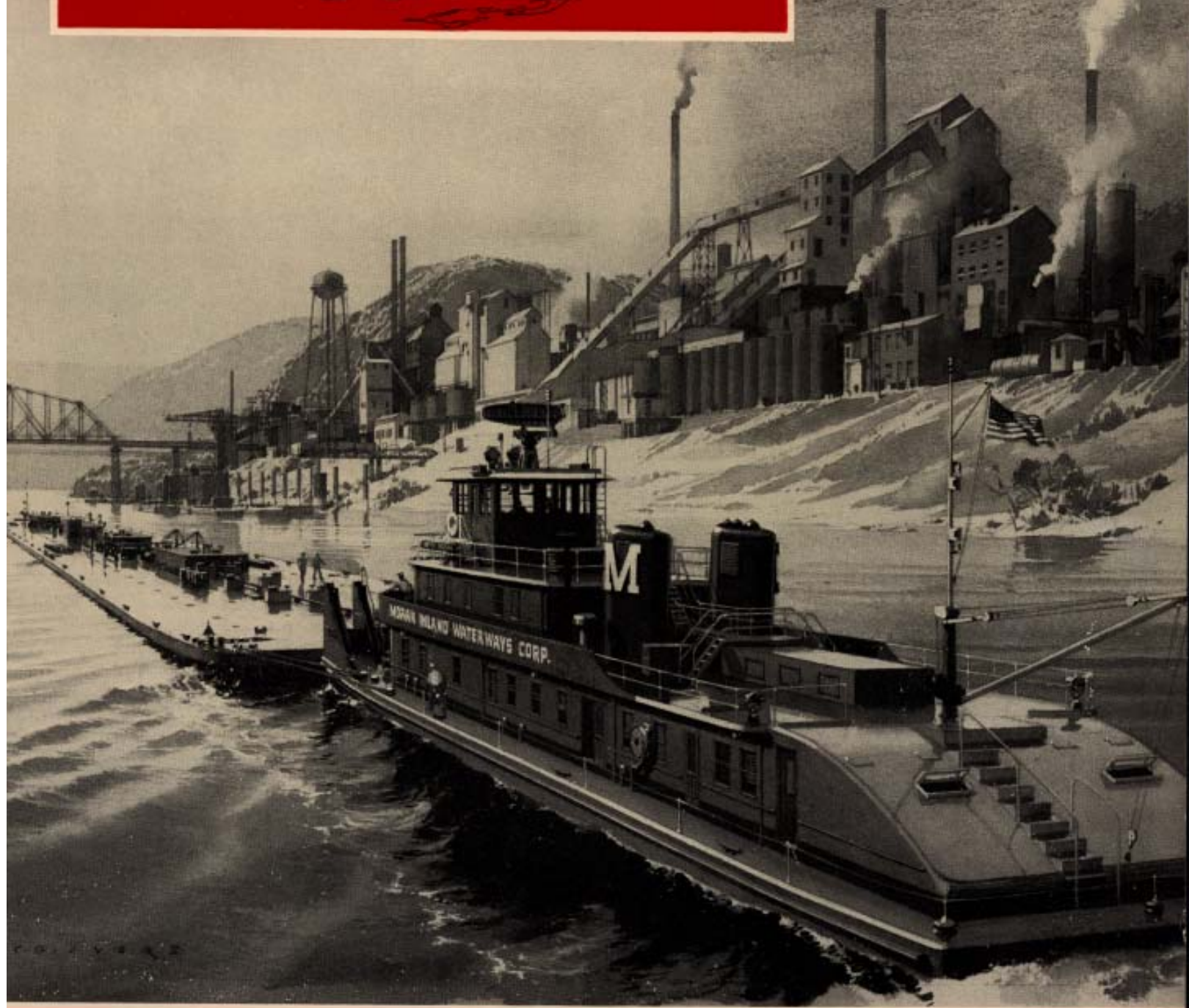


TOW LINE



JUNE, 1957



ON THE COVER—

ELSEWHERE IN THIS ISSUE there is reproduced a news release dated June 12, announcing the opening of a Moran Inland Waterways Corporation office at Mount Vernon, Ind. This is considered to be central and otherwise well suited for business connected with the corporation's operations—movement of liquid bulk cargoes, to date principally petroleum products, on the Ohio River and its tributaries; and this is our cover subject, too.

Even without the familiar signature, anyone would know the picture is by Charles G. Evers.

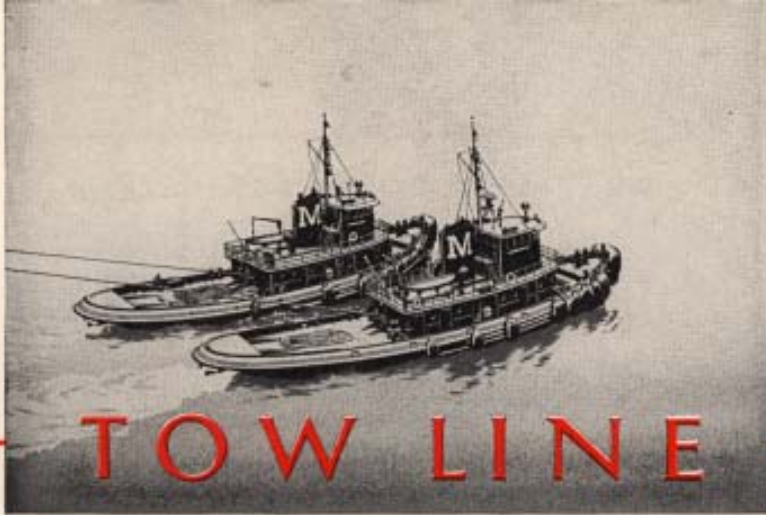
Here then is the 2,160-horsepower diesel towboat *Betty Moran* pushing an integrated tow upriver in the vicinity of Follansbee, W. Va. (This would be 69 miles downriver from Pittsburgh or about a mile downriver from Steubenville, Ohio.) You are on the Ohio side, looking towards typical industrial installations on the West Virginia side: from left to right, plants we can identify for you as Wheeling Steel Corp., Allied Oil Co., and Koppers Co., Inc., operations. The span in the left background is the LaBelle railroad bridge across the Ohio River.

Without an exact date it is impossible to report what is in those Intercity barges, or how much of it, but we can tell you that a four-barge tow loaded to something like capacity would be carrying in the neighborhood of 71,000 barrels.

We hope you admire the picture—and the equipment.



Moran's European Agents: ENGLAND: James A. McLaren & Co., 65 Bishopgate, London, E. C. 2; SCOTLAND: Henry Abram, Ltd., 163 Hope Street, Glasgow, C. 2; NORWAY: Henning Astrup A/S, Fridtjof Nansens plass 4, Oslo; Birger Gjestland A/S Kong Oscars Gate 62, Bergen; DENMARK: Jørgen 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. Magasin gatan 4, Helsinki; BELGIUM: Wm. H. Mueller & Co., S. A. 21 Rue de la Bourse, Antwerp; GERMANY: Ernst Glössel, Altenwall 21, Bremen; SPAIN: Rafael Navajas Aguirre B, Bilbao; ITALY: O.S.I.A.M., Piazza de Ferrari, 4/47, Genoa; GREECE: The Saporta Agency Co., Ltd., P.O.B. 21, Piraeus.



Vol. X, No. 3 Published by June, 1957
MORAN TOWING & TRANSPORTATION CO., INC.
17 Battery Place, New York 4, N. Y.
Cable Address: MORANTOW
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)

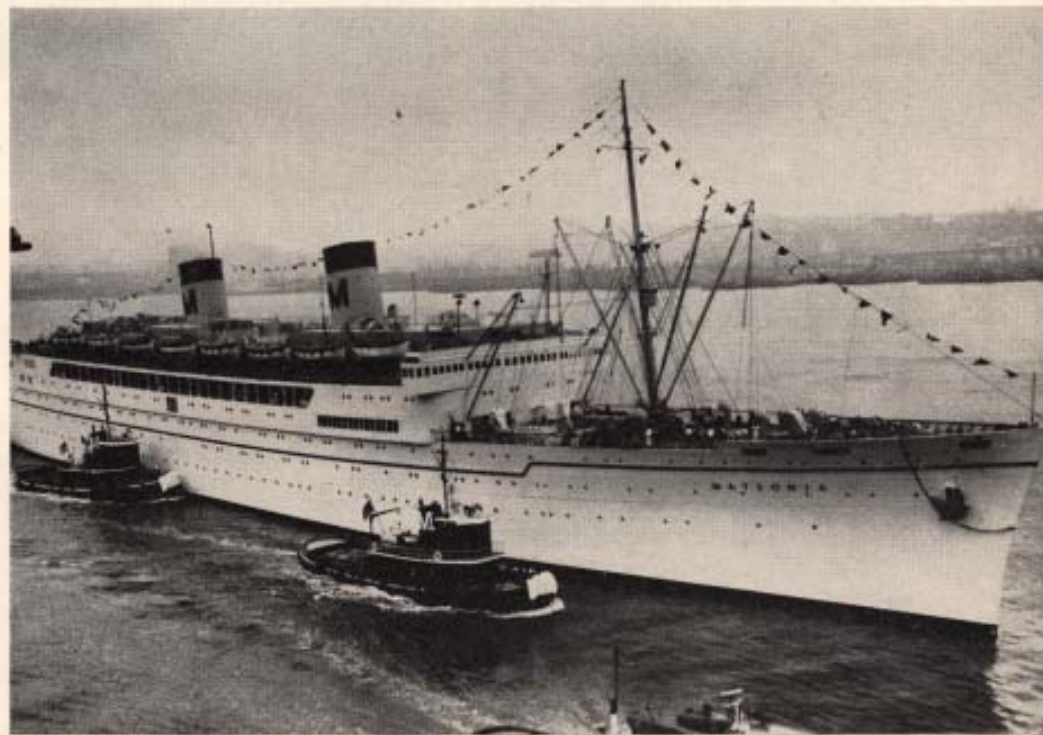
New York Greets Two New Liners in Five Days

New York, the world's busiest port, welcomed two outstanding arrivals in the five days embracing May 19-May 23—first the Pacific liner *Matsonia* of Matson Navigation Co., then Swedish American Line's new flagship *Gripsholm*.

Here is *S.S. Matsonia* as she arrived off Pier 86, North River, just before noon on May 19, from the Newport News Shipbuilding & Dry Dock Co. plant in Virginia. Three Moran tugs under the guidance of Capt. F. W. Snyder, one of our senior pilots, assisted her into her berth.

Rebuilt and completely modernized at a cost of \$20,000,000, the 638-foot, 26,150-ton ship will go into service between Los Angeles and Hawaii this month. She has first class accommodations for 760 passengers, and at a top speed of 20.5 knots she can make the Pacific run in four and a half days.

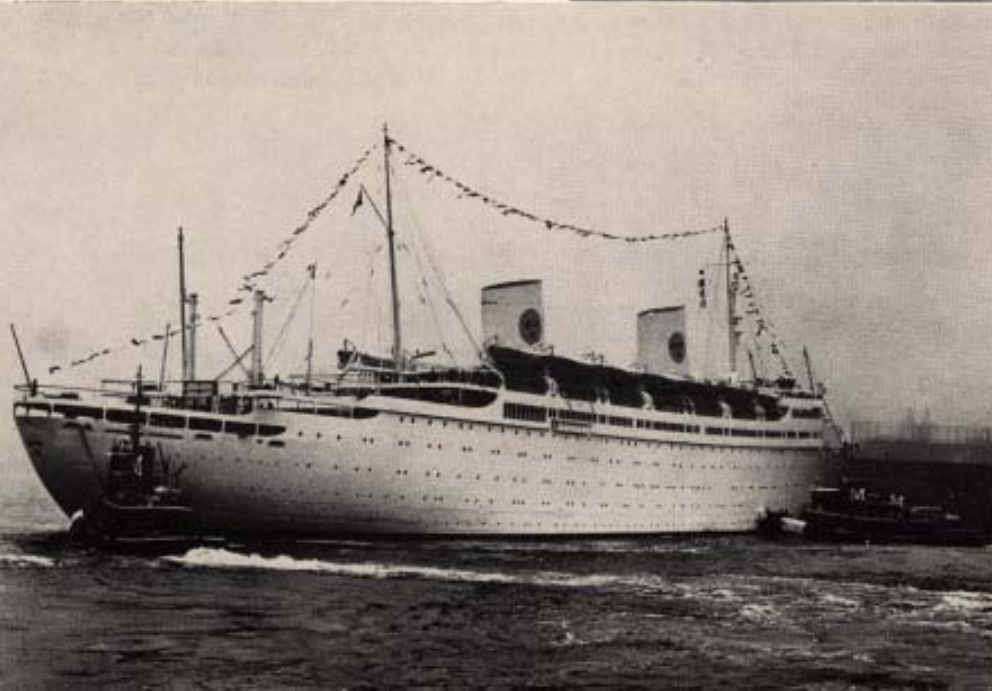
The *Matsonia* was accorded an extraordinary welcome here, as befitted such a luxury liner. We're proud to have been assigned such an important role in greeting and handling her.... Good luck, good sailing!



The other noteworthy arrival was the brand new Scandinavian *M.S. Gripsholm* which docked at Pier 97, North River, about midday on May 23. This was another three-tug job, but with a different senior Moran pilot calling the signals, Capt. John A. Bassett.... See how it's done?

Of latest design and embodying advanced technical features, the 23,190-ton Swedish American Line flagship is 631 feet long, 82 feet wide, and has a cruising speed of 19 knots. She has ultra-modern accommodations for 842 passengers—450 on scheduled cruises—and a crew of 350 officers and men.

All ships of the White Viking Fleet are handled here by Moran tugs. We are especially gratified to serve this beautiful transatlantic liner, which also received a fitting welcome to the Port of New York.



Tug's Rescue of Rudderless Freighter Praised by Master and Halifax Harbor Pilot

EDITOR'S NOTE: The following extremely gratifying letters, both addressed to Moran HQ, require very little explanation and no editorial embroidery. The subject incident was the notably efficient rescue of *S.S. Ocean Daphne* (7,211-gross-ton Liberian-flag ship; Ocean Carriers, Inc., Monrovia), disabled with rudder trouble in exceptionally heavy weather about 1,100 miles ESE of Halifax, N. S. Our ocean tug *Joseph H. Moran, II*, (Capt. James W. Jenkins) departed New York late on April 4, arrived on the scene and got under way with her tow in mid-afternoon April 10, and made Halifax harbor before daylight April 22. . . . Those are the bare facts; the letters tell the real story.



—Photograph by Albert C. Haggy, deckhand, tug *Joseph H. Moran, II*.

Gentlemen:

It is with the greatest pleasure and appreciation that I write this letter. In our sea-life it is a matter of fact that life is a mixture of happiness and sorrow, of risks and enjoyment, of excitement and pleasure. On April 1 we had our rudder damaged. For 10 days my ship and my good crew were at the mercy of a stormy ocean. On the 10th day an angel-ship, your tug *Joseph H. Moran, II*, arrived for our assistance and took us under tow. Under very difficult circumstances beyond recollection your vessel, her wonderful master, Capt. J. Jenkins, and her excellent crew took our ship over a thousand miles to safety. It was a great work performed

with altruism and fine seamanship. We thank you all. Please convey my thanks to Captain Jenkins and his crew.

M. P. CAMINIS
(Master, *S.S. Ocean Daphne*)

* * *

Dear Sirs:

I thought I would drop your company a line to register my appreciation of the manner in which Capt. James W. Jenkins, master of the tug *Joseph*

H. Moran, II, handled the tow of the *S.S. Ocean Daphne* which entered this port on the 22nd instant. He was able to give me confidence when I was planning my maneuvers, and such things are of very great help to a pilot, especially when such a particular job as a tow is involved. Again, my deepest appreciation to Captain Jenkins.

R. W. BAGNELL
(Pilot, Port of Halifax)

More Facts About Old Troopship Sent in By Three Correspondents

In the first 1957 issue of TOW LINE, across the bottom of Page 3, there was a photo of the troopship *Edmund B. Alexander* (ex-America) being towed downstream through Hudson River ice by Moran tugs en route to a Baltimore scrap yard. For caption purposes, we didn't know as much about the old vessel then as we do now, having been filled in by an official of United States Lines Company who ought to know.

Our informant came up with these facts about the ship:

Seized by U. S. Government, Apr. 6, 1917. Made nine round trips to Europe prior to Armistice. Carried 37,768 souls eastbound in that period; 168 souls westbound. Upon returning to Pier 4, Hoboken, from drydock Oct. 15, 1918, vessel had her transom light ports left open and, whilst coaling during night, settled on mud aft. Merritt-Chapman & Scott sealed off ports and pumped her out, so not more than two days were lost in starting following voyage. After Armistice she made eight round trips to Europe, returning 46,823 souls, carrying 42 souls over. Last voyage under U. S. Navy orders ended Sept. 26, 1919, when she was turned over to U. S.

Army Transportation Service.

"If my memory serves me," our U. S. Lines operative went on to say, "she left Brooklyn Oct. 19, 1919, for Vladivostok, via Panama Canal and San Francisco, to repatriate White Russian troops from there to Trieste. She arrived back at South Brooklyn Army base in September, 1920, and laid up all winter before being rehabilitated into a passenger ship. She sailed under the old U. S. Mail (formerly France & Canada Line) house flag in mid-June, 1921."

We also wish to acknowledge letters on this subject from John J. Fitzgerald, Manhattan, and Henry W. Barofsky, Hoboken, N. J. . . . Thanks!

CALCUTTA BOUND—On May 4 two Moran tugs assisted this newest ship of the Royal Rotterdam Lloyd, the 11,550-DWT *Marnelloyd*, from Pier 3, Bush Docks, Brooklyn, as she headed for sea following her maiden visit to New York. Launched last December, the vessel is 528 feet long, has accommodations for 12 persons, and can maintain a service speed of 18 knots. She has six cargo holds with 12 deep tanks for vegetable oil and latex, and two between-decks compartments for reefer cargo. Java Pacific Line, Inc., are her New York agents. The ship sailed from Boston May 15.



MAIDEN ARRIVAL—*M/S Santa Rita* of Hamburg, Germany, first ship of Columbus Line's recently inaugurated service between Europe and North and South American east coast ports, arrived in New York May 13 and sailed the following day for Rio de Janeiro, Santos, Montevideo and Buenos Aires, S. A. One of Moran's first-line harbor tugs is shown here assisting her. The Hamburg-Suedamerikanische Dampfschiffahrts-Gesellschaft, owners of the vessels, operate the largest liner service between Europe and South America, according to the Glaessel Shipping Corp., 44 Whitehall Street, their general agents here. All modern, first class vessels built since 1951, ranging from 6,000 to 9,500 tons, will be used in this service. *M/S Ravensberg*, another Columbus Line ship, sailed from New York May 17, south-bound.



SWIMMING, ANYONE? — About 8 a.m. June 9 the second officer of *M/V British Monarch*, from Baton Rouge, La., for Japan, was reported missing. He had fallen overboard 3½ hours earlier, in mid-Pacific, a thousand miles from Panama. The vessel returned to the spot and picked up the officer—nine hours later!

A week afterwards it was reported

from Melbourne, Australia, that a 19-year-old apprentice fell overboard from the freighter *River Norman*, but wasn't even missed. After swimming for "a long time," he was picked up by another vessel, the *Hewsang*, and returned to his own ship.

There must be an interesting record of similar miraculous recoveries. We'd like to hear about some.

New Blinker Signal Service Available

A standard Navy-type blinker has been installed on the westward facing balcony outside the dispatching office at Moran HQ. From this 25th floor vantage point on the southwest corner of the Whitehall Building, our signal light commands the main ship channel in the Upper Bay and the lower reaches of the North River. It is a strategic spot.

Our dispatchers have been trained to receive and transmit International Morse code messages via blinker, and in recent weeks emergency messages between vessels (not equipped with radiotelephone) and their owners or agents have been relayed successfully—and profitably.

Moran Towing & Transportation Co. wishes to have the companies and ships it serves avail themselves of this signal system whenever they find it convenient to do so. (In the adjacent photo: Daniel J. Nelson, Jr.)

This means of communication has already proved itself very useful in connection with work the company does for the Army and Navy in New York harbor, according to the dispatchers. In several instances the boys have transmitted to other ship masters changes in docking orders and the like, or diverted vessels in transit.

Whenever a master wishes to utilize this facility he should signal the numeral *eight* (8), the equivalent of Moran's regular call sign: three long, two short blasts.



We're Happy to Help

Dear Sir:

May I express in behalf of the United States Coast Guard Auxiliary our deep appreciation for your coverage of Auxiliary affairs during the past year? While we point with pride to our accomplishments in promoting boating safety, without the cooperation and assistance of such media as yours our program would not have attained such gratifying success in 1956. In view of our expanded program of Public Instruction Courses and Courtesy Motorboat Examinations for the boating season of 1957, I feel that with your cooperation again this year we will accomplish much in eliminating "preventable" accidents in boating which annually cause such an appalling amount of damage to life and property. In deep appreciation of your assistance in this public service, I am—

BLISS WOODWARD, Commo.

(U. S. Coast Guard Auxiliary, Third District, Northern Area, New York)

Take a Bow, Pilots

Dear Capt. Goodwin:

As I had to board a plane leaving for Buffalo right after the docking of the *M/V Nieuw Amsterdam* with your tug *Eugene F. Moran* . . . I had no chance of phoning you. This is to tell you, however, that I enjoyed the trip very much, and that I have great respect for the job Capt. Chester Evans and his fellow pilots are doing in the Port of New York. I regret that I had no more time left to watch operations in the harbor, but I had to get on. Please extend my thanks to the crew of the *Eugene F.*, and be assured of my thanks for a wonderful trip. If you ever pass Surinam on one of your tugs, be sure to drop in at the harbor office.

DAVID HOEKSTRA

(Ass't Harbormaster, Surinam, S. A.)

And We Thank You, Sir

Gentlemen:

Thank you for your thoughtfulness in sending me the photograph of the new flagship *M.S. Gripsholm* of the Swedish American Line. It is an excellent aerial view of this beautiful liner, but what enhances the beauty of the vessel is the presence of the beautiful and powerful Moran tugs.

Incidentally, allow me to express my thanks for *TOW LINE*. . . I not only find (it) interesting, but also instructive, and I look forward to receiving it every other month—after which it is sent, with other marine magazines, to the Veterans Hospital, Ft. Hamilton, Brooklyn, N. Y., where the patients find (it) interesting and relaxing reading.

Again, many thanks!

S. S. ABBATE, Supt. of Term.

(*American Export Lines, New York*)

Eastarea Deputy Commander



Capt. Charles W. Thomas, USCG, a distinguished authority on arctic and antarctic ice-breaking and logistics, reported for duty May 10 as deputy commander of the U. S. Coast Guard's Eastern Area, under Rear Adm. Henry C. Perkins.

Before coming to New York HQ, Captain Thomas, since February 1955, had various important assignments in connection with Operation Deep Freeze in Antarctica on the staff of the commander of Navy Task Force 43. He has a master's degree in oceanography, and is author of a book, "Ice Is Where You Find It."

In his new assignment Captain Thomas replaces Capt. Gaines A. Tyler, USCG, who a month earlier was named commander of the 17th Coast Guard District, with HQ in Juneau.

Headquarters of Moran Affiliate Opened In Indiana; Capt. John A. Brown in Charge

(News release: June 12)

NEW YORK, N. Y.—Moran Inland Waterways Corporation announced here today the opening of an office at 110 West Third Street, Mount Vernon, Ind. Effective July 1, all the firm's business will be conducted from that point.

The corporation is affiliated with Moran Towing & Transportation Co., Inc., operators of the largest and most modern fleet of ocean, coastwise, harbor and inland waterways tugs. In the past two years a pair of pusher-type river towboats and a fleet of barges for integrated tows have been added to their extensive equipment.

In making the announcement, Adm. Edmond J. Moran, president, said Capt. John A. Brown, previously marine superintendent for the New York company, has been named general manager of Moran Inland Waterways Corporation and will be in charge of the Mount Vernon office.

Admiral Moran said the company believes it should be more closely associated with the region, firms and individuals it serves along the Ohio River and its tributaries, and that the Indiana location was judged to be central and otherwise best suited to the purpose.

Operations of the Moran corporation on the midwest rivers are concerned with the movement of liquid bulk cargoes, to date chiefly petroleum products.

Capt. Leonard G. Goodwin, a veteran master of Moran deep-sea and coastwise tugs, has been appointed marine superintendent at New York in place of Captain Brown.



Captain Brown

APPOINTMENT—Charles A. Brooks has been named general manager of the Marine Historical Association, Inc., Mystic, Conn., including its justly famous adjunct, Mystic Seaport, a re-created 19th century coastal village. He will coordinate various functions of the association.

You Have "Subscribed"

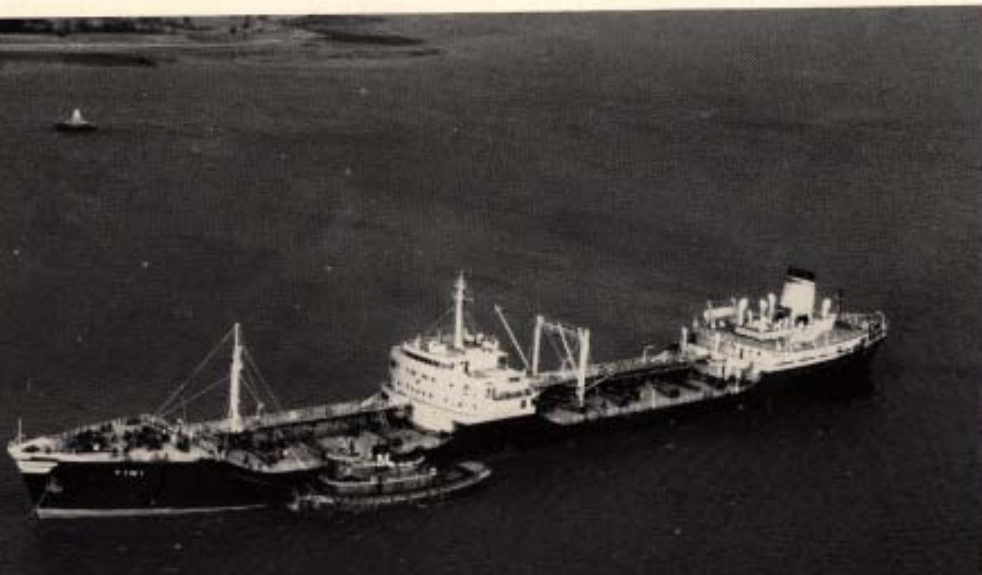
Dear Sir:

Herewith I confirm having received in good order a number of issues of your splendid bi-monthly *TOW LINE*. We are highly pleased with them and I would ask you if there is a possibility of our school subscribing to this magazine. At the same time I should like to hear of the cost of a subscription. I sincerely hope to hear from you shortly, and I am, sir, thanking you once more—

A. PRINS, Director

(*Vereeniging Voor Nuverheid-sonderwus, Harlingen, Holland*)

LADY-IN-WAITING—W. W. Thomas of Thomas Airviews, on an unrelated assignment, spotted this 19,800-DWT tanker riding at anchor off Wards Point, Staten Island, with our *Margot Moran* alongside, presumably preparing to move in to one of the Amboy petroleum docks. It made a nice shot, we readily agree. The *Tini* is owned by United Cross Navigation Corp., and her New York agents are Carras (U.S.A.), Ltd., 21 West Street, Manhattan. She is 572.5 feet long, overall, with a breadth of 70.5 feet and a loaded draft (summer) of 30.5 feet. The capacity of this Liberian-flag tanker is 156,645 barrels—or, more impressively perhaps, 6,578,759 gallons.



MORANTOW — Hydraulic Dredge, Baltimore to Barranquilla: 1,726 Miles



During the latter part of March our ocean tug *Marion Moran* (Capt. James L. Barrow) turned in a typically efficient job of long-distance towing: a 200' x 44' x 7.5' self-propelled hydraulic dredge from Baltimore, Md., to Barranquilla, Colombia, S.A., a voyage of more than 1,700 miles.

The M.O.P. DH-6 *Adenavi*, one of five dredges designed and built by the Ellicott Machine Corp. of Baltimore for the Republic of Colombia, is said to be the first of her kind successfully engineered. Conceived for use as either a dustpan or a cutterhead type digger, she can attain a speed of about eight knots in moving from one site of operations to another. Maximum output as a dustpan dredge, 2,000 cubic yards per hour; as a cutterhead dredge, 850 cubic yards.

She will be employed primarily in the improvement and maintenance of the Magdalena River, largest in Colombia and (for approximately 600 navigable miles) that South American republic's principal commercial waterway.

The *Marion Moran* left Baltimore March 12 and arrived in Barranquilla March 25. According to Ellicott shop men in the riding crew, the tow was "without unusual happening" day by day, which was all to the good of course; but what about the following item from the tug's log?

15th, 1845. At position 32°13.5' N., 79°37' W. sighted craft giving series of flashing and open distress signals. Master ordered course altered to bear down on her. When within hailing distance craft said her engine was broken down. Coast Guard, Charleston, notified by radiophone. Standing by disabled fishing vessel. Fog set in 2050. CG-83497 arrived alongside *Vinqueen* 2115. Resumed course 2220. Notified by Charleston C.G. they had boat in tow...

It's a Familiar Name



The able deckhand doing his stuff here aboard the *Barbara Moran* is Walter Anglim, 152 Wakeman Place, Brooklyn, who came to work for the company in April, 1950. He's a nephew of Capt. Daniel F. Anglim, chief dispatcher for *Moran* from 1927 to 1948, when he died suddenly of a heart attack. A cousin of Walter's, Thomas Anglim, formerly a deckhand aboard the *Peter Moran*, left the company only a month or so ago.

Company Bowling Team Finishes Second Best, But Posts High Game

Second place in the final standings of the 12-team Steamship Bowling League for the 1956-57 season went to rollers representing *Moran Towing & Transportation Co.*, which seems to be pretty good or not so good, depending on who is telling the "M" team's story.

"We got hot too late," Freddie Morgana of the billing department, our seasonal captain, explained to *TOW LINE's* inquiring reporter.

Anyway, the *Moran* team won 57½ games and lost 41½, thus missing by 12 points the first place honors won by *American President Lines*.

Other teams in the S.S.B. League were: *Dalzell Towing Co.*, *Maritimers*, *Seafarers*, *Moller Steamship Co.*, *Trinidad Corp.*, *Orion Shipping & Trading Co.*, *Isthmian Steamship Co.*, *Prudential Steamship Co.*, *National Bulk Carriers*, and *Tramp Steamers*.

The *Moran* boys did all right in the high team game department, however. Their high score of 932 was good enough to land them in first place.

Eddie Ross, sales, with 240, fin-

ished third in the high individual game standings; and Mike Bodlovic, assistant manager of outside operations, came up with 595 for another third place spot, in the high individual series finals.

Other *Moran* rollers: E. Balicky, E. Johnson, Capts. J. Dowd and O. Ericksen, and R. Brauchle.

Below: Joseph H. Moran, II, vice president, congratulating team captain Morgana on the showing made by his aggregation. Freddie is showing off the trophy they won for that high team game score of 932. *Banzai!*



VIA PORT OF NEW YORK

SHIPYARD BULLETIN

JANUARY-FEBRUARY, 1956---VOLUME XVI---NUMBER 2

NEWPORT NEWS SHIPBUILDING AND DRY DOCK COMPANY

Review of the Company's 1955 Annual Report



Published by THE PORT OF NEW YORK AUTHORITY November 1955

UNIFRUITCO

Export-Import Banana Corp.
1900 73rd Avenue, Queens,
New York 10025
Wholesale and Retail Bananas
Served Throughout the World

Phone: All around the city
NY 1-971 and NY 1-972
New York, N.Y. 10025
and around the city
NY 1-971 and NY 1-972

Member - Garden 1956

Who stole the banana?



Meet Some of Our CONTEMPORARIES

(Clockwise, from upper left)

VIA PORT OF NEW YORK—Published monthly by the Port of New York Authority; 111 Eighth Avenue, New York, N. Y.; Paul F. Van Wicklen, Editor.

SHIPYARD BULLETIN—Published bi-monthly by Newport News Shipbuilding and Dry Dock Co., Newport News, Va.; Fairmount R. White, Editor.

SERVICE—Published monthly by Cities Service Co., 60 Wall Street, New York, N. Y.; William H. Walsh, Managing Editor.

THE COMPASS—Published bi-monthly by Marine Sales Dept., Socony Mobil Oil Co., Inc., 150 East 42nd Street, New York, N. Y.; K. V. W. Lawrence, Editor.

SPERRYSCOPE—Published quarterly by Sperry Rand Corp., 30 Rockefeller Plaza, New York, N. Y.; Philip Biddison, Managing Editor.

UNIFRUITCO—Published bi-monthly by United Fruit Co., Pier 3, North River, New York, N. Y.; Hildegard Dodson, Editor.

(This is No. 1 of a series)

Service



Sperryscope

FIRST QUARTER 1954
VOLUME 12 - NUMBER 1



Sperry Gyrocompass

for the St. Lawrence Seaway

The St. Lawrence Seaway is a major waterway for the Great Lakes region, providing a direct route to the Atlantic Ocean. It is a vital link for the transportation of raw materials and finished goods. The Seaway is a major source of revenue for the United States and Canada, and it is a vital link for the transportation of raw materials and finished goods. The Seaway is a major source of revenue for the United States and Canada, and it is a vital link for the transportation of raw materials and finished goods.

Mobil
Marine Oils

The Compass



JANUARY-FEBRUARY 1956

See How New York Saluted Columbus in 1892



E. F. Moran, Sr., chairman of the board, Moran Towing & Transportation Co., whose office adjoining TOW LINE'S is a veritable bonanza of maritime historical material, pulled this unusually interesting item from his bulging files. He thinks the yellowed clipping from which the above picture was reproduced is from the *New York World*, and thus the Pulitzer paper's caption writer:

THE NAVAL PARADE ROUNDING THE BATTERY, NEW YORK, OCTOBER 11, 1892—New York's greeting to Columbus culminated on October 12, 1892, the day on which was commemorated the discovery of America, but the celebration was in progress several days previous to that date. Not the least interesting of these preliminary doings was the naval parade of the 11th. It cannot be regarded as in itself a success, but the vast attendance and enthusiasm of the people made it a memorable occasion. New York Bay was crowded with craft carrying folks who kept holiday, the wharves of the great port were literally covered with sightseers, while every lofty building presenting coigns of vantage for witnessing the procession had its favored gathering. A few foreign vessels took part in the parade, which was more notable for what was not seen in it than for what was. Of American vessels the "Cushing," the "Miantonomah" and the "Atlanta" were the most notable of the participants.

Is that so? Not from where we sit, just under 65 years later. To us, the most notable was (is) that dressed up tug with the familiar white block "M" on her stack. She would be the *James A. Dumont*—steam screw, 54.78 G, 27.29 N; 78 feet x 17.8 feet x 7.4 feet; built in Philadelphia, Pa., in 1873; home port at the time noted above, New York.

Our "50 Years Ago" specialist, Capt. Earl C. Palmer of Moran HQ, throws some more light on this long-gone unit of the "M" fleet. On January 24, 1898, a report was received from Quarantine that the tugs *J. E. Wallace* and *James A. Dumont*, which went to sea at 11 p.m. the day before, towing scows, foundered in a heavy gale. The tug *D. S. Arnott* encountered the *Dumont* and rescued her crew. The crew of the *Wallace* were taken aboard the Sandy Hook lightship, and her scows were reported seen between Jones Inlet and Rockaway. A later report said the *Dumont* sank ESE of the lightship about 4 p.m., January 23, and that the *Arnott* was "towing up" three scows.

As for the photograph—and we are as sorry as you must be that it isn't better—observe the New York Produce Exchange building with its flag-topped tower, between the *Dumont* and the vessel next in line ahead. You will not see it again, not in the concrete, because it is just this side of being completely demolished, as we write, to make way for another downtown skyscraper. The building to the left of the Exchange cannot be anything except 1 Broadway.

Are there any more antiquarians in the house? (Ah, there, Messrs. Braynard, Ewen, *et al.*!) Perhaps some reader can come up with another nickel's worth of information concerning this pictorial gem from the *New York World*. . . . What, no aircraft carriers? No atomic submarines? No *S.S. United States*? No Grover Whalen, f'evensake?

M/S Gripsholm Arrival

Dear Admiral Moran:

The maiden arrival of the *M.S. Gripsholm* is now a thing of the past, but the wonderful reception given to her here in New York will long remain in the memories of everyone. Such a greeting would not have been possible had it not been for the wonderful cooperation given by you and your company. We also appreciate the fine pictures you took of the *Gripsholm*. I do wish to tell you how much all this is appreciated. Many, many thanks for everything.

G. HILMER LUNDBECK, Res. Dir.
(*Swedish American Line, New York*)

Appreciative Cadet

Dear Capt. Finnegan:

I would like to thank you very much for all you did in making it possible for me to visit the tug *William J. Moran*. . . to obtain information for my thesis, "Retractable Pilot Houses." The pictures I took and the information I received aboard were just what I needed to finish my paper. Also, I would like to thank Captain Munson and the entire crew of his tug, who made me feel more than welcome.

C/M MICHAEL G. CLARITY
(*U. S. Merchant Marine Academy,
Kings Point, Long Island, N. Y.*)

GOING DOWN!—So here is our "second-string photographer" again, that ol' gad-about, Prof. Frederick C. Shipley, a tug enthusiast of the first (canal) water, submitting an interesting pair of shots from upstate New York. He caught our *Catherine Moran* with Sacony barge No. 126 going down Lock No. 1 of the Champlain Division of the New York State Barge Canal, north of Waterford. In the background is a dam in the Hudson River. The river, deepened by a system of locks and dams, comprises the Champlain Canal as far as Fort Edward. From there it follows a land cut (artificial channel) to Whitehall on an arm of Lake Champlain. . . . See how a lock works? Easy does it!





ARMY TRAINEE ABOARD—Lt. Col. Harry Bush is participating in a government training program for personnel who are or will be concerned with various types of transportation. He will be with Moran for about eight weeks, in the course of which we expect to provide him with a good picture of the towing industry—not only coastal and harbor, but on the inland waterways, including the Great Lakes and, possibly, the Ohio-Mississippi Rivers. The colonel will spend a month or so at Moran HQ, looking in on operations, personnel, construction and repairs, sales, accounting, etc. Here is Capt. Frank J. Hughes, general operating manager, (left) welcoming the "working visitor" aboard... Wonder what kind of a reporter he'd make.

Fleet Safety Record

The following captains and mates had no damages charged against them for the months of March and April, 1957:

Agnes A., E. Costello, L. Richardson, G. Gantz; Alice M., E. Hoffman, J. Cummings, T. Ball, J. Johansen; Anne, G. Hayes, J. Morin, W. Furey; Barbara, H. Sigmon, E. Allen, G. Sahlberg, A. Biagi; Betty, O. Russell, A. Troscclair, C. Hamilton; Carol, L. Thorsen, H. Pedersen, R. Hayes, J. Johnson; Catherine, M. Rodden, J. Chartrand, T. Sweet; Cathleen E., W. Waxin, S. Nelson; Chesapeake, H. Becker, J. Jaques; Christine, L. Geitzler; Claire A., T. Kivlan, T. Duffy; Cynthia, C. Morch, J. Smith, E. Ericksen; David E., P. Lemke, R. Shelton, V. Bruno; Diana L., V. Chapman, A. Shaw, J. Halling; E. F. Moran, Jr., J. Sahlberg, J. Monahan, O. Erickson, I. Nordberg; Edmond J., W. Baldwin, W. Mason, A. Jorgensen; Elizabeth, E. Batcheller, J. Fagerstrom, Jr., F. Ven Horst; Eugene F., B. Scherer, P. Gaughran, M. Grimes, H. Wee; Harriet, P. Short; Helen B., T. Sorensen, R. Salvesen, M. Moen; Howard, H. Jacobson, J. Todesky; Joseph H., II, J. Jenkins, O. Jungerman, M. McLeod; Julia C., J. Barlow, W. Sasser-mann, R. Fiske; M. Moran, E. Bergsted, W. Anderson, E. Dexter, S. Abrams; Margaret A., C. Westervelt, H. Prime; Margot, C. Norall, B. Kenny, P. Berg; Marie S., J. Peterson, F. Noel, H. Vermilyea; Marion, J. Barrow, L. Garberg, M. Scott; Mary, E. Chartrand, G. Pederson, R. Buckley; Michael, P. Burns, V. Daisey, V. Smith, Molra, A. Rowohlt, W. Hayes, J. Cray; Nancy, M. Sullivan, J. Blaha, E. Prendergast; Ned, G. Sanschagrin, L. Foley; Pauline L., R. Poissant, T. Neilsen, C. Sheridan, R. Hayes, Sr.; Peter, G. Dyrsten, S. Sivertsen, J. Fagerstrom, Jr.; St. Helen, C. Valley, S. Anderson; Sheila, H. Sixten, E. Freeman, W. Karwoski; Susan A., K. Buck, L. Larsen, J. Jorgensen, G. Carlson; Walter L. Meseck, P. Bogovich; William J., A. Munson, H. Bickle; Relief Crew, C. Shannon, T. Schu- bert.

Seamen's Humor

(From New York Herald Tribune, April 1)

I never hear their chuckle but I see
The lean fire dart from "Cumberland's"
last gun,
Her doomed lads waving caps, then
quietly
Dark waters close and they and fame
are one,
The taproots of my merry men strike
deep,
Past dragon-prow, and pumiced oars of
Rome,
To pranks where Atlantean cities sleep,
And bronze rust where the Cretan axe
struck home,
Kindred to those that were, a stalwart
pride
Is mine, and joy, and glow of fellowship;
I hail the men who banter at my side,
Heroes of old whose outstretched hands
I grip:
They tell me jokes, again I am a boy
Among ships massed below the walls of
Troy.

JOHN ACKERSON

(S.S. African Patriot)

FLAT TOP IN PORT—In case any faithful reader of this judicious (we hope) journal has been waiting for a nice view of an aircraft carrier in the North River, with an expanse of New Jersey background, we have it for him now. U.S.S. Valley Forge was in New York for Armed Forces Week or something of that sort, and our tugs *Maira, Barbara, Eugene F., Susan A., Ned, and Claire A. (Moran)*, with Capt. Frederick W. Snyder aboard as pilot, assisted her in docking. In the waterfront background, from left to right, you see the Pennsylvania RR. ferry slip; Piers D, F and J; and the Erie RR. ferry slip and freight terminal, all on the Jersey side. Just behind the big flat top, a Central RR. of New Jersey ferry; in the foreground, only the outer ends of United Fruit Company Piers 3 and 7, onto which a bunch of bananas could be dropped from Moran HQ. Our cameraman recorded the inspiring scene early Thursday morning, May 2. We helped the carrier sail, too.

"Everything Worked Perfectly"

Dear Admiral Moran:

This is just a note to thank you and your very able staff for the excellent job you did in handling the *S.S. Matsonia* May 19-May 22. There wasn't one hitch; everything worked perfectly from arrival to departure. Your staff was most cooperative, at times even in the face of changing plans.

E. J. BRADLEY

(Matson Navigation Co., New York)

Volunteer Fireboat

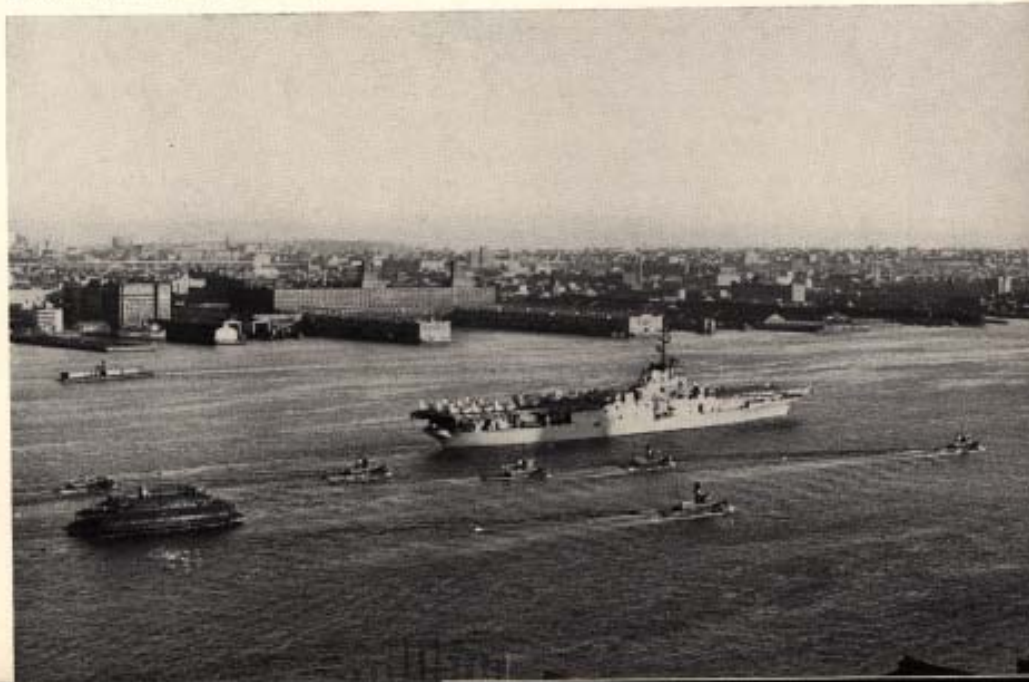
Dear Mr. Metzner:

Acts like that of your tug *Edmond J. Moran* are evidence of the fine cooperative spirit that is prevalent in such organizations as your own. We are deeply appreciative of your company's service, and I wish you would convey to the captain and crew of the *Edmond J.* our sincere thanks for their timely help.

DWIGHT R. G. PALMER

(Commissioner, State Highway Dept.
State of New Jersey, Trenton)

Editor's note: It appears from one of the *Edmond J.*'s May-dated logs that she was close at hand, fortunately, to help put out a fire on Victory Bridge, a highway span over the Raritan River, connecting Perth Amboy and South Amboy. Mr. Palmer's appreciation is passed along herewith.





NORTHBOUND CANALER — First of the Moran fleet of inland waterways tugs to enter the Champlain Division of the New York State Barge Canal this season was the *Claire A. Moran* (Capt. Frank V. Duffy), shown here leaving Lock No. 1, located on the Waterford-Mechanicville Road about 20 miles from Albany. She was pushing the Texas Company barge *Texaco No. 396*, Bayonne, N. J., for Burlington, Vt. It was a cold, dark, dreary, rainy-snowy day, but Jack Pinto of the Pinto Photo Service, Albany, made this characteristic shot of the tug and barge underway. Not far behind was the *Agnes A. Moran* (Capt. Earl F. Costello) with Seaboard Shipping Corp.'s barge *Spindletop*, also loaded with petroleum products.

Excursion Craft in Collision Assisted

(From the Daily News, May 29)

The excursion boat *John A. Meseck*, carrying 2,150 Cardinal Hayes High School students and 1,000 priests and brothers on an annual outing of the Bronx school, collided with a concrete-and-steel Sanitation Department barge in the East River at 7:15 o'clock last night.

A 10-foot gash, from starboard to port, around the bow of the *Meseck*, was opened by the crash, but the hole was above the water line and no water was taken aboard.

No one was hurt in the collision, which occurred off Delancey St., in the shadow of the Williamsburg Bridge, as the excursion boat was returning from Rye Beach.

Two tugs, the *Margaret Moran* and the *Howard Moran*, which were nearby, went to the side of the *Meseck* and accompanied it to its berth at Battery Park. There the passengers debarked at 7:50 P. M. The barge, which was being towed by a Sanitation Department tug, received only minor damage in the crash.

NEW YORK STATISTICS—Port district land area, 1,098 sq. mi.; water area, 423 sq. mi.; direct water frontage (miles), New York 395, New Jersey 255; developed frontage around piers, New York 460, New Jersey 295; political subdivisions, 17 counties, 220 municipalities.

Press Tug Stowaway

Dear Mr. Bull:

... One of the highlights of my trip was... the opportunity to see a typical New York ship welcome aboard the *Cynthia Moran* when it transported a press party to meet the liner *Matsonia*. ... It was a most interesting experience, and I am grateful to you and Mr. Hennessey for the arrangements which were made. I hope you will find an opportunity to visit us... in the not too distant future, at which time I would consider it an honor to be able to act as your host, which might even include a visit to your old stamping grounds at Port Orchard.

CHARLES B. HOWARD

(Central Bldg., Seattle, Wash.)

FIREWORKS ON HUDSON—Japanese and American experts set off two and a half tons of fireworks donated by Japan in connection with the World Trade Fair at the Coliseum, New York, during the latter part of April. Giant chrysanthemums of light and other spectaculars—resulting from "set pieces" on frames and from "singles, flights, mortars and finales," as pyrotechnical specialists describe them, some more than 300 feet high—bloomed in the night sky over the Hudson River between 96th and 100th Streets. The Japanese Committee for the Fair took a party upriver aboard the steamer *Peter Stuyvesant* for closer observation, and half a dozen private tug parties watched the display from a safe distance. Here you see our *Maira Moran* (left) and *Barbara Moran* standing by for the nocturnal festivities.

DROPPED STITCH NOTED

Sometimes an editor doesn't like to make too much of these incidents, so that is where a type size like 8-point Futura Medium Condensed comes in handy...

In the April issue, Page 13, there was a boxed feature, *Lightships Maintained* by U. S. Coast Guard, the information for which was provided by C.G. HQ. via the 2nd District public information section—"correct as of Jan. 1, 1957," we were assured. None the less, it was compounding an error to publish it as received.

Lightship No. 15 in the list, *Cross Rip*, C.G. No. WAL 532, was placed in a state called "N.S.," and its latitude and longitude were given as 44°18'7" N., 64°10' 1" W.

D. D. Strohmeier, vice president, shipbuilding division of Bethlehem Steel Co., an ardent—not to say eagle-eyed—yachtsman, spotted the error quicker than you could man a bilge pump. He signalled that *Cross Rip* L/V is in Massachusetts waters, not in the published location, but in 41 26.9' N., 70 17.5' W.

A local aids to navigation specialist says that is right. We hope so.

George H. Parlow, 75, a marine engineer for more than 50 years before his retirement, died May 18 of a cerebral hemorrhage in South Nassau Communities Hospital, Oceanside, L. I. Mr. Parlow was chief engineer on the old steam tug *Joseph H. Moran* from the early 1920s until the beginning of World War II, when he went to the Brooklyn Army Base as an inspecting engineer. For many years he sailed under Capt. Hugo Kroll, presently master of the *Julia C. Moraa*.



Offer to United Nations Greatly Appreciated

Dear Admiral Moran:

I would like to take this opportunity to thank you personally for your readiness to help us . . . in connection with some urgent assistance required by General Wheeler in the Suez Canal clearance operation.

I am aware the decision you made to make certain craft available to us, had they been required, was done as a matter of goodwill . . . in spite of the fact that they could not be readily spared without considerable prejudice to your own undertakings.

Notwithstanding that we were able in the event not to find it necessary to call on you, I would nevertheless wish to express my personal appreciation to you for your ready understanding of our difficulties and for your willingness to help the United Nations, even though at great inconvenience to yourself. For this support of the United Nations cause, I am indeed most grateful to you.

DAG HAMMARSKJOLD

(Secretary-General, New York)

TWAIN SAID IT—Describing his experience on the Mississippi River, with its narrow channels, ever shifting sand bars, snags, etc., Mark Twain said that . . . "in order to be a pilot a man had to get to learn more than any one man ought to be allowed to know."

RESPECTFULLY DENIED—Moran HQ was somewhat taken aback by a request from a man who was preparing his will and wished to be buried at sea. Would we do the necessary upon his demise? . . . N-n-n-o!

Hot Day for Annual Employee Boat Ride

If Terry O'Connor, chairman of the committee on arrangements, deliberately picked Tuesday, June 18, for the 8th Annual Moran Boat Ride, he was his own worst enemy. A few stay-at-homes left at company headquarters took sardonic note of the day's high temperature: 91.6° just before noon—and it was humid.

Nonetheless, just under 100 shore-side employees and guests shoved off from Pier 1, North River, at 0900 aboard the Circle Line boat *No. 9* for a leisurely cruise upriver to Bear Mountain. (Everyone said it was much pleasanter than thermometer readings in the New York area indicated, since there was a breeze.)

Buses transported all hands to Dunderberg Field, where a picnic dinner was served at 1300. Outdoor games and races having been eliminated—and no wonder!—at least half of the party took advantage of a large swimming pool on the grounds.

The *No. 9* headed downriver at 1730, and en route to the starting point the boys and girls enjoyed supper aboard—also a drawing for prizes. Winners: Eddie Walsh, Fred Jonassen, Vickie Wilson, John Haugk, and Hugh and Mrs. Mesnard.

Item: Frank Uptegrove and Dick Duval missed the returning boat, so they thumbed a ride into Peekskill and caught a train for New York.

Item: Dorothy Tozier and Anne Costello, visiting (Moran) firemen from Portland, Me., were on hand for the day's outing.



Two newcomers to Portland harbor, the supertankers *S.S. Petro Emperor*, 38,047 DWT, and *S.S. Esso Columbia*, 35,550 DWT, are running into this downeast port on a regular schedule.

Capt. Edwin P. McDuffie made the most of his spring vacation, visiting Providence, R. I., Hartford, Conn., and that big and wicked city, New York, where he took in some of the shows. Returning to 142 Concord Street, Portland, he took advantage of a stretch of good weather to get in some licks on his flower garden.

Local bus lines have lost two regular customers: Anne Costello, tug dispatcher, and Dot Tozier, office manager, who have passed their automobile driving tests. . . . *Take warning, pedestrians!*

Another sign of summer: Central Wharf Towboat Co. personnel wielding paint brushes on the tugs—covering up their winter overcoats, as it were.

Shirley Leiser, bookkeeper, has been seen hereabouts sporting a brand new, light blue Plymouth, which has a tremendous pickup, according to the office scuttlebutt. . . . This corner prefers Chevrolet.

Add thumbnail introductions to C.W.T. Co. personnel: *Henning Andren*, Sligo Road, Yarmouth, Maine.

"Hank" is a graduate of the U. S. Merchant Marine Academy, Kings Point, N. Y. He served for three years as an engineering and electrical officer in the Navy, and five years as 3rd, 2nd, 1st and chief engineer aboard Texas Company T2-type tankers, before joining this company in April 1953 as chief engineer on steam tugs. In January 1955 he became chief engineer on diesel tugs, and presently he is serving aboard the *Gay Moran*.

His family: wife, Ruth; daughters, Diane, 10, Marie, one; son, William, eight.

◀ **"WONDERFUL TOWN"**—The more than century-old theater, Den Nationale Scene (The National Stage), Bergen, Norway, is showing the American musical comedy *Wonderful Town*. Part of the background scenery depicts a section of the New York waterfront, and there is no doubt about what the artist had in mind when he painted it. The Moran tug and the Norwegian training ship *Statsraad Lehmkuhl* are prominently displayed. "Many seamen and shipping men in this ship-minded city will recognize your well known stack marking," writes Oskar Redin of Bergen, to whom we are indebted for the accompanying photograph and one other.



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.)

MAY 1, 1907—British tug *Powerful*, towing ship *Main* (Br.) Bermuda to New York, was compelled to leave tow and run to Vineyard Haven for bunker. As none was available there, she proceeded to New York, coaled and returned to sea 25th for the *Main*. Meanwhile, ship met favorable winds and, although under jury rig, made Sandy Hook 26th and was towed in by tug *M. Moran*.

MAY 8, 1907—Schr. *Maggie M. Keough* has been libeled at Key West by master and crew of U. S. Navy tug *Uncas* on claim for \$2,500 for towing vessel in disabled condition from one of the reefs, where she struck April 1, into Key West, where she now lies, waterlogged. Case is said to be first where crew of U. S. vessel has demanded salvage money, and outcome of trial, set for this week, is awaited with interest. . . . S. O. Co. barge *No. 95* with full load of oil, in tow of str. *Capt. A. F. Lucas*, departed Marcus Hook on April 10 for London.

MAY 15, 1907—Tug *Anna J. Kipp* was run into, North River, May 8, by str. *Comus*, bound for New Orleans, and sunk. Str. was uninjured. . . . Schr. *George M. Grant*, from *Fernandina*, went aground in Swash Channel May 9, was floated by tug *Julia C. Moran*, and towed up to city. . . . Str. *Goldsboro*, 486 tons, built at Philadelphia in 1882, was sold by Clyde SS. Co. to Peter Hagen Co., Inc., of Philadelphia for about \$15,000. She will be taken to Miami.

MAY 22, 1907—New str. *Adriatic*, White Star Line, arrived at New York on her maiden voyage across Atlantic May 16. The voyage took seven days, one hour, 45 minutes. She carried 2,994 passengers.

MAY 29, 1907—Ferryboat *Woodbury* left Norfolk May 24 in tow of tug *Scranton* for New York. She was recently acquired by D. L. & W. RR. for service at New York. The D. L. & W. also purchased str. *Callahan*, at present in service of C. & O. RR. at Norfolk. . . . Tug *Julia C. Moran*, at New York May 21 from Baltimore with dredge in tow, reported that at 11 p.m. 19th, while off Absecum, lightning struck and split after flagpole of tug, extinguishing all electric lights.

JUNE 5, 1907—Ship *E. B. Sutton*, 1,639 tons, built at Bath in 1881, home port New York, was sold by I. F. Chapman & Co. to Scully Towage & Trans. Co., who will convert her into barge. . . . Schr. *William Smith*, from Key West, was sunk at Navy Yard, Pensacola, May 27, during electrical storm. She was struck by lightning, which followed a mast to deck, tore clothing from one of crew as he was throwing box of dynamite overboard, passed down an open hatchway, and splintered bottom of vessel, which sank immediately. Crew saved.

JUNE 19, 1907—Ocean tug *Standard II*, 152 feet, built for S. O. Co. of N. Y., launched at Burlee's yard, Port Richmond, N. Y., 15th. The new boat is of steel, and her dimensions are 152 feet by 26 feet by 16 feet.

We Have. We Will!

Dear Sir:

A father of four must at all times be prepared to come up with a variety of things to keep his brood entertained, enthralled and ever-admiring. This catch phrase having passed muster among a spellbound group ranging from two to 10 years, it is passed along for your edification or discard: **HAVE TUGS—WILL TRAVEL.** W. B. DE MEZA
(Box 66, Bullville, N. Y.)

SQUARE-RIGGER UNDER SAIL—Close-hauled in the face of a brisk NNW breeze, this square-rigged, three-masted Norwegian training ship, the *Christian Radich*, sailed—and we mean sailed!—into New York May 28 on a 17,500-mile cruise begun last December 8 in Oslo. The 205-footer (32 feet in the beam) ordinarily carries more than 90 cadets on cruises of four to six months, but this time she had less than half that number because room was required for a movie production unit headed by Louis de Rochemont, who is making a feature-length film of the voyage. The *Radich* was due to arrive in Bergen, Norway, June 28. A flotilla of harbor tugs greeted the ship here, and our *Cynthia Moran* and *Barbara Moran*, with Capt. Chester Evans aboard as pilot, docked her at The Battery sea wall. An uncommon sight, this.

TUG MASTERS, MATES—AHOY!

The yachting season is in full swing, and here we are again with the familiar management signal to tug masters and mates, asking for full cooperation with the pleasure boatmen they will encounter racing or simply cruising between now and layup time for yachts in this latitude.

We have it from no less an authority than Critchell (Bob) Rimington, editor of *Yachting* magazine, that the sailing fraternity truly appreciates the extraordinary courtesy exhibited by "M" tug crews in past seasons. It was enjoyed. It was helpful, too.

Each month finds X number more pleasure boatmen afloat. Their clubs and associations are doing their best to provide at least the elementary instruction required for safe cruising, but it isn't easy to fashion a nylon sail out of gunny sacking, as you might say.

Once more we bespeak the valuable assistance of tug helmsmen in this connection. Moran wishes to give yachtsmen all "courtesies of the road" consistent with safety and common sense.



ASHORE



AND AFLOAT

COMPETENT, ENERGETIC AND CHEERFUL are three valid adjectives that come to mind immediately in connection with an editorial appraisal, however sketchy, of Irving W. Miller, 42-year-old assistant to Moran's marine superintendent, a native of Brooklyn, but presently residing at 6-11 150th Street, Whitestone, Long Island.

He is indeed good natured, and a tugboatman from the word "Go!"—which signal was passed in January, 1932, when he got his first job as fireman aboard a coal burner, the *Dauntless* of Dauntless Towing Line, then being directed from 70 Pine Street, Manhattan.

Public Schools Nos. 169, 220 and 136 knew young Mr. Miller before he got into Brooklyn Technical High School, where he absorbed a mechanical course in the minimum time.

So "Irv" was a coal fireman for four years—a l-o-n-g time in the hot spot, it occurs to a former shovel jockey whose greatest physical effort now involves the upper case letter shift of a typewriter.

Then he got his license as chief engineer on ocean steam vessels up to 500 tons. His first assignment as an engineer was in 1939 aboard the tug *Dauntless No. 12*, which was towing paper barges, Plymouth, N. C., to Delair, N. J. There were other coastwise

jobs, also movements of oil barges on the New York State Barge Canal.

Next our man was chief engineer aboard the *Dauntless No. 5*, now named *Cathleen Moran*—until 1945, when he was tapped for a shoreside job at Dauntless HQ. There he seems to have done a little bit of just about everything except filing the company's tax returns, since he was dispatcher, paymaster and purchasing agent by turns, even pinch hitting as port engineer in the absence of Howard Nielson, later (March, 1945) a fellow emigrant to the Moran domain.

As of now, Bro. Miller is one of two assistants in Capt. Leonard Goodwin's bailiwick, working out of our operations department on frequently knotty matters pertaining to maintenance, towing gear, etc. He likes this fine.

Out in that Cape Cod-type home in Whitestone there are Mrs. Miller and their three young'ns: Allan, 14; Kenneth, 12; and Lorraine, eight.

"Irv" is fond of salt water fishing and amateur baseball. Boy Scout activities claim quite a bit of his time; and we hear he's a great fellow for

Staff photographer Jeff Blinn was on hand to record this triple awarding of five-year service pins—always a pleasure as well as a duty for Rear Adm. Edmond J. Moran, president of the company, if he can be on hand for each such occasion. In this instance three office girls received their pins at the same time. Left to right: Jean Cuff, secretary to John S. Bull, vice president, sales, who came aboard July 23, 1951; Mary Samuels, secretary to Capt. Frank J. Hughes, general manager of operations, who started February 4, 1952; the Admiral himself; and Joan Markins of our billing department, another February 1952 arrival. Congratulations to all three faithful workers.

Operating Detail



"Let's see and hear more about engine department personnel," fans of that persuasion admonish Tow Line. We try, at least, to please everybody; so when this picture made by an Exide Electric Storage Battery Co. photographer for advertising purposes turned up it rated a Page 14-15 tag. Adding distilled water to guess whose batteries aboard the tug *Carol Moran* is assistant engineer George Ahern, 162 Mountain View Avenue, Castleton Corners, Staten Island, a Moran employee since May, 1946. It is conscientious care of such secondary operating equipment as this bank of Exides that keeps everything running smoothly.

do-it-yourself projects, in short a competent handyman, a good fellow to have around home . . .

Or on such a job as he has here.

Add grandsons: Clifford Hugh Lowerre, nine pounds, 10 ounces, born May 21 in Hackensack Hospital, Hackensack, N. J. Parents: Mr. and Mrs. Richard Lowerre, Ridgefield, N. J. Grandparents: Hugh L. Mesnard, Moran's chief engineer, and Mrs. M.



"Irv" Miller



Sports Enthusiast



It's a pleasure to introduce Tow Line addicts to a comparatively new employee, an industrious worker in our payroll department: Miss Estelle F. Keany, 25, 244 Sip Avenue, Jersey City, N. J. She lives with her parents, Mr. and Mrs. James J. Keany, and came aboard April 16—without any regrets to date. A graduate of St. Aloysius High School, J. C., before joining the company Estelle was operating similar business machines in the tabulating section of Foster Wheeler Corp. (engineering), 165 Broadway, Manhattan. She is a bowler of at least average skill, we hear, and in season rolls regularly with a team called the Zeroettes in the Foster Wheeler League. Other favored sports: both fresh and salt water fishing, horseback riding, in fact almost anything in that line that's done outdoors. A pleasant girl, as you can see at a glance.

Didn't TOW LINE warn you an issue or two ago that an epidemic of virulent romance might be getting under way?

Henry F. Hennessey, deckhand aboard the *Eugene F. Moran*, a nephew of Edward J. Hennessey, assistant vice president, sales, became engaged to Miss Catherine E. Murphy, Brooklyn, on April 4. The marriage has been scheduled for November 9. Another of our young-men-on-the-way-up, Henry got his pilotage license for the Hudson River a couple of months ago, and he expects to take his Upper New York Bay exam. soon.

Miss Rita Carnivale, 2022 Colden Avenue, The Bronx, a busy-bee in the Moran accounting department, became engaged two days later, April 6, to Pat Vettoretti, 1519 Mace Avenue, same borough. It seems there will be a wedding October 12, almost three years to a day after Rita joined us.


Oh, yes! Tyler (Tip) Baldwin of Moran HQ, Glastonbury, Conn., and Miss Frances Walker Steane, West Hartford, Conn., were indeed married May 11 in the bride's home town, just as it was predicted in these columns in our February issue. . . . Y'see?

Capt. Joseph Dowd, 404 Caton Avenue, Brooklyn, veteran Moran dispatcher, lost his brother, Rev. William G. Dowd, April 14, following a long illness. There are five sisters and another brother. Father Dowd was chaplain emeritus of LaSalle Academy, Oakdale, L. I.

It's a girl again for the Terry (Acctg Dept.) O'Connors: Eileen, seven pounds, 12 ounces, born May 18 in Bayonne Hospital, Bayonne, N. J. That makes it three girls and one boy in the hacienda at 30 West 45th Street, Bayonne. The others: Terry, Jr., nine; Mary Florence, eight; and Marion, two and a half.



Apparently following in his dad's substantial footsteps is 10-year-old John M. Brown, eldest son of Capt. John A. Brown, general manager, Moran Inland Waterways Corporation. The young'n is justifiably proud of his new Sea Cadet uniform—which see in the accompanying snapshot. Before the family moved recently to Mt. Vernon, Ind., his home port was 390 Lamberts Lane, Staten Island; but now, presumably, the Ohio River will be involved in his basic naval training.

VOICE OF AMERICA TAPE—Senior Moran pilot Capt. Chester Evans (seated, left), using VHF radiotelephone to assign positions to tugs Barbara Moran, E. F. Moran, Jr., and Susan A. Moran prior to docking the superliner S.S. *United States*, was in effect broadcasting internationally. The operation was being recorded by Walter Kohl, United States Information Service reporter (center), in German, for the German radio. Originating in Munich, the program "Gruesse aus Amerika" (Regards from America) is similar to our "Wide, Wide World," and the tape thus made in the pilothouse of our *Carol Moran* was to be broadcast on that program as part of the Voice of America coverage. That is Capt. Haakon Pedersen, Lindenhurst, L. I., at the tug's wheel. 

Engagement Announced



Still water continues to run deep, it seems. Almost before anyone around Moran HQ was aware of what was going on right under our noses, this artful pair had an engagement ready to announce—and they did on April 21, Easter Sunday. Margaret R. Neafsey, personnel department secretary, and F. J. Coseglia, assistant to John Tedaldi, purchasing agent, both of Staten Island, will be married in the spring of 1958, probably in May, according to grapevine telegraph reports reaching this editorial sanctum. That sort of thing still goes on, it must be . . . Whooooops!

"*Chessaw Stamp Co. — Stamps, Novelties, Hobbies, U. S. Coins Bought and Sold,*" it says on the business card of Chester Sawyer, 24-A East Palisade Avenue, Englewood, N. J., in case any of you veterans afloat have wondered whatever became of Moran's stamp collecting cook. Chester started with the company in December, 1950. During the next couple of years he served aboard half a dozen different tugs; in 1952, on the *Julia C. Moran* and *Peter Moran*, also, until the latter part of April, 1953, on the *Joseph H. Moran, II*, an ocean tug.



