Navy facility.

having served for some time as a member of the board of governors.

On August 28, 1919, this great maritime expert passed away while making an inspection tour of the Standard Oil equipment in the Orient. Were he alive today, he could well be proud of the achievements of the Standard Oil lighterage department, begun during his own management and continued by those who have so ably succeeded him in the management of the marine affairs of Standard Oil.

Mr. Veit's grandson, also "Dick," is connected with Standard's marine department, at present in Boston.

### Creole Petroleum Tows

During the year 1948, with the development of the Lake Maracaibo region of Venezuela by the Standard Oil Company of New Jersey subsidiary, Creole Petroleum Corp., six Moran tugs were engaged in towing various units of floating equipment from the lower reaches of the Mississippi to Lake Maracaibo, covering approximately 41,000 miles of water transportation.

The line drawing on Page 4 of this issue is of two Creole Petroleum lighters, *Nos. 2145 and 2146*, in tow of our tug *Joseph H. Moran, II*.

## American Ports That Passed Million-Ton Cargo Mark, 1954; Moran in Forty-seven

**W**ATER-BORNE commerce in one hundred and twenty-two American ports—sea, Great Lakes, elsewhere inland—now exceeds a million tons a year, according to an official tabulation recently completed by the Corps of Engineers, U. S. Army, and reported by the American Waterways Operators, Inc., Washington, D. C.

Thirty-four ports had tonnages in excess of ten million tons, each.

The A.W.O. predicts that when the 1955 tabulation is made several other ports will be shown to have exceeded the million-ton mark.

Seventy-four of the ports with more than the significant million tons of commerce are served by navigable rivers or canals or both.

Moran tugs—of the ocean, coast-wise, harbor, or inland waterway type, as the case may be—have operated in and out of forty-seven of the million-tons-plus ports listed in the Corps of Engineers survey, and not merely once, but in most instances many, many times They get around.

Here is the list, with the corresponding tonnages:

PORT	TONS
New York Harbor	137,353,454
Houston, Texas	43,244,841
New Orleans, La.	40,560,350
Philadelphia, Pa.	40,299,023
Baltimore, Md.	38,434,302
Chicago, Ill.	31,674,992
Toledo, Ohio	27,549,366
Norfolk, Va.	26,211,832
Beaumont, Texas	22,684,282
Detroit, Mich.	21,211,941
Marcus Hook, Pa.	20,569,230
Port Arthur, Texas	19,925,081
Buffalo, N. Y.	18,786,129
Boston, Mass.	17,878,336
Indiana Harbor, Ind.	17,407,937
Cleveland, Ohio	15,466,664
Texas City, Texas	14,388,797
Mobile Harbor, Ala.	13,873,167
Paulsboro, N. J.	13,661,727

Portland, Me.	11,782,242
Newport, News, Va.	11,590,696
Tampa, Fla.	9,812,962
Pittsburgh, Pa.	8,302,847
Milwaukee, Wis.	7,781,559
Lorain, Ohio	7,659,670
Providence, R. I.	7,439,820
Albany, N. Y.	6,307,846
New Haven, Conn.	6,296,646
Louisville, Ky.	5,357,589
Jacksonville, Fla.	5,267,749
Hempstead Harbor, N. Y.	5,144,580
Galveston, Texas	4,444,833
Savannah, Ga.	3,751,841
Charleston, S. C.	3,419,929
Wilmington, N. C.	3,362,770
Port Everglades, Fla.	2,884,258
Camden-Gloucester, N. J.	2,773,884
Miami, Fla.	2,619,778
Wilmington, Del.	2,438,838
Bridgeport, Conn.	2,163,654
Northport Bay, N. Y.	2,095,998
Oswego, N. Y.	1,983,596
Fall River, Mass.	1,775,297
Mackinaw City, Mich.	1,216,875
Orange, Texas	1,192,608
Port Jefferson, N. Y.	1,054,165
Chester, Pa.	1,050,386

**MUSEUM HEAD**—The Marine Historical Association of Mystic, Conn., has acquired the services of Vice Adm. James Fife, Jr., USN (Ret.), a naval officer for 38 years, as its director.

## Associates Honor Captain Huseby, Recalling Memorable Incidents in His 35-Year Career

The party itself was no surprise to Capt. Anton (Tony) Huseby, senior Moran docking pilot, but what happened in the course of the festivities certainly was . . .

Officials and shoreside men employees of the company, augmented by Captain Huseby's associate members of Reynolds Pilots, honored him in peculiarly fitting style Saturday evening, January 28, at an all-out dinner at the Statler Hotel. Preceded by a meeting of the internationally noted pilots' association, the occasion marked Tony's completion of 35 years of service with Moran—32 consecutively. Principally but not solely, because of brightly glowing tributes paid to him by Rear Adm. Edmond J. Moran, president, Joseph H. Moran, II, and John S. Bull, vice presidents, Capt. John A. Bassett, speaking for the pilots, and Capt. Joseph Dowd, speaking for the dispatchers, it was a milestone in his 70-odd years that he will long remember. Joseph B. Moore, assistant vice president (sales), acting as toastmaster, had no need to suggest the encomiums.

Accompanying photos, counter-clockwise from upper left, tell the story. (1) Joseph H. Moran, II, presents Captain Huseby with party menu signed by all hands. (2) Mr. Bull presents picture of Tony aboard the old *Alice M. Moran* when he was her captain. (3) Eddie Johnson, left, Capt. Leonard Goodwin, and accordionist in "close" harmony. (4) Captain Bassett presents appropriately engraved wrist watch, gift of pilots. (5) Captain Dowd entertains impromptu.



## Conversation Piece . . .

(Continued from Page 5)

to maintain at least minimum required depths in channels, anchorages, turning basins and slips (\*see foot note), the natural process known as "silting" creates a never-ending problem. This is especially true in areas where the tide "sets" in toward a particular bulkhead or group of finger piers. Worse, it is virtually impossible to keep track continuously of the safe working depths of waters in such areas.

(This shop talk between dispatchers continued, although the seldom idle two-place Moran telephone switchboard began to interrupt at intervals. Also, some of the "M" tugs had urgent messages to transmit over their VHF radiotelephones, with each other and with 17 Battery Place.)

Somebody said ships, especially tankers, are coming bigger and bigger these days, with more and more draft, and that it is a lot simpler to increase the size of a ship than to provide channels and slips of adequate depths.

Why shipmasters should not be extremely conscientious about advising their agents or other essential operating agencies as to the maximum drafts of their vessels—and well before entering port—was a question that nobody seemed disposed to try to answer. Although it is answerable, it is left open here, too . . .

(\*)See the October and Christmas issues of *TOW LINE* for details regarding this gigantic operation; or better still, if you ever have an opportunity, listen to a lucid explanation by J. P. Groenendyke, Jr., Chief of the Operations Division, New York District, Corps of Engineers, 111 East Sixteenth Street, Manhattan.

## South America Bound



Color aplenty there would be here—in flags, the tug captain's shirt, that Grace Line ship, and a festive crowd topside on the pier—if our Tow Line photographer had been equipped with something besides black and white film. This was back in October, according to the date on the print, and the *Maira Moran* was helping the *Santa Rosa* off on another trip to the southern continent. The fellow at the after controls of the tug is William Morrissey, 42 Bartholdi Avenue, Jersey City, N. J., who has been with the Meseck and Moran companies just a little more than 10 years. . . . And you're not likely to find neat creases like that in the trousers of the chair-borne sailor typing this item!

**DANCING SHADOWS**—Plumes of smoke from the stacks of a pair of old steam tugs made an interesting pattern on the sunlit water of Upper New York Bay for this against-the-light telephoto shot, from one of the windows in Moran's 25th-floor dispatching office, as the Italian liner *Cristoforo Colombo* arrived in port December 20. Beyond the ship's wake in the left background is the Statue of Liberty; at the upper right, Ellis Island. Diesel-electric tugs of the "M" fleet docked her at Pier 84, North River.

## NEW SHIPS

(New York Times editorial, Jan. 31, 1956)

More new ships, liners and freighters, will soon be on the drafting boards under the agreement signed by the Grace Line and the Federal Maritime Board. Two 20-knot, 15,000-ton liners are to be laid down soon, and a long-range program calls for replacement of the company's entire fleet of freighters and passenger cargo vessels. The total cost, including Federal subsidy aid, will be \$286,000,000.

The Grace Line has a tradition of service on the long route between New York and West Coast ports of South America. Its green-black-white funnels are familiar in the northern ports of the southern continent. That is where the bulk of the company's passenger business lies, and it is for this run that the new liners are specially designed, to replace the trim *Santa Paula* and *Santa Rosa*.

Like the big airlines, which are ordering fleets of giant jet-engined transports for the future, the steamship companies are planning big for the years to come. Both forms of transport carry our flag and our symbols to the farthest reaches. What is going on in other lands? What are their people like, and what are they thinking? The big operators of world-wide transport lines, both sea and air, are specially qualified to know. And they are investing heavily in tomorrow.

Editor's note: Moran tugs handle the following Grace Line ships, which operate between U. S. Atlantic ports (New York and others) and the Netherlands West Indies, Venezuela, and Colombia:

(Passenger ships) *Santa Paula* and *Santa Rosa*; (passenger modified C2-type air-conditioned ships) *Santa Clara*, *Santa Monica*, and *Santa Sofia*; (freighters) *Santa Ana*, *Santa Catalina*, and *Santa Teresa*.

Also, between U. S. Atlantic ports (New York and others) and the Panama Canal Zone, Panama, Colombia, Ecuador, Peru (Bolivia), and Chile:

(Passenger modified C2-type air-conditioned ships) *Santa Barbara*, *Santa Cecilia*, *Santa Isabel*, *Santa Luisa*, *Santa Margarita*, and *Santa Maria*; (C2 freighters) *Santa Ines*, *Santa Olivia*, and *Santa Rita*.

As to the foregoing editorial comment of the New York Times, it might be noted here in passing that Moran Towing & Transportation Co. also is "investing heavily in tomorrow," as witness a heavy construction program now in its sixth year—with particular emphasis on the two ultra-modern diesel-electric tugs now being built at Oyster Bay, N. Y. (See Page 3.)

### Many Thanks!

Your salty calendar came today—  
A busy scene in New York Bay:  
A handsome tug and ships and such—  
For which I thank you very much.  
It hangs here on our office wall,  
A handy thing for one and all.  
Some like cuties styled by Petty,  
Some like Nature, bright and pretty;  
But the scenes that take my eye,  
They have ships and sea and sky.  
So now you've made us very happy:  
This Evers art is gay and snappy!

ARTHUR F. [ABE] LINCOLN

(67 Upland Rd., Quincy, Mass.)



## 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.)

**JAN. 1, 1906**—Tug *Edward Luckenbach* with barges *Washington* and *W. H. Connor* in tow arrived in New York December 30 from Brunswick, Ga., with 3,000,000 feet of lumber. . . . *Bessie Whiting* (schr), lumber laden, Port Royal, S. C., for New York, was in collision December 27 off Sandy Hook with two mud scows in tow of tug *John Fleming*. Both scows overturned. . . . *Henry O. Barrett* (schr), coal laden from Norfolk for Portland, coming through Vineyard Sound off Quicks Hole night of December 31 before a NW gale, an immense wave boarded her on the port quarter and swept Captain Norton and First Mate Conley overboard, and both were drowned. The wave was more than 12 feet high and crashed through sails and deckhouse and swept entire length of deck, doing considerable damage. . . . Steamer *Olympian*, a side-wheeler, has been sold by Oregon Railroad & Navigation Co. to C. L. Dimon of New York. She will be towed around Cape Horn to New York, where she will be placed in commission as an excursion steamer.

**JAN. 10, 1906**—*Ariosa* (tug), while returning to New York from dumping grounds off Sandy Hook night of January 3, with two scows in tow, struck on Romer Shoals and became a total loss. The scows were picked up and towed into port. . . . *City of Fayetteville* (str) of Wilmington, N. C., ran into a tree January 2, 12 miles above Wilmington. Damaged her upper works and port quarter.

**JAN. 17, 1906**—*Ivanhoe* (tug), with scow *No. 30* in tow, while returning to New York from sea night of January 13, became disabled and anchored off Sandy Hook. Tug *Eugene F. Moran* took scow in tow, and tug *S. A. McCaulley* took *Ivanhoe* in tow January 14. . . . (Delaware Breakwater, January 15) Tug *Cuba* lost barges *Braddock* and *Remus*, from Fall River for Philadelphia, night of January 13 off Northeast End lightship. The *Cuba* was unable to find them, struck a submerged object while searching, and damaged her wheel. The tug left here for Philadelphia with barge *Dunlo*, which she also had in tow. The missing barges were passed at 4 p.m. by steamer *Admiral Schley*, from Jamaica, between Winter Quarter and Fenwick Island lightship, under sail and steering SSW. . . . In trying to save a man who had fallen overboard in a gale off Sandy Hook, the *Eugene F. Moran* lost two men and two barges night of January 13. She was towing three barges owned by Hughes Brothers & Bangs. One barge drifted ashore at Port Monmouth, the second off Conovers Beacon. . . . Cherokee (ss), from San Domingo for New York, ran ashore January 11 near S. Brigantine, N. J., and on the 15th was still aground and full of water. Passengers, captain, crew landed.

**JAN. 24, 1906**—Steamer *Zealandia* of the Spreckles fleet has been purchased by C. L. Dimon for the purpose of towing *Olympian* from Seattle to Boston.



## Brooklyn Boy Scout Investigates Harbor

Young Mr. Ira Titunik, Brooklyn Troop 286, Boy Scouts of America, knows considerably more about what makes New York harbor tick than he did prior to February 9. That was the Thursday he spent aboard the tug *Barbara Moran* and in various offices at Moran HQ—one of more than 150 Eagle Scouts assigned by the Greater New York Councils to spend a full day visiting various industries, familiarizing themselves with operations on all levels.

Ira, who lives with his parents, Mr. and Mrs. Julius Titunik, 591 Ocean Avenue, Brooklyn, is in his sophomore year at Brooklyn Technical High School, knee-deep in a college preparatory course. He would like to attend some good university and learn chemical engineering, he thinks, without being positive about it yet.

Swimming is his favorite recreation—at Ten Mile River scout camp, Narrowsburg, N. Y., in summer, but in pools at the Central Y.M.C.A., Brooklyn, and at school during the chilly season. Apparently, he was able to restrain his enthusiasm along these lines while aboard the *Barbara*, although local waters were comparatively free of ice.

Among other operations, Ira observed his tug and the *Helen Moran* assisting the T2-type tanker *Amoco Pennsylvania* to dock at Gulfport, Staten Island. People here in the office got the impression that he didn't find lunch aboard the *Barbara* too bad.

**FROM FAR PLACES**—S.S. *Memnon*, 7,711 gross tons, was practically a "sitting duck" for a Tow Line photographer January 14 as she idled in midstream between Governors Island and the Statue of Liberty. Our information was that she sailed from Macassar in the Celebes, Dutch East Indies, November 10, and the latest advices are that she arrived in New Orleans on January 31, following her call here. Anyway, our Michael Moran and Ned Moran, with Capt. John Sahlberg as pilot, docked the ship at Pier 20, Staten Island. Alfred Holt & Co., Liverpool, England, are her owners; and Booth American Shipping Corp., 17 Battery Place, N. Y., are her local representatives.

**REGIONAL V.P.**—J. Frank Belford, Jr., executive vice president of Seaboard Shipping Corp., has been elected for a one-year term as a regional vice president of American Waterways Operators, Inc.

## TO, No.'s One-Six

Dear Sir:

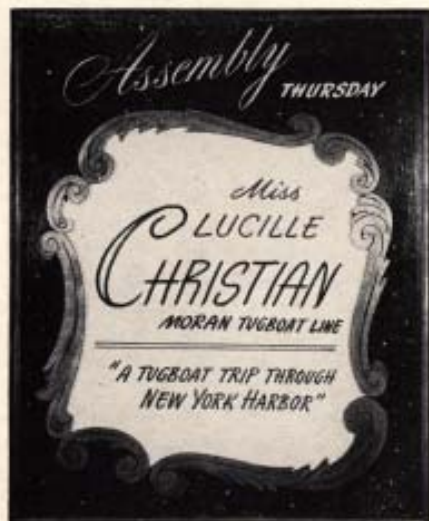
One of the recent issues of TOW LINE carried an excellent photograph of Compagnie de Transports Oceaniques' *M. V. Tohoro*, and the accompanying article raised the question of the meaning of the ship's name. In this connection, Mr. E. Glenat, Director of C.T.O., writes us that in naming their ships they have taken "TO," for Transports Oceaniques, followed by words meaning No. 1, No. 2, etc., in accordance with the entrance into service of the various ships. *Tomoe* is TO No. 1 *Tomaha* is TO No. 4  
*Toroa* is TO No. 2 *Torima* is TO No. 5  
*Tohoro* is TO No. 3 *Tofevo* is TO No. 6

The language used is an old Pacific Islands dialect, used many centuries ago. We thought the foregoing might be of interest to the readers of your very fine publication.

CHAS. ARNHOLS, Dir. of Operations  
(I.F.C. Lines, New York)



### Running Commentary



As you will note, Tow Line associate L.O.C. now has the distinction of being a Poster Girl. In connection with two student assemblies January 12 in the Annex of the School of Industrial Art, 121 East Fifty-first Street, Manhattan, she gave what was described as a "sparkling and vivacious account and translation" of a series of projected color photographs of Moran tug operations made by John B. Kenny, principal of the school, in the course of a couple of days afloat. Included were action shots of the Holland-America liner *Nieuw Amsterdam* being docked at Hoboken, N. J., miscellaneous New York harbor scenes, and a sequence showing our inland waterways tug *Catherine Moran* towing a Seaboard Shipping Corp. petroleum barge, the *Panhandle*, in the New York State Barge Canal, somewhere along the Mohawk Valley.

An unexpected, but pleasant and always welcome, visitor in TOW LINE's home territory just as last month was becoming this month was Adeline Faherty, wife of the frequently foot-loose news editor of the Paris edition of the New York Herald-Tribune, Robert E. Faherty. Mrs. F., a practicing "newspaperman" of no mean distinction herself, sailed for Le Havre aboard the French liner *Liberte* following a visit with her mother in Iowa—and after nicely browning a mess of freshly caught fish in New York.

Rockwell Brank, sometime TOW LINE cover artist, and his wife, Ruth, are the proud parents of a daughter, Patricia Laurel, born January 7. (Statistics: weight, five pounds, 14 ounces; length, 19½ inches.) Their exotic sounding address is Caixa Postal 6, St. Vincente, in the (Portuguese) Cape Verde Islands—16°37' N., 25°2' W., in case the exact location of that tiny spot on the chart of the South Atlantic is a little vague in your mind. Mr. Brank is painting steamers now, according to his brother Charles of Pasadena, Calif., and the Grand Central Art Galleries, New York, handle his exhibitions.

Ending more than 55 years as a salt water sailor, Capt. Roswell F. Eaton, master of the Lewis Oil Co., Inc., tug in Port Washington, Long Island, retired December 23 to his home in Glen Cove, Me. At one time "Cap" Eaton was master of the Moran Towing & Transportation Co. tug *Margot Moran*, and served on her during World War II.

**CHOW DOWN!**—Herman Soderberg, 558 Henderson Avenue, Staten Island, deckhand aboard the *M. Moran*, made these two shots while the tug was assigned to rather rough (at times) duty attending the Texas-tower-type radar platform she and the *Marion Moran* towed from Boston to Georges Bank, 100-odd miles off the Massachusetts coast, July 12-13-14. In the top picture are (left) Joseph A. Goodwin, 1701 Lakeside Drive, Orlando, Fla., first mate; and Capt. Einar Bergstad, 428 Forty-eighth Street, Brooklyn. Below (left to right): Ellis Meyer, 1022 Seventy-first Street, Brooklyn, chief engineer; Raymond Billington, 19 Foote Avenue, East Haven, Conn., assistant engineer; and Ole Tonnessen, 930 Fifty-ninth Street, Brooklyn, oiler. Following that assignment, the *M. Moran* returned to New York briefly, then shoved off for Delaware, Virginia and ultimately South America; but as this item was being typed February 7, she was towing the S.S. *Valeria* from Baltimore to Wilmington, N. C., and her 0915 position was seven miles NE of Frying Pan Shoals, North Carolina. ➔

### Erie Railroad Skipper

Dear Sir:

Would you please add my name to your list of subscribers for your interesting magazine TOW LINE? I am employed as master of the tug *Elmira*, Erie R. R., and have had about twenty-five years of service for this company. It is always interesting for me to observe the activities of towboating in other categories. Incidentally, your Capt. John Sahlberg was employed as my deckhand in 1928.

Capt. CHARLES NORMAN BAUSCH  
(414 Eighteenth St, Union City, N. J.)

In connection with the arrival of Sir Anthony Eden in New York on *R.M.S. Queen Mary*—wasn't it the next to the last day of January?—Dave Garroway's morning TV program, "Today," was heavily loaded with material picked up around Pier 90, North River, including a long shot of four Moran tugs that assisted in the docking, still alongside.

"I LOVE LUCY"—If you happened to be sitting in front of a TV set Monday evening, January 16, and the thing was turned on, and if you looked closely, not permitting your attention to wander, it's possible you were surprised and pleased when one of our *Grace-Moran*-class harbor tugs turned up in a sequence of the "I Love Lucy" show. The story-line was involved with the sailing of an American Export liner from her North River berth.





**DISTAFF CHRISTMAS PARTY**—The date was December 21, 1955, and it is recorded in the office log as the memorable Wednesday evening that Moran gave a holiday party at the Statler Hotel for all the girls of the shoreside staff. From its inception it must have been regarded as a good idea; twenty-four out of twenty-six eligibles turned out in something approximating their Sunday best.

The festivities got under way with cocktails and carol singing, with Mary Samuels, operating department secretary, providing the piano accompaniment—also displaying unsuspected virtuosity as a soloist.

Rear Adm. Edmond J. Moran and Joseph H. Moran, II, president and vice president of the company, respectively, paid a surprise visit to the party to wish all hands a Merry Christmas.

Then what? A turkey dinner with all the trimmings, naturally. The table was decorated with a handsome floral piece, which later was won by Gloria Engel in an impromptu raffle. Christmas remembrances in festive wrappings were at every place setting, and these turned out to be Lady Buxton wallets.

After dinner the contents of a voluminous "grab bag" were distributed. Muriel Murray headed the committee on arrangements.



### Canadian Tug Captain

Dear Miss Christian:

I received the fine calendar and picture showing part of New York Harbor. I certainly enjoyed it, also my issue of TOW LINE, which I look forward to. It is enjoyed by everyone on the city tugs. It is wonderful reading for us to see what other tug crews are doing. We are in our busy season now. We take over the ferry service to the Island... during the winter months, and also place the ships with storage cargoes at the grain elevators for unloading. So it keeps us busy. Wishing the Moran Towing & Transportation Co. every success, and looking forward to seeing your tugs again in the spring.

Capt. W. MITCHELL  
(316 Waverly Rd., Toronto, Ont.)

Everyone is happy to hear that James McKenna, a relief crew mate for Moran, has returned to his home, 405 West Fourth Avenue, Roselle, N. J. Jim was discharged from a hospital January 25, and is convalescing from a stroke suffered early in December. The best of luck to him!

We are indebted to Alexander C. Brown of the Daily Press, Newport News-Hampton-Warwick, Va. — among other thoughtful correspondents—for a clipping from the front page of the second section of that morning newspaper, issue of Monday, January 16. It shows a fine four-column cut of the extraordinary C. G. E. watercolor on our current calendar. Entitled "The Cruiser Newport News Entering New York Harbor," the excellent black-and-white reproduction had this caption under it:

"A spirited painting of the 1949 Newport News-built heavy cruiser that carries the name of her birth-place shows the ship passing through the Narrows in lower New York Harbor. It is the work of Charles G. Evers and is reproduced on the 1956 calendar of the Moran Towing & Transportation Co., one of whose tugs, the *Carol Moran*, appears in the right foreground. These calendars have wide dissemination, and it is pleasant to think that this view of 'our' cruiser will grace the wall of many a shipping office through 1956."

### (1) Yes, and (2) Yes

Dear Mr. Munroe:

As a commercial artist, I have long been an admirer of the work of C. G. Evers, the famous marine artist. I have seen several copies of TOW LINE featuring the work of Mr. Evers, as well as that of several other marine artists. I also noted with satisfaction the many fine photos of maritime activities therein. Would it be possible for me to be placed on your mailing list for the magazine? It would be a valuable addition to my files, for which I would be most grateful. I understand that your 1956 calendar features a masterpiece by Mr. Evers. If a copy is still available, I would appreciate receiving one.

CARLISLE K. FERRIS  
(7207 Cranston Dr., Afton, Mo.)

**FLEET COMMODORE**—Capt. Charles A. Ryan, master of the cargo ship *Steel Fabricator*, has been named Commodore of the Isthmian Steamship Co. fleet, succeeding Commo. Ray V. Tillet. He joined Isthmian 33 years ago and got his first command in 1927.

