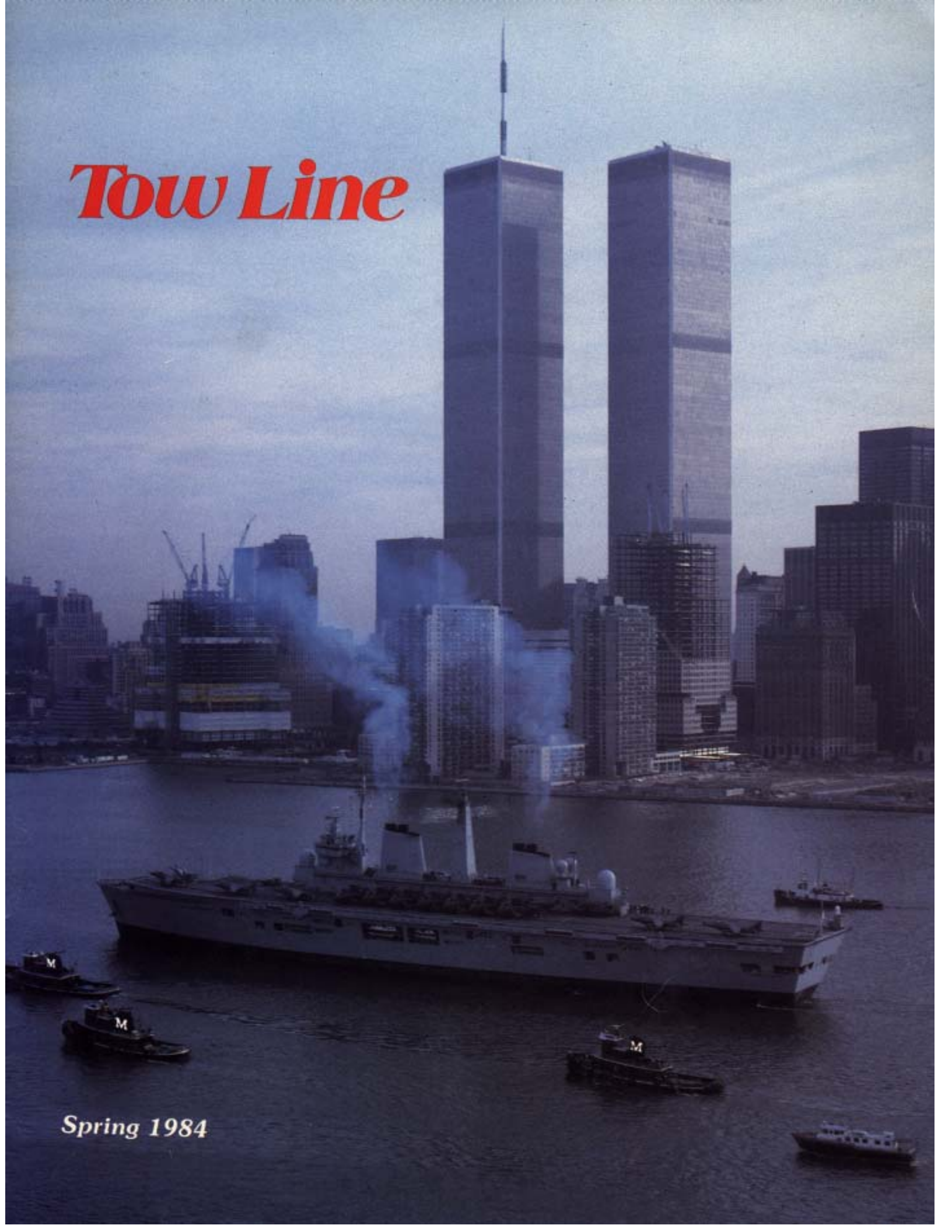


Tow Line



Spring 1984

ON THE COVER

EXPERTISE IN DOCKING each type, size and configuration of ocean vessel calling at the Port of New York is a Moran tradition.

Since the days of the tall ships, Moran tugs have berthed, towed and shifted Naval vessels—from submarine to super-carrier.

The work is challenging.

We like it.



ON PORT VISIT—A New York City fireboat salutes the British anti-submarine warfare aircraft carrier *HMS Illustrious* at the Statue of Liberty upon arrival February 3, 1984. RADM R. G. A. Fitch, RN, Flag Officer, Third Flotilla and the 152 officers and 881 enlisted personnel of the light aircraft carrier under the command of Captain J. B. Kerr, RN were accorded an impressive harbor welcome prior to berthing at Pier 90, North River. Pilot-Captain James N. Fagerstrom directed the docking with tugs *Dorothy Moran*, *Miriam Moran* and *Harriet Moran*.



IN THIS ISSUE—

On the Cover	2
Stolt-Nielson Chemical Tankers .	4, 5
Moran Tugs Tow Veteran Vessels	6, 7
Red Hook Container Terminal Expands	8, 9
Ships in the News	Centerfold
<i>Empress of China</i> Voyage Noted .	13
Ashore & Afloat	14
The Statue of Liberty	19

Moran's Overseas Agents

ENGLAND: James A. McLaren & Co. Ltd., Baltic Exchange Chambers, 28 St. Mary Axe, London EC3A 8DE DENMARK: Danish Maritime Service, 1 Skolebaek, DK 3050, Humlebaek; FEDERAL REPUBLIC OF GERMANY: Menzell & Co. SCHIFFSMAKLER, Hamburg 11/37007-1, Alter Wall 67-69; FINLAND: O.Y. Lars Krogius A.B., P.O. Box 13301, Helsingfor 13; HOLLAND: F. A. Voight & Co., N.V., 4 Javastraat, 3000 BD, Rotterdam; HONG KONG: Wallem Shipping (Hong Kong) Ltd., 183 Queen's Road East, Hopewell Centre-46-48 Floors, P.O. Box 40; IRELAND: Leinster Shipping Company, Ltd., 23 Fitzwilliam Square, Dublin 2; ITALY: Paolo Scerni, 10 Piazza Portello, Genoa; NORWAY: Henning Astrup, Fridtjof Nansens plass 4, Oslo; Birger Gjestland, Kong Oscars Gate 62, Bergen; SCOTLAND: Henry Abram, Ltd., 17 Sandfyord Place, Glasgow, C 3; SPAIN: Joaquin Davila & Cia., S. A., Hermosilla 30-2, Madrid 1.

Tow Line

Vol. XXXVII, No. 1 *Published by* *Spring 1984*
MORAN TOWING & TRANSPORTATION CO., INC.
One World Trade Center, Suite 5335, New York, N.Y. 10048
Cable Address: MORANTOW
Jeff Blinn, *Editor*



M/V CARTEGENA DE INDIAS' Maiden Arrival, New York

New York is a Growing Port for Stolt-Nielson Chemical Carriers

STOLT TERMINALS, expanding to meet worldwide distribution changes and a demand for high quality chemical storage facilities, recently acquired the Outerbridge Terminal in Perth Amboy, New Jersey—bringing to eight the number of its strategically located liquid and dry product storage terminals in North America, South America and Europe.

Now known as Stolt Terminals (Perth Amboy) Inc., the new Stolt Terminal presently offers a liquid storage capacity of 2.1 million barrels in 32 tanks and a dry bulk product storage area for such cargos as potash, phosphate rock, metal concentrates, salt, paper and pulp.

Stolt Terminals (Perth Amboy) Inc. is the only liquid and dry product storage facility in the Port of New York readily available to all modes of transportation—including the Colonial and Buckeye clean oil pipeline systems.

Stolt Tankers calling at the Port of New York during 1983 handled some 500,000 tons of cargo, making

168 moves among numerous terminals within the port carrying cargos including chemicals, coconut and palm oil, and clean petroleum products from worldwide sources and sailing with new cargos of chemicals including lube oil additives and tallow destined for Europe and the Far East.

Stolt Tank Containers, a frequent user of the Port of New York's containership services, moves chemicals of all types and other commodities in quantities between tanker and drum volume in tanks constructed of 316 Ti

stainless steel, mounted on ISO steel frames which may be lifted by conventional container cranes and be transported by ship, barge, rail or road.

Stolt Tank Containers moved 500 of the 20,000 liter capacity tank containers through the Port of New York in their door-to-door, import-export services during 1983.

The Port of New York is an important but singular port-of-call in the Stolt-Nielson Group's, six-continent network of nine major trade routes serving the highly sophisticated chemical trade.

Stolt-Nielson Fleet

The Stolt-Nielson Group through its holding company, Stolt Tankers and Terminals (Holdings) SA, today

M/T STOLT AVANCE—Namesake of the original SS Avance purchased by Botolf Stolt-Nielson in 1891 and of Jacob Stolt-Nielson, Jr.'s 1949-built vessel purchased upon founding Parcel Tankers, Inc. in 1959, this 22,908 dwt vessel is shown here at anchor in New York harbor.



operates a significant portion of the world's parcel tanker tonnage.

The Stolt-Nielsen family in Norway became shipowners in the business of deep-sea transportation in 1891 when Botolf Stolt-Nielsen acquired his first steamship but the development of the Stolt-Nielsen Group in chemical shipping began in 1959 with the founding of Parcel Tankers, Inc.

Parcel Tankers, Inc. (Now Stolt Tankers and Terminals (Holdings) SA) was established by Jacob Stolt-Nielsen, Jr., Botolf's grandson, with the purchase of a 12,000 dwt converted products carrier which he named *Stolt Avance*.

(The *SS Avance* was the name of the family's first vessel.)

Jacob Stolt-Nielsen, Jr.'s foresight in recognizing early a developing world market in specialty liquids transportation coupled with what may be an innate business acumen gave the new firm one of the largest parcel tanker fleets in the world within two decades.

The Stolt-Nielsen fleet, having expanded on trade routes to six continents by 1963, was upgraded by twelve of the world's first chemical tankers built to IMO regulations between 1970 and 1972.

In 1972 Stolt Tankers and Terminals (Holdings) SA entered the product storage market with the purchase of Atlantic Richfield's terminal in Zeebrugge, Belgium by its wholly owned subsidiary Seatank Terminal Holdings BV.

Today STT terminals, in addition to Zeebrugge, are located in Buenos Aires, Vancouver, Chicago, Brownsville, Houston and New York.

In 1973 Stolt-Nielsen ordered fifteen of the most modern parcel tankers ever built—capable of carrying as many as 56 different bulk liquid cargoes in separate tanks.

Today these tankers are the *Stolt Pride*-class, *Stolt Falcon*-class and the *Stolt Avance*-class.

Crisis and Progress

In the midst of Stolt-Nielsen's long-term planning and expansion the world-wide parcel market in chemical transportation collapsed in 1975, stemming the vital flow of



cash needed to finance the shipbuilding program.

By mid-1977 the cash crisis was eased by an agreement between Stolt Tankers and Terminals (Holdings) SA and the giant British Petroleum Corporation which provided a \$50-million finance loan.

The agreement allowed British Petroleum a 50% representation of STT's board of directors—and the completion of Stolt-Nielsen's shipbuilding program.

On May 21, 1982 an important step was taken in the transition of the Stolt-Nielsen Group from a transportation company to that of a

THE CENTER—Stolt-Nielsen activities in the United States is centered in the Stolt-Nielsen Building at 8 Sound Shore Drive, Greenwich, Connecticut

broader, service-oriented total bulk-liquids distribution company with the acquisition of United Tank Containers, Inc. and United Tank Containers (Europe) Ltd. from Manhattan Holdings, Inc.—the largest tank container company in the United States and its fast-growing European affiliate.

Renamed Stolt Tank Containers, the company is pioneering door-to-door bulk liquid distribution for cargoes of 15 to 20 tons by road, rail and water.

In 1983, Stolt-Nielsen began marketing the parcel tankers owned by the Pan Ocean-Anco partners.

Today, seven of these ships are operated on Stolt Tankers trade routes.

On the Horizon

On the horizon for 1985 are five, brand-new parcel trade tankers now under construction in South Korea by Daewoo Shipbuilding and Heavy Machinery Ltd., an experienced builder of specialty ships.

Scheduled to join Stolt-Nielsen's operating fleet of 36 ships, the newest tankers will each provide fifty-eight cargo tanks for the segregated transport of the most sophisticated and diversified products in the trade.

This multi-million dollar building is another giant step toward Stolt-Nielsen's goal of providing through transportation to its parcel trade customers.

NEW YORK'S TIDAL GAUGE

MAKING THINGS EASIER for the mariner (and others), a Real-Time Water Level Data Collection & Telemetry System is now operative in the Port of New York and on the Hudson River. Available to subscribers at any location accessible to standard telephone service, New York's unique system provides data on tidal levels at six-minute intervals 'round the clock from Sandy Hook, Bergen Point, The Battery and Willet's Point in New York harbor and from Haverstraw Bay and the Port of Albany on the Hudson River. Wind speed and direction at Sandy Hook and Bergen Point are also available. Funds to establish the system were provided by the New York State Legislature in 1981 but operating costs require a monthly subscriber fee. The Executive Director of the Maritime Association of the Port of New York Mr. N. Nick Cretan may be contacted for additional information or actual subscription to the new service at: (212) 425-5704.

Moran Tugs Tow Veteran Vessels To Lay-up Fleet and New Berths

RETIRED CARGOLINERS, distinguished by long commercial careers in American-flag shipping, and two American maritime schoolships were among the numerous coastwise, Great Lakes and overseas towing assignments completed by Moran's off-shore tug fleet during 1983.

Tug *Doris Moran*, following three months' coastwise towing of Atlantic Cement Company barges *Alexandria* and *Adelaide*, was assigned to tow the former general cargo/containership *President Harrison* of the American President Lines from Norfolk, Virginia to Sturgeon Bay, Wisconsin.

(Moran's newest, 5,000 h.p. tug *Doris Moran* had previously towed the *ex-President Harrison* to Norfolk from San Francisco, California.)

Destined for the Bay Shipbuilding Corporation's yard (and a new career), the *ex-President Harrison* arrived on April 28th. After modifications and the installation of three sets of twin cargo-handling cranes, the 16,819 grt. 1965-built cargo vessel is expected to emerge in May 1984 as an Auxillary Crane Ship for the U.S. Navy.

Although Government-owned, the modified vessel will be civilian operated.

(The day after delivery of *ex-President Harrison*, tug *Doris Moran* sailed from Marinette Marine's yard in Marinette, Wisconsin with two, newly-built Navy berthing barges YRBM(L)43 and YRBM(L)44 in tandem tow—one bound for Norfolk, Virginia; the other for delivery at San Diego, California.)

To Reserve Fleet

After active commercial lives of almost two decades, four former general cargoliners of the United States Lines were towed by Moran off-shore tugs to the Maritime Administration's James River reserve fleet in Virginia during the month of July.

Departing from New York on July 11th, 16th, 18th and 19th on the

towing hawsers of tugs *Elizabeth Moran*, *Amy Moran*, *Grace Moran* and *Margaret Moran* were the *American Courier*, *American Corsair*, *American Champion* and *American Chieftain*.

All are American Challenger-class vessels built for the United States Lines in American shipyards in 1963.

(The *American Challenger*, on maiden voyage in U.S. Lines' express service to Le Havre and London, set a trans-Atlantic cargo vessel speed record by averaging 24.42 knots between Ambrose Lightship and Bishop Rock—See TOW LINE, Sept. '62 Issue.)

Two Schoolships

Also bound for MARAD's James River reserve fleet, World War II Liberty ship *John W. Brown* departed from Pier 42, North River, New York on July 29th. on the tow-

(Continued on Page 7)

ST. LAWRENCE SEAWAY—Moran's newest, 5,000 h.p. tug *Doris Moran*, en route from Norfolk, Virginia to Sturgeon Bay, Wisconsin with the *ex-President Harrison* of the American President Lines, eases the shipyard-bound vessel through the St. Lawrence Seaway.



(Continued from Page 6)

ing hawser of tug *Amy Moran*.

The *John W. Brown*, the sole survivor on the U.S. East coast of some 2,700 Liberty ships constructed during the war, served for decades as a schoolship and as a notable landmark in New York.

Arriving in New York in 1946, the *John W. Brown* initially berthed at East River piers before moving to the west side of Manhattan where her 'second career' came to a close with the Board of Education's transfer of its maritime trades program to new shoreside facilities in June 1982.

While hundreds of high school students striving for maritime careers appreciated her shipboard environment, the *John W. Brown* attracted the attention of the public as a World War II veteran.

With her 'retirement' as a schoolship, a John W. Brown Preservation Society was formed by the National Maritime Historical Society and the vessel has recently been designated a Merchant Marine Memorial by an Act of Congress, signed by President Ronald Reagan.

Now, a third career awaits the *John W. Brown* when funds are raised for the vessel's rehabilitation and transport to a permanent site as a World War II American Merchant Marine memorial.

Bay State IV, after a short career as the most recent schoolship of the Massachusetts Maritime Academy, returned to the Maritime Administration's James River, Virginia reserve fleet on the tow line of Tug *Cape Ann*—sailing from Buzzards Bay August 8, 1983.

Bay State IV (ex-*Geiger*) is the former cargoliner *President Adams* of the American President Lines, built in 1952 in Camden, New Jersey by the New York Shipbuilding Corporation.

Schoolship *Empire State* (ex-*Barrett*), the former *President Jackson* and sistership of *Bay State IV*, is the trainings vessel of the State University of New York Maritime School at Ft. Schuyler, the Bronx. The *Empire State* has been offered as a replacement for the Massachusetts Maritime Academy's 1984 training cruise.



HUDSON RIVER, N.Y.—Liberty ship *John W. Brown*, former schoolship in the N.Y. Board of Education, sails from New York on the tow line of tug *Amy Moran* bound for the James River, Virginia lay-up fleet in this July 29th photo.



AT ERIE BASIN, N.Y.—The former United States Lines' vessels *American Corsair* and *American Champion* departed New York on the tow lines of tugs *Amy Moran* and *Grace Moran* on July 18th bound for MARAD's James River reserve fleet in Virginia.

As tug *Cape Ann* departed Buzzards Bay with *Bay State IV*, a former Moore McCormack Lines' general cargo/passenger liner sailed from Hoboken, New Jersey on the tow line of tug *Sheila Moran*.

POUCH TERMINAL ELECTS—

A. T. Pouch, Jr., president of Pouch Terminal, Inc., announced the election of Edward J. Barber as Chairman of the Board. Mr. Barber is Chairman of the Board of Barber Lines, Inc.

Now the SS *Pride* and owned by the Maritime Administration, the former *Mormacpride* was bound for Philadelphia and a new career as a general cargo vessel maintained for the U.S. Navy in MARAD's 5-day, ready break-out fleet.

Arriving in New York on maiden voyage August 4, 1960, the *Mormacpride* was featured (See TOW LINE, Sept. '60 Issue) as the first of eight, 12,400 dwt, C3-1624-type, ultra modern cargo/passenger liners—the 'pride' of Moore McCormack Line's fleet.

New Expansion Underway for '85 At Red Hook Container Terminal

BUILT FROM THE GROUND UP by the Port Authority of New York & New Jersey in the historic Atlantic Basin shipping area of Brooklyn as a joint project with the State and City of New York, the Red Hook Container Terminal since its official opening September 23, 1981 on 41 acres of Port Authority and New York City land has grown and continues to grow.

By August 1983, ten newly developed acres including the Port Authority's Pier 9B were added and the Universal Maritime Service Corporation consolidated all its cargo services on the New York side of the harbor at Red Hook Marine Terminal.

(The Universal Maritime Service Corporation, with a reputation of a half-century of cargo handling experience, was named Red Hook's terminal operator and initially invested \$10-million in a wide range of terminal operating equipment.)

Red Hook Marine Terminal's new \$14.5-million expansion, as announced by the Port Authority of New York & New Jersey, will include the development of ten acres of New York City property and the Port Authority's present Pier 9A and adjoining areas.

The Red Hook Marine Terminal will have expanded to 68 fully-developed acres by July of 1985.

Future Look

To assure today's steamship lines and tomorrow's users room to grow in Brooklyn's newest containerport, the current expansion will provide new berths for containerships and ro/ro carriers and a 50% increase in upland container storage area.

Over-the-road cargo arriving via Interstate 278 on the Gowanus Expressway and the Brooklyn-Queens Expressway will find a 50% increase in the number of terminal entry gates.

Red Hook Container Terminal's annual capacity of 40,000 containers will increase to 60,000 annually.

Friends from London
On Tour in New York



A HOLIDAY DELIGHT—Marking July 27th a holiday highlight for David and Dorothy Wynton and son Eric was a visit to the Moran Towing Company's World Trade Center headquarters, a bird's-eye-view luncheon at the 107th floor Windows on the World and an afternoon's harbor tour as guests of a NYPD Harbor Unit. Davis is a member of London's Metropolitan Police and Dorothy a staff member of Moran's agents in England, James A. McLaren & Co., Ltd. A delight it was—for ALL.

With the demolition of Pier 9A's shed and the installation of crane rails and foundations for a brand-new 45-ton capacity gantry crane, a new, 750' containership will emerge on the north side while a 680' stern and side loading berth for ro/ro vessels will occupy the south side.

The 980' marginal wharf fronting directly on the 40' deep Buttermilk Channel will continue to serve containerships with its two 40-ton Paccoco Portainer gantry cranes and the adjoining 660' stern and side loading berth will still be used by ro/ro carriers.

For break bulk cargo and combo vessels, the North Shed (formerly Pier 9B) provides 180,000 sq. ft. of covered cargo area and two berths while the 200,000 sq. ft. consolidation and break bulk cargo storage South Shed offers 1,390' of uninterrupted berthing space.

Present Users

Beginning with a handful of supporting steamship lines in 1981, Red Hook Container Terminal is now the New York headquarters for seventeen major services serving five continents: Empresa Lineas Maritimas Argentinas S.A.; Bottacchi Argentine Line; P. T. Trikorra Lloyd; Egyptian National Line; Costa Line Cargo Services, Inc.; Flota Mercante Grancolombiana, S.A.; Compania Anonima Venezolana de Navegacion; Compania Peruana de Vapores (SSC); Companhia Portuguesa de Transportes Maritimas; Ivaran Line; Torm West Africa Line; Bank Line, Ltd.; Pakistan National Shipping Corp.; Turkish Cargo Lines; Red Sea Navigation Line; Flota Bananera Ecuatoriana, S.A. and Resolve Maritime Line.

The Universal Maritime Service Corporation is extending its lease contract and is investing additional funds.



MID-WINTER SCENE—Caught in this January 19, 1984 TOW LINE photograph are Costa Line's two newest ro/ro vessels berthed at Red Hook Container Terminal's 980' containership wharf on Buttermilk Channel and its adjoining 660' berth. The 28,000 dwt sister ships *Costa Arabica* and *Costa Ligure* are in Costa Line's 'Independent Italian Service' from North Atlantic ports to Barcelona, Naples, Leghorn and Genoa. The Universal Maritime Service Corporation, operators of the terminal and the stevedores of Local 1814, ILA are well equipped to handle the vessels' container capacities of 1,026 TEU's as well as their wheeled and fork-lift cargoes using the vessels' 376 tons maximum load stern ramps.

SHIPS



M/T CARDISSA—Shell Tankers B.V.



M/V ADDIRIYAH—United Arab Shipping



M/V EUROPA—Hapag-Lloyd AG

M/T CARDISSA—Beauty is more oil tanker built to Shell Tanker Verolme Shipyard Heusden, B.V. *Cardissa* is classified by Lloyd's Register as a 100A1 chemical tanker. Built with a double bottom, the 19,900 dwt vessel is equipped with a dual controlled air conditioned deck. Docked at Northville, Linden, New Jersey, she was taken June 10, 1983. At 1330 hours she was taken in tow by the vessel with Moran Pilot-Captain in command. Agents for this fine vessel is Kerr Steamship Co., Inc. of New York Trade Center, New York. She was completed for Shell Tankers B.V.

in

M/V ADDIRIYAH—Fortnightly service of the United Arab Shipping Line of the Arabian states of Saudi Arabia and Iraq, between U. S. East and West Coast. The *Addiriyah* is maintained by three 1,160 TEU containerships maintain a 17 day trip voyages. On this voyage the *Addiriyah* arrived at Newark on July 14th by tug *Marjorie*, James Naughton in charge. Agents: Kerr Steamship Co., Inc. of Two

M/V EUROPA—Hapag-Lloyd AG *Europa* called at the Port of New York and New Jersey for the first time since a maiden voyage from Hamburg to New York by modern lines, but by no means means *Europa* is a new ship. From Vegesack, West Germany, this fine ship has already attracted an affluence of capacity bookings since entering the new *Europa* is 656' in length by a crew numbering near 300. The ship is equipped with spacious, quiet cabins and a plethora of amenities in public rooms. The *Europa* has sailed to the Arctic make the *Europa* a new ship. During her 23 hour visit at Pier 90, North River by Pilot *Amy Moran* and *Miriam Moran* on board with tug *Miriam Moran* on board.

kin deep in this new lubricating
 7's exacting specifications by
 he Netherlands in 1983. The
 of Shipping as a Maltese cross
 mber or sheer and with no rise
 length. Cargo and ballast are
 ten centerline tanks and indivi-
 quarters are aft. The *Cardissa* is
 in this TOW LINE photograph
Patricia Moran sailed the new
 Naughton in charge. A sister-
 for Shell Tankers B.V. in 1982.
 mship Co., Inc. of Two World
 ship, the *M/T Caurica*, was
 \$2.



M/V REPUBLICA DE COLOMBIA—Grancolombiana

ne

liner service and full container
 pany (S.A.G.), the national flag
 , U.A.E., Bahrain, Qatar, Kuwait
 east ports and the Arabian Gulf
 ty sister containerships: the *Ad-*
 otograph), the *Jebel Ali* and the
 i Shipyard in South Korea, these
 : service speed on 60-day round
 zh was docked at Shed 220, Port
 oran with Moran Pilot-Captain
 e 24,272 dwt containerships is
 Trade Center, New York.



M/V ERRIA PROGRESS —Erria Tankers, Ltd.

NEWS

luxury cruise liner and flagship
 on October 5, 1983 for the first
 , Italy January 8, 1982. Built on
 by Bremer Vulkan of Bremen-
 man liner to be named *Europa*
 ean cruise market with near
 Larger than the *Europa* of 1966,
 assenger capacity of 600 served
 m 'old world' service combined
 num safety in design with a
 s an ability to cruise the tropics
 l not likely to be outdated for
 v York, the *Europa* was berthed
 Grover Sanschagrin with tugs
 d by Pilot-Captain Arthur Biagi,
 r 6th.



M/V NIEUW AMSTERDAM—Holland America

Ships in the News...

(Continued from Centerfold)

M/V REPUBLICA DE COLOMBIA—Flota Mercante Grancolombiana, S.A., the national flag carrier of Colombia, proudly introduced three of its new series of six multi-purpose 'cargo-carriers of the '80's' built by Stocznia Gdanska in Poland to New York during 1983. The *Cartagena de Indias* arrived in June followed by the *Republica de Colombia* (Shown here docking at the new Red Hook Marine Terminal in Brooklyn.) on July 8th and the *San Andreas y Providencia* on October 23rd. The 17,300 dwt *Indias*-class sister ships have a reefer capacity of 169,000 cu. ft. (which may be used for general cargo or vehicles), a general cargo capacity of 731,224 cu. ft. or a total bale capacity of 900,848 cu. ft. At four hatches, in addition to 15 ton capacity booms, there are four 25 ton capacity cranes which may be coupled for 50 ton lifts and one jumbo boom which boasts an 80 ton capacity. Number 2 and 3 hatches are equipped with removable cell guides and 'tween decks for general cargo if the 427 TEU's container space is not used. The vessels all have bow thrusters, automated engine rooms, an on-board computer for a variety of functions and satellite navigation. Completely air conditioned, crew quarters include individual rooms, swimming pool and gym. On maiden voyage, the *Republica de Colombia* was docked by Pilot/Captain Ragnar Mattsson and tugs *Dorothy Moran* and *Cynthia Moran*.

M/V NIEUW AMSTERDAM—Holland America's newest luxury cruise liner *Nieuw Amsterdam*, with a striking interior decor commemorating the Dutch-American colonial theme and the city for which she's named (New York), arrived for her first New York harbor welcome July 18th. After making a series of 10-day Bermuda/Caribbean cruises out of New York, the newest *Nieuw Amsterdam*

departed August 31st to the U. S. West coast and to a new home port—San Francisco. The 34,000 ton, \$150 million *Nieuw Amsterdam* was built at St. Nazaire, France by Chantiers de l'Atlantique—builders of the *Normandie*, *Ile de France* and *France*—where a Holland America sistership is nearing completion. The new *Noordam* is expected to sail from St. Nazaire in April 1984. On the West coast in Seattle, Washington, Holland America's cruise and tour marketing subsidiary Westours is offering a record 42,000 berths on 43 sailings of the *Nieuw Amsterdam*, *Noordam* and flagship *Rotterdam* out of Vancouver, British Columbia from June 9 until September 25, 1984.

M/V ERRIA PROGRESS—Caught by TOW LINE's photographer approaching the Verrazano-Narrows Bridge January 20th, the new chemical products tanker *Erria Progress* was berthed at 1750 hours at Rawlins Terminal, Bayonne, New Jersey by Pilot-Captain Raymond Poissant directing tugs *Eugene F. Moran* and *Dorothy Moran*. This IMO III classified tanker with a South Korean crew entered timecharter with *Erria Tankers PTY, Ltd.* of Chatswood, Australia directly from its shipbuilding yard in February 1983. The *Erria Progress'* maiden voyage was via Philippines to the Great Lakes with a full cargo of vegetable oil and to Rotterdam with tallow. Trading world wide, the *Erria Progress* has carried caustic soda from South France to the U.S. East coast to return to Portugal, Morocco and Spain with tallow and vegetable oil. *Erria Progress'* 15 cargo tanks and two sloptanks are able to carry 9,629 cubic meters of product with a 5 grade segregation. All tanks are fully epoxy coated, the vessel has a double bottom throughout and is equipped with two, 400 cubic meter/hr and three, 250 cubic meters/hr cargo pumps plus one, 100 cubic meters/hr slop pump. Agents for the line is Boyd, Wier & Sewell, Inc. of 17 Battery Place, New York 10004.

Huge Tug Parade Salutes Norfolk's *The Waterside*



A FLOTILLA—Tugs, commercial and Naval, marked the June 1st opening of Norfolk, Virginia's *The Waterside*, a brand new marketplace of shops and restaurants on the port's renovated waterfront. Curtis Bay Towing's Paul Horsboll planned, organized and coordinated "the greatest tug parade in Norfolk's history"—thirty-seven flag-flying, water-spraying, tooting tugs parading down the Elizabeth River from Lambert Point to *The Waterside*.

NYC's Container Drayage

PARTIALLY SUBSIDIZING shippers for the cost of truck transportation between the Port of New York's marine terminals and rail yards, the City of New York has reinstated the drayage program provided by the State of New York which expired in June 1983. Setting a drayage rate of \$40 per container between New Jersey rail yards and New York City terminals for loaded marine containers moving by rail from at least 100 miles from the port, the City's program of \$450,000 is "a short-term investment to keep our marine terminals competitive while rail link improvements are being made", according to New York's Deputy Mayor Kenneth Lipper.

Administered by the Port Authority of New York and New Jersey, the trucking firms selected through public bidding are: All-Season Enterprises, Inc. of Brooklyn, N. Y. and Todd Logistics of Bayonne, N. J.

First American Voyage to China Noted at Sailing of *Gu Bei Kou*.

CHINA OCEAN SHIPPING COMPANY's 1980-built, 14,000 ton ro/ro carrier *Gu Bei Kou* sailed from Maher Terminal's Berth 64, Port Elizabeth carrying a variety of containerized general cargo, break bulk cargo and large roll on/roll off cargo in the line's fortnightly direct liner service from the East, West and Gulf coasts of the United States to China on February 22, 1984.

On the same day and month in 1784, two hundred years ago, the American sailing ship *Empress of China* set sail from New York under the command of Captain John Green to become the first vessel to arrive in China under American colors.

This bicentennial anniversary was noted at a reception aboard the *Gu Bei Kou* attended by Gao Weijie, the senior owner's representative of the China Ocean Shipping Company; by Thomas Somma, vice president of Calco Ship Agency, Inc. (COSCO's general agents) and by representatives of the Ambassador of the People's Republic of China and their New York Consulate.

The *Empress of China* departed New York on Sunday, February 22, 1784 with a cargo of ginseng (a medicinal root found in New England)

and pelts. Six months later, on August 23, 1784, the 350 ton sailing ship arrived in Macau prior to navigating 70 miles of the Pearl River to Whampoa Anchorage and Canton.

The *Empress of China* returned to New York in 1785, after an absence of 14 months/24 days, with a cargo of teas, silks, spices and the first shipment of Chinese fans to reach the United States. Treasures now, the early Chinese fans became the vogue in 19th Century America.

Now, in twice monthly sailings the China Ocean Shipping Company operates in addition to the *Gu Bei Kou* and sister ro/ro's *Xi Feng Kou* and *Zhang Jia Kou*, three 1,200 TEU capacity container vessels in a new and growing trade relationship.

VIEW FROM ROBBINS REEF—China Ocean Shipping's ro/ro vessel *Gu Bei Kou* sailed from Berth 64, Port Elizabeth under the direction of Captain-Pilot Raymond Poissant with tug *Carol Moran* at 0940 hours February 22, 1984. Captain-Pilot Arthur Biagi, Sr. docked the 14,000-ton carrier on February 19th at 1955 hours with tugs *Miriam Moran* and *Eugene P. Moran*.

New Police Launches Add Harbor Security



DEDICATED—At ceremonies held June 29th in College Point, Queens (Harbor G Unit), four new launches were christened with the names of NYC policemen "Who gave their lives in the performance of duty": P.O. Stephen Gilroy (Launch 301), Det. Joseph D. Taylor (Launch 302), P.O. Robert J. Bilodeau (Launch 303) and P.O. John G. Scareagella (Launch 304). The NYPD's Harbor Units patrol 576 miles of waterfront and 146 square miles of navigable waters—day and night.



Ashore and Afloat



CATCHING-UP ON THE Ashore & Afloat news, we are pleased to report Captain Russell G. McVay's appointment as Vice President of Operations for the Moran Towing & Transportation Co., Inc. by Mr. Thomas E. Moran, president.

Captain McVay succeeds former Vice President of Operations Captain Leonard G. Goodwin, who retired July 1st to become a marine consultant to the firm.

Captain Russell McVay initially assumed managerial duties in a Moran affiliate company in 1969 after embarking on a maritime career in Moran tugs following graduation from the U.S. Merchant Marine Academy at Kings Point, N.Y. in 1964.

In 1973, Captain McVay was appointed Manager of the Seaboard Shipping Company in New York.

(The Seaboard Shipping Company is a Moran subsidiary in the business of transporting petroleum products by barge in the Greater Port of New York/New England area.)

Named Harbor Operations Man-

ager for the Moran Towing & Transportation Co., Inc. in 1978, Captain McVay assumed responsibility for the operation of Moran's New York harbor fleet of tugs as well as Seaboard's sizeable barge fleet.

In 1980, Captain McVay was elected a Vice President of the Moran Towing & Transportation Co., by Moran's Board of Directors.

Richard H. Roe, Controller of the Moran Towing & Transportation Co., Inc., was elected Vice President by Moran's Board of Directors at their December 28th meeting.

Mr. Roe's appointment became effective January 1, 1984. On January 1, 1974 Mr. Roe succeeded Lee R. Christensen, now Moran's Vice President of Administration and Finance, as Controller.

A member of the New York State Society of Certified Public Accountants, Mr. Roe graduated from St. John's University (Hill Crest, Long Island) in 1964. In 1969. He became a Certified Public Accountant and joined Moran as General Accounting Supervisor in 1972.

Vice President "Dick" Roe resides in Rockville Centre, Long Island with wife Gaetana, whom he calls "Tommy," and two lovely daughters: Justine, 18 and Cynthia, 21.

Edmond J. Moran, Jr. was named Manager, Moran Barge Division, a new post of management of the firm's ocean-going and coastwise dry bulk and tank barges, on July 1, 1983.

Mr. "Ned" Moran is a great-grandson of Michael Moran, the founder of the family firm in 1860, and an employee since joining the company's New York headquarters Sales Department in 1971.

With Moran's acquisition of the Florida Towing Company in 1976, Mr. Moran was named its Vice President and General Manger. Credited with revitalizing the company with new operating equipment and instilling a strong spirit of dedication to the Jacksonville, Florida port's needs, he was succeeded in the executive post by William P. Muller on January 1, 1982.

Prior to returning to New York in 1983, Mr. Moran directed Moran Maritime Services, Inc. in Houston, Texas.



Captain Russell G. McVay



Richard H. Roe



Edmond J. Moran, Jr.

**EUGENE F. MORAN AWARD
1983**

Captain R. G. McVay,
Vice President of Operations

Dear Captain McVay:

I feel highly honored to have been selected from my class as the recipient of the Eugene F. Moran Award during the 1983 Awards Convocation of the U. S. Merchant Marine Academy at Kings Point. I want to express my appreciation to you and the Moran Towing Company for making this possible. . . .and I know it will continue to be an inspiration to me in my future career. Thank you very much.

Respectfully,
Daniel E. Rolde



William S. Bissett

William S. Bissett was named Credit Manager, Sales Administration for the Moran Towing & Transportation Co., Inc. by Vice President Lloyd R. Graham on November 1, 1982, succeeding Terrence G. O'Connor who retired after 40 years' service in tugs as well as ashore.

"Bill" Bissett joined Moran possessed of experience and a natural bent toward careful keeping of accounts. If not springing from his birth in Glasgow, Scotland from whose shores he emigrated at the tender age of three, his canny talent for figures evolved over decades of astute application as internal auditor, accounting manager and treasurer of some notable maritime firms.



MORAN SERVICE AWARDS—Unmistakably pleased at receiving his Forty Years' Service Award from Thomas E. Moran, president of the company, is Fred A. Morgana (left), assistant supervisor, Billing Department. In the photo on the right Lee R. Christensen, vice president, Administration & Finance—recipient of a Twenty Years' Service Award—presents a Thirty-five Years' Service Award to Edward M. Balicky, Paymaster, Crew Personnel.

40 years service: Fred Morgana, Grover Sanschagrin.

35 years service: Edward Balicky, Reidar Houland, Joseph Pagliuco, Vaughan Tilghman.

30 years service: Torris Andersen, Henning Andren, Jr., William Hennessey.

25 years service: Russell La Bombard, Charles Lang, Thomas Lee, Robert V. McLane.

20 years service: Nazario Battipaglia, Lee R. Christensen, Larry Eaves, Clayton Gillikin, John J. Mitchell, Andrew Schilling, James J. Sheeran, Sigmond Simonsen, Hilmar Stronstad, Tonnes Tonnesen, Stanley Westerlund, David Wood.

Not completely devoted to his calling, on off-hours Bill enjoys a game of tennis and "any kind of fishing" whenever opportunity arises.

Once proud owner of a 25' cabin cruiser stabled in Island Park, Long Beach, our Credit Manager still longs for a return to the pleasures of boating.

At present, Bill lives in Bay Ridge, Brooklyn with his wife, Helen, two daughters and a son but soon expects a move to Staten Island where a condominium is in the offing at a place called Travis.



15 years service: John Barros, Michael Furlong, Manuel Jensen, Peter Laue, Kaare Log, James Milton, Robert Moore, Thomas Rasmussen, Kenneth Ruiz, Dennis J. Sanschagrin, Julio de Los Santos, George Thomas.

10 years service: Sam Apostolou, Bernard Avery, William Clifford, Joseph A. DeAngelo, James Faulkenberry, Philip D. Gaughran, Ira George, Michael Hayes, Richard Hilser, Vincent Hilser, Ernest Hurt, Francis Hussey, Ode Jensen, Elmer Johnson, William F. Kennedy, Merida Lopez, Charles Marshall, Gerald McCracken, Stanley Petro, George Sadler, John Sanborn, Timothy K. Sheppard, George Sussex, Larry Young.

5 years service: Bruce Alexander, Demetrio F. Aspiras, Harry Boyce, Dennis K. Cummings, Robert K. Ellis, Shirley V. Holt IV, Vincent Horan, Ernest Humes, Arthur F. Ilsley, Eric Johnson, Daniel J. Klaben, Peter Mahler, Frank Murzinski, Robert Thorndike, R. Vanderhoof, D. Villani.

NAMED FINNISH CONSUL—

Malcolm W. MacLeod, president of the Curtis Bay Towing Company, has been named Finnish Consul in Baltimore, Maryland succeeding former Consul, Captain Frank J. Hughes.

"She's Not Heavy, She's My Tug"



PRESENTING — Tug model *Margaret Moran* with Michael Wallis and Captain James M. Naughton (left to right).

CAPTAIN JAMES M. NAUGHTON cradled the hefty 50 pound, $\frac{3}{8}$ " to 1 foot scale model of tug *Margaret Moran* in his arms up to the 53rd floor of One World Trade Center to display the achievement of some two dozen Central Bucks High School students to Moran headquarters' personnel.

"I've wanted a model of the *Margaret Moran* to show at home for a long time," Captain Naughton beamed as critical eyes bestowed both praise and approval of the diminutive replica, "and I'm very pleased with this one."

Captain Naughton was assigned Master of the then new *Margaret Moran* on December 26, 1979 when the 3,300 h.p. tug arrived in New York harbor from J. Ray McDermott's shipyard in Morgan City, Louisiana.

A resident of Buckingham, Pennsylvania where three of his five children are graduates of Central Bucks High School, Captain Naughton had seen prize-winning models of library buildings produced by its students.

"Why couldn't they produce a tug model?" he asked himself.

He queried technical graphics instructor Michael Wallis at Central Bucks High School. Could his students produce a tug model as a class project?

The idea was accepted in April 1982.



HEARTFELT GOOD WISHES—A roomful of friends and former co-workers, gathered at Giovanni's Atrium in Lower Manhattan the evening of January 5, 1984, resounded with good words for James J. Sheeran, who retired as manager of Seaboard Shipping Company on December 31, 1983. TOW LINE's camera recorded him with his wife, Mary and Captain Russell G. McVay, Moran's vice president of Operations (Photo, left). Seaboard assistants Christopher D. Bodkin and Marilyn A. Liddy, Photo, right) presented Jim with a pea jacket and watch cap as a reminder of his days as a Naval officer during the Normandy invasion.

Totally Handicrafted

Initially, Central Buck's students John HyrsI, David Grenyer and Richard Shappinger began the project in joining Captain Naughton aboard his tug *Margaret Moran* for a full day's observation and in photographing and measuring a myriad of outboard details from the tug's mast lights to her scuppers.

Blueprints and tug photographs supplied by Captain Naughton enabled students in wood shop instructor Steven Mebs' class to carve by hand the hull for *Margaret Moran*'s model from a single, solid block of pine wood.

Most challenging to Mike Wallis' students were the numerous tiny details of *Margaret Moran*'s deck equipment and fixtures, some requiring the attention of instructor William Barringer's metal shop students.

The tug model's railings and ladders are carefully soldered wire; her diminutive fire axes are toothpicks fashioned with bits of sheet metal; the foghorn is a lathe-horn golf tee; the deck lines boxes are carved of balsa wood fitted with doll house hinges; ship lines and hawsers are realistically twisted lengths of dyed string and the shaggy side

fenders were treated in the school's biology laboratory to achieve a seaworm look.

An added fillip is the tug's modern bow fender fashioned from actual *Margaret Moran* rubber and its final coat of authentic Moran tug enamel.

"Super Piece of Work"

Captain James Naughton, who supplied all materials used in making the model (or their cost), characterized the final product as "a super piece of work with remarkable attention paid to detail."

Contributing some 3,000 working hours to the unusual class project which was completed by the end of January 1983 were the following Central Bucks High School students (in addition to John HyrsI, David Grenyer and Richard Shappinger): Dennis Alexander, Chip Astle, Scott Atchely, Shawn Campbell, Daniel Chess, Vincent DiMaria, Steve Dodge, Eric Eisold, Greg Folts, Michael Foster, Chase Gundlach, Tom Hart, Mary Hreno, David Maxwell, Trevor McNeill, Scott Minnucci, Richard Poole, Chris Rogers, Steve Soost, Tom Stella, Kathy Yowell and Gareth Zeblev.

**Sailing Season Starts
For Seaport's *Pioneer***

SOUTH STREET Seaport Museum's historic schooner *Pioneer* begins its New York Harbor sailing season on Saturday, May 5th for all those wind ship enthusiasts (and others) who delight in quiet, two or three-hour carefree voyages below Manhattan's skyscrapers. The *Pioneer*, a coastal trade schooner built of iron in a Delaware River shipyard in 1885, is the last of her kind in the United States and is the Museum's only 'working boat'—certified by the U.S. Coast Guard to carry up to 40 paying passengers on board. Captain Dianne Glennon encourages her passengers to bring their own food and drink and to dress as weather conditions dictate as the *Pioneer's* 65 foot long deck offers no cabin shelter. For information on afternoon and evening sailings (or chartering) call: (212) 669-9400.

Offers Short Courses

THE MASSACHUSETTS MARITIME ACADEMY in Buzzards Bay is offering short courses in Radar ReCertification and as Radar Observer Unlimited for Merchant Marine Officers. Radar ReCertification is a one-day course while the U.S. Coast Guard approved Radar Navigation Course is an eight-day re-training session. For information contact CDR Robert Corradi at (617) 759-5761, Ext. 314.

CAPTAIN CHESTER EVANS

Captain Chester A. Evans, former senior docking pilot in the Port of New York and an employee of Moran for 45 years, died at the age of 86 on March 26, 1984. Captain Evans joined Moran in 1916 as a deckhand on harbor tugs, rose to the top of his profession and retired in 1961. Captain Evans was a quiet, unassuming man who regarded his responsibilities of docking and undocking the world's largest ocean liners as routine. In tribute to his memory, Moran tugs flew flags at half-mast during his interment in Fort Pierce, Florida on March 30th. Captain Chester Evans leaves many friends, worldwide.



B/T LAGOVEN INCIARTE—Lagoven, S.A.

VIEW FROM THE BRIDGE—On maiden arrival in New York the new, 1983-built asphalt/oil tanker *Lagoven Inciarte* was met at the Verrazano-Narrows Bridge by tug *Amy Moran* and Pilot/Captain Arthur Biagi, Jr. with order from agents Kerr Steamship Co., Inc. of Two World Trade Center, NYC to dock the loaded tanker at Trumbull Asphalt in Kearney, New Jersey. Captain Biagi's view from the bridge of the *Lagoven Inciarte* of eight bridges encountered during the sixteen mile voyage was recorded by TOW LINE'S photographer.



Sandy Hook Pilot/Captain J. P. Convin waves 'Adios' to *Lagoven Inciarte*.



Rt. 10 Hiway & two Penn. Railroad bridges require expert navigation.



Newark Bay approach to N.J. Turnpike & Lehigh Valley Railroad bridges.



Tug *Moirra Moran* tails the tanker through the narrow triple bridges.



Lincoln Highway and Pulaski Skyway bridges spanning the Hackensack River.



When clear of the D.L.&W. RR bridge *Lagoven Inciarte* docks to port.

TOW LINE begins its 12th year of publication in 1959 with a press run of 8,000 copies under Editor R. M. Munroe . . . Captain Frank J. Hughes named Vice President of Curtis Bay Towing Company following acquisition by Moran of "all equipment and other assets" on November 17, 1958 . . . Joseph B. Moore, Ass't. Vice President, Sales presents the Eugene F. Moran Award to Richard F. Farman for efficiency in small boat handling at the U. S. Merchant Marine Academy (Kings Point) . . . Wilh. Wilhelmsen's new *MS Tagaytay* is accorded a maiden arrival welcome in New York on November 6, 1958 . . . Admiral Edmond J. Moran presents a 30-year Service Award to Comptroller Edwin J. Walsh on November 15, 1958 . . . Norman Reilly Raine's *Tugboat Annie* requests a "pitcher" print of C. G. Evers' TOW LINE cover (December 1958) . . . SS *Sister Katingo*, "the largest vessel ever built in a Pacific Coast shipyard" (33,081 dwt.) is docked at Gulfport, Staten Island by tug *Margot Moran* . . . Eugene F. Moran, Sr., Chairman of the Board, is awarded the Port of New York Authority's *Distinguished Service Medal* as a Vice Chairman and Commissioner on his 87th birthday, March 24th at a dinner in his honor . . . U. S. Navy carriers *Independence*, *Saratoga* and *Tarawa* are squired by Moran tugs during April . . . F. C. Shipley reports on tug *Anne Moran's* Maine to Chicago tow of Time/Life paper barge *N. L. Wallace* . . . Captain Pilot Grover Sanschagrín docks Austria's new *M/V Linzertor* on maiden arrival at Port Newark with tug *Pefer Moran* on March 21st . . . On April 7th, Flying Camera, Inc.'s aerial photo of "luxury row" includes Cunard liners *Media*, *Queen Mary*, *Ivernia* and *Mauretania*; French Line's *Liberte*; U. S. Lines' *United States* and the Italian Line's *Giulio Cesare* . . . Captain "Barney" Scherer of tug *Nancy Moran* docks Holland-America Line's new *Kamperdyk* at the 7th Street, Hoboken pier on April 14th . . . North German Lloyd's new flagship *SS Bremen* is docked on maiden arrival July 16th by Captain F. W. Snyder on the south side of Pier 88, North River after passing her running mate *SS Berlin* outbound . . . September 11th, the fifth *SS Rotterdam* to fly the green-white-green houseflag of Holland-America Line is assisted to a temporary berth at 5th Street, Hoboken, N. J. on maiden arrival by Moran tugs and later moves to the new, nearly completed Pier 40,

To Our Readers:

On May 31st Mr. Jeff Blinn, our Editor of TOW LINE magazine is retiring so that you are now reading the last issue that he will produce.

Jeff has applied his many talents as a photographer, layout artist and writer to our magazine, starting as staff photographer in June of 1954, advancing to Associate Editor in January 1958 and becoming Editor in 1970.

His work in all areas has been of the highest quality and we take this opportunity to extend our appreciation for all that he has done to maintain and advance the prestige of TOW LINE.

We wish Jeff and his wife Eunice many happy years in retirement.

Thomas E. Moran,
President

A Treat at Windows on the World
Moran Employee's Holiday Buffet



MORAN TOWING's New York headquarters employee's Holiday Luncheon was held in the lofty private dining rooms of Windows on the World atop One World Trade Center on December 30th. Tendered by Mr. Thomas E. Moran, president, and arranged by Elizabeth Pannullo, payroll administrator, the enthusiastically received affair included a pre-luncheon social hour followed by a superb buffet. The four score Moran shoreside personnel, representing all departments in the company, indicated great expectations for the coming New Year of 1984.

North River . . . C. E. Evers' December 1959 TOW LINE cover is a chilly version of tug *Edmond J. Moran's* tow of the *YFP-70* to Thule, Greenland . . . Moore-McCormack Lines' brand-new, 23rd Street, Brooklyn pier is officially opened September 16th at ceremonies attended by Emmet J. McCormack,

Eugene F. Moran, Sr., Mayor Robert F. Wagner over 500 other dignitaries and guests . . . Yamashita K.K.K. Line general cargo vessel *Yamatoka Maru* arrives in New York for the first time in September with Captain Grover Sanschagrín calling the signals for docking at Pier 2, Bush Docks, Brooklyn.



THE STATUE OF LIBERTY—The stage and the staging for the careful restoration and preservation of the Statue of Liberty—and for Miss Liberty's upcoming Centennial Celebration in the Port of New York July 4, 1986—is being set in this TOW LINE photograph of February 22, 1984. The lengthy, inclined ramp to the base of the statue is in place—already carrying a stream of scaffolding which will eventually completely envelop the 152' tall Symbol of Freedom. Restoration materials are to be fed internally to the statue through an access port cut in Liberty's left sandal at the heel. The initial staging is visible in the photograph, each day growing higher. This gift of the people of France to the people of the United States to commemorate the alliance of France and the United States in our War of Independence was originally presented to the American Minister to France (Levi P. Morton) in Paris on the 4th of July 1884. In New York on the 28th of October 1886, President Grover Cleveland dedicated the completed Statue of Liberty on her pedestal on Bedloe's Island. In 1956, the name of the island was changed by a Resolution of Congress to Liberty Island.

