

Tow Line

1995/1996

Moran's New Mortrac Tugs



On the Cover



The SEWELLS POINT is the first Moran tug to be transformed under the Mortrac conversion program. See story on pages four and five outlining the new program.



PHOTO BY DAVID BIVINSKIET

The SEWELLS POINT'S Azimuthing Thruster is shown installed in the tug's bow. The installation gives the tug capabilities that are impossible for single or twin screw tugs.

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Tow Line

VOLUME 49 1995/1996

©Moran Towing Corp.
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Greenwich, CT 06830
Cable Address: MORANTOW

**The
Valentine
Moran
Joins
The
Fleet**



Moran Modernizes with Mortrac™



Sewells Point can move sideways.

For years, the single screw tug SEWELLS POINT could be seen dependably guiding ships in and out of the port of Hampton Roads, Virginia. Those accustomed to her 1970's era silhouette will now search the waterfront in vain. Under Moran's recently announced MORTRAC conversion program, SEWELLS POINT has been transformed. She now shows a sleek, modern profile with a redesigned pilot house that permits an

unobstructed, 360-degree visibility, and contains complete control panels both fore and aft. However, the most important transformation is below deck. The SEWELLS POINT has been equipped

with a retractable 360-degree azimuthing thruster that allows the tug to perform maneuvers that are impossible for single or twin screw tugs. It will equal and, in some cases, out perform so-called "tractor tugs."

Now those, accustomed to viewing the SEWELLS POINT in stately procession along the waterfront, are more likely to see her walking "sideways", turning within her own length or running full astern under perfect control.

The MORTRAC pro-

THE SEWELLS POINT HAS BEEN EQUIPPED
WITH A RETRACTABLE 360-DEGREE AZIMUTHING THRUSTER
THAT ALLOWS THE TUG TO PERFORM MANEUVERS
THAT ARE IMPOSSIBLE FOR SINGLE OR TWIN SCREW TUGS.

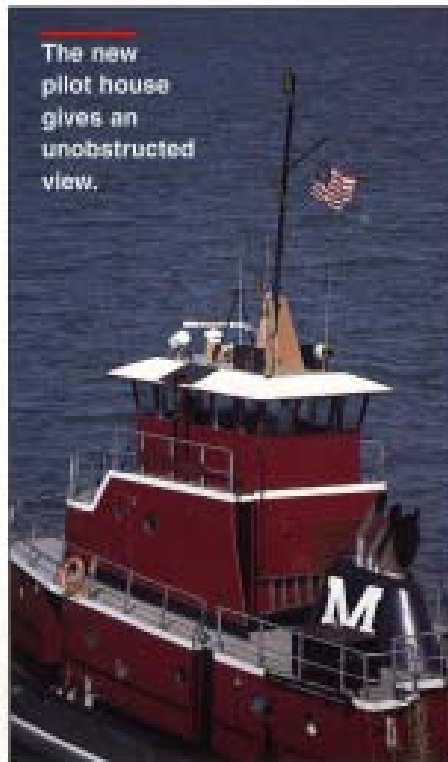
IT WILL EQUAL AND, IN SOME CASES,
OUTPERFORM SO-CALLED "TRACTOR TUGS."



The Mortrac Program continues Moran's commitment to incorporate the best technology into its fleets.



Sewells Point turns 360° within her LOA.



The new pilot house gives an unobstructed view.

gram will turn Moran's well maintained single screw tugs into highly maneuverable vessels with significantly increased horsepower and bollard pull. Combined with superstructure improvement, increased pilot house visibility and an improved, more absorbent stern fendering system, they will be much more capable than the traditional tugs, of safely docking today's larger ships and of handling barges and other vessels with hazardous cargoes. MORTRAC tugs can go from full ahead to full stop in 16 seconds and can execute a 360-degree turn in as little as 37 seconds. Horsepower has been increased from 2,150

to 3,005. All this translates into safer and faster ship and barge handling.

True to its motto, "*The Best in the Business*," Moran throughout its 135-year history, has set the standard for safe, efficient service. Whether it be replacing coal fired boilers with oil or steam engines with diesel, whether it be the installation of radios or more advanced electronics, Moran has led the way. The MORTRAC program continues Moran's commitment to incorporate the best technology into its fleets.

This spring, the SEWELLS POINT will lose her distinction as the only tug of its kind on the East Coast. In April, she will be joined by the HARRIET MORAN, the second in a program of planned conversions. This newest MORTRAC tug will have essentially the same characteristics as the SEWELLS POINT except that her steerable Kort nozzle will further increase her total bollard pull. ↓

MORTRAC™ is a registered trademark of Moran Towing Corporation.

Christening The Valentine Moran

Naming ceremonies were held on Wednesday, November 29, 1995, for the latest addition to the Moran tug fleet, the VALENTINE MORAN. Company officials and guests gathered at the Water Club, on the East River at 30th Street in Manhattan for the christening.

The sponsor of the tug was Mrs. Richard Petersen, daughter of Mr. Malcolm W. MacLeod, president and CEO of Moran Towing Corporation. The tug was named for Mr. MacLeod's wife, Valentine. Mrs. Petersen stood on the bow of the VALEN-



Mrs. Richard Petersen breaks the traditional bottle of champagne on the starboard side of the VALENTINE MORAN, marking the official entrance of the tug into the Moran fleet.

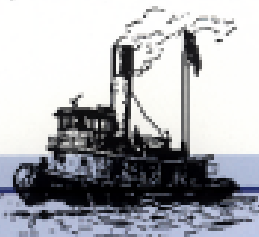
TINE and, with one hardy swing, broke the traditional bottle of champagne. With signal flags flying, the VALENTINE left from 30th Street after the renaming to sail down the East River and return to work.

The addition of the VALENTINE MORAN marked the first expansion of the

tug fleet since the company was acquired in 1994. The 4,200 HP twin screw tug was purchased along with the 93,000 barrel petroleum tank barge PENNSYLVANIA. Moran now operates 54 tugs and 13 barges in harbor, coastwise and international service. ↓



Dressed in signal flags, the VALENTINE MORAN sails off down the East River after the renaming ceremony to return to work.



Tugboat Enthusiasts Society of America

Readers that have a special interest in learning more about tugboats should consider joining the "Tugboat Enthusiasts Society of America," founded in 1990. The membership ranges from those owning and working on tugs, to tugboat buffs. TES 500+ members are all over the United States, Canada and England. The Society publishes a quarterly newsletter, *Tugbits*, which contains historic

articles, news of presently working tugs and extensive photographs.

Each year TES members come together for an annual members meeting at a port to swap information and take a cruise on a working tugboat. Information on the group can be obtained from its founder, Joseph DeMuccio, 308 Quin6treet, Mt. Pleasant, SC 29464, phone 803 881-1173. ↓

Crystal Symphony Comes to New York for Christening



CRYSTAL SYMPHONY, Christening, May 3, 1995

The second ship in the Crystal Cruises fleet, the CRYSTAL SYMPHONY, sailed into the Port of NY & NJ on May 2nd, 1995, and was christened at the New York Passenger Ship Terminal in Manhattan on Wednesday, May 3, 1995. The Godmother of the ship was the famous actress of stage, screen and TV, Angela Lansbury. The christening ceremony was held from a barge on the side of the ship, where guests watched Ms. Lansbury break the traditional bottle of champagne. Music was provided by the Boys Choir of Harlem. The Reverend Peter



L to R Master of the CRYSTAL SYMPHONY, Captain Helge Brudvik, Godmother of ship, Ms. Angela Lansbury, Rev. Peter Larom, director of the Seamen's Church Institute, New York, Mr. Joseph Watters, president of Crystal Cruises.

Larom, director of the Seamen's Church Institute, blessed the ship.

Crystal Cruises, based in Los Angeles, California, is a subsidiary of Nippon Yusen Kaisha (NYK) of Japan. The ship was the first European built passenger vessel delivered to a Japanese owner in more than 70 years. The 975 passenger ship, with a crew of 545, was launched from the Turku New Shipyard of Finland's Kvaerner Masa-Yards.

Although Crystal Cruises is only five

years old the company has gained a reputation for luxury cruising in a very competitive market. The SYMPHONY will join the company's first ship, the CRYSTAL HARMONY, in providing worldwide itineraries, including Alaska, the Caribbean and Europe. This year the CRYSTAL SYMPHONY made a 96-day world cruise, visiting thirty-eight ports of call, starting from Los Angeles, CA on January 10th, and finishing on April 23rd at London, England. ♪



Malcolm W. MacLeod (l), Moran's president and CEO, congratulates Captain Helge Brudvik on his new command.

SHIPS IN THE NEWS

■
HUAL TRIDENT
Hoegh-Ugland Auto Liners
Maiden Arrival
March 21, 1995



■
SKIROPOULA
Eletson Maritine Inc.
Maiden Arrival
March 31, 1995



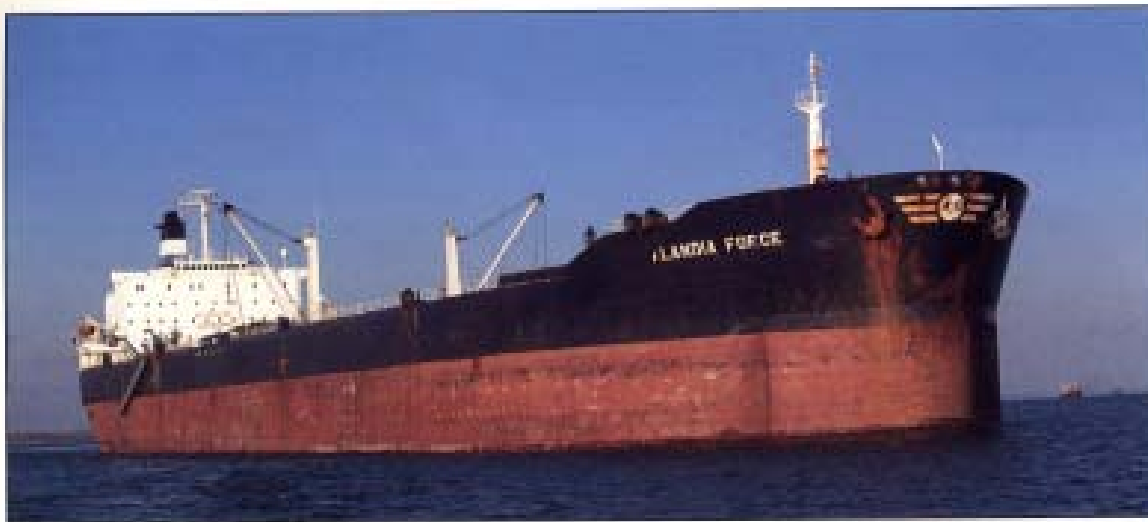
■
LEGEND OF THE SEAS
Royal Caribbean Cruise Line
Maiden Arrival
May 9, 1995



■
HYUNDAI 106
Hyundai Merchant Marine
New Service
June 15, 1995



SHIPS IN THE NEWS



■
ALANDIA FORCE
Alandia Tanker Company
Maiden Arrival
November 17, 1995



■
CENTURY
Celebrity Cruise Lines
Maiden Arrival
December 13, 1995



■
SILVER WIND
Silversea Cruises
Maiden Arrival
September 23, 1995



■
D.G. COLUMBIA
Di Gregorio
Maiden Arrival
February 12, 1996



Captain Grover Sanschagrín

40,000 Ships And Still Counting

When the Ecuadorian Line fruit carrier *ATLANTIC OCEAN* sailed on Friday, January 19, 1996, from the Elizabeth Channel of Port Elizabeth, N.J., it was a routine undocking, with the exception that the docking pilot was Captain Grover Sanschagrín. This would be the 40,000th ship that Capt. Grover Sanschagrín had handled in his

career, a record that no other docking pilot in the port, or perhaps the world, can match. The ship, starboard side to the pier, and with the help of the tug *MARGARET MORAN*, moved easily out into the channel. As usual, Capt. Grover stood next to the ship's master, Captain Magne Magnussen, and gave the helmsmen and the tug orders in a low key voice. When the ship was off Stapleton, Staten Island, he turned the ship over to the sea pilot and



M.S. Atlantic Ocean

went back down the Jacob's ladder to the tug with no indication of his 70 plus years.

Grover spent his early years growing up with his French-Canadian family on a canal boat that traveled the Erie and Champlain canals. When the winter ice closed the canal system, the boats would raft up together at Pier 6, East River, Manhattan, to spend the winter months.

Grover joined the other "canal children" and attended Public School 29 Annex on Pearl Street in lower Manhattan. It was a short school year, however, for as soon as the ice cleared from the canals, the children left school and sailed away. Although Captain Sanschagrín would go on to pilot the greatest passenger ships in the world, PS 29 was his only formal education. It was not unusual, however, to have ship's masters, such as those on the liners *FRANCE* and *QUEEN ELIZABETH 2*, ask for Captain Sanschagrín to handle their ships, for they had seen him do the job safely so many times when they were junior officers on the bridge.

At fourteen years of age Grover—as he is affectionately known in the port community—followed his father and became a barge captain. When he saw that the canal boats were being displaced by the railroads and trucks, he moved on to tugboating.

He joined Meseck Towing in 1936 as tug captain. He did his first docking pilot job in 1943, a U.S. Navy destroyer escort going into the Bayonne Military Ocean Terminal in New Jersey. In October, 1954, when Moran acquired Meseck Towing, Grover became a tug captain with Moran and a docking pilot with the Reynolds Pilot Association. Today he is the senior docking pilot with the Metropolitan Pilots that offers pilotage services to Moran customers in New York.

After 53 years Grover is still enthusiastic about his work, enjoying the excitement and challenges each day brings. Even the same ship can behave differently because of the changing tides and weather. Over the years Grover has come to know the ships and their masters and is attentive to little things like placing a canvas on the tug's bow fender so as not to mark the ship's white hull. After over five decades Grover has docked and undocked all the great trans-Atlantic Liners and cruise ships, the Royal Yacht, giant tankers and containerships, sailing ships as well as naval vessels that call at the Port of New York & New Jersey. He has now handled over 40,000 ships during his career and is still counting. ♪

Captain Russell G. McVay Retires



Captain Russell G. McVay, president of Moran Services Corporation, retired in September of 1995. Captain McVay had started his career with Moran in 1964. He followed the career path of many other Moran executives in first gaining experience aboard the company's tugs before coming ashore and taking over management assignments. He started his career as a mate on off-shore tugs in 1964. During his time on the tugs, he was involved with various towing operations, including ocean rescues, coastal barge tows and ship assist and piloting.

Captain McVay received a BS degree in 1964, from the U.S. Merchant Marine Academy, and a U.S. Coast Guard license as a third mate. The U.S. Merchant Marine Academy's Alumni Association, in 1984, awarded him their "Outstanding Professional Achievement Award." In 1985, Russ completed the Advanced Management Program at Harvard's Graduate School of Business.

Captain McVay received his first shore-

side assignment in 1969, coming ashore as a manager in Moran's Chesapeake area companies. Next he transferred to the New York headquarters' office in 1973, as manager of Seaboard Shipping Company, an oil barge subsidiary. In 1978, he was appointed manager of harbor operations for Moran Towing & Transportation Co., Inc. and in 1980, became vice president. In August of 1983, his duties were expanded to include supervision of Moran's coastwise and ocean going units.

In 1991 Moran decided to establish an in-house environmental consulting group that would assist Moran's operating companies with their compliance activities. Captain McVay was relieved of all operational responsibilities and was assigned to this important task. Moran's environmental record up to that time was excellent; however, it was recognized that there is always room for improvement. To accomplish his new mandate, he was named president of the newly formed Moran Services Corporation.

With all the new environmental regulations, on both the Federal and State levels,

Russ became a recognized leader in the marine safety and environmental protection. He served on the Regulation Negotiation Committee of the Transportation Institute to advise the U.S. Coast Guard in drafting the first "Vessel Response Plan," covering oil spills. He was also a member of the Towing Safety Advisory Committee (TSAC) of the U.S. Coast Guard and the NY/NJ Governors Bi-State Committee on Oil Pollution. In 1993, the then Governor of Connecticut, Lowell P. Weicker, Jr., appointed Capt. McVay as the first chairman of the Connecticut Pilot Commission to establish rules and regulations for ship's pilots transiting state waters.

On Thursday, September 21, 1995, Moran employees held a retirement dinner for Russ McVay and his family in Greenwich, CT. Many of the present and past employees of the company attended, in addition to friends from the industry and government. After 31 years service with Moran Captain McVay moved to Florida. We wish him well for a happy and healthy retirement. ⚓

Barge Maryland



The bulk barge MARYLAND tops off a scrap bulk ship at the Staten Island anchorage in New York Harbor. MARYLAND, with a cargo capacity of 22,800 tons, replaced the former use of ten smaller barges for the same operation.

Recent Honors

Admiral Edmond J. Moran, USNR (Ret.)

The Maritime Association of the Port of NY & NJ inducted RADM Edmond J. Moran, USNR, posthumously, at their annual International Maritime Hall of Fame dinner on May 4, 1995. Malcolm W. MacLeod, president and CEO of Moran Towing Corporation, made the presentation to Edmond J. Moran Jr., president of Moran Mid-Atlantic Corporation and the Admiral's youngest son. The Association inducts individuals and companies annually into the Hall of Fame for their contributions to the maritime industry.

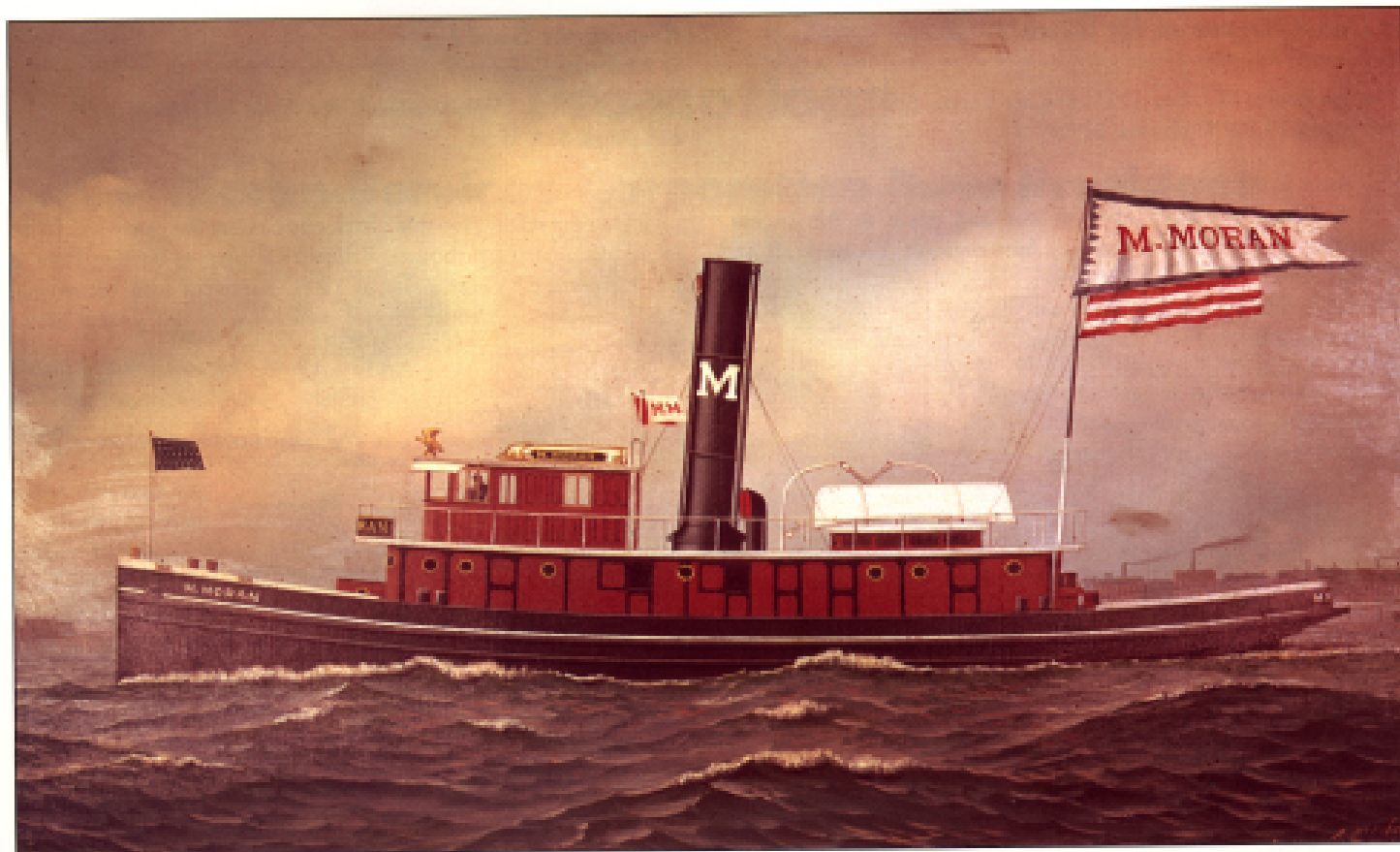
Mr. Paul Tregurtha

Mr. Paul Tregurtha, chairman of Moran Towing Corporation and chairman and CEO of the Mormac Marine Group, accepted the Silver Bell Award from the Seamen's Church Institute at the 18th Annual Awards Dinner on June 27, 1995. SCI presents the Silver Bell Award to leaders in the maritime industry at the annual fund raising dinner. This year's dinner raised \$74,000 for the Institute's work serving merchant seamen from around the world in the Port of NY and NJ.

Mr. James R. Barker

Mr. James R. Barker was honored at the annual United Seamen's Service's dinner and received their "Admiral of the Oceans Sea" award on November 3, 1995. One of the most prestigious awards in the maritime industry, the AOTOS award is presented annually to leaders in labor and management. Mr. Barker also served as honorary dinner chairman of the 8th annual Admiral's Ball at the SUNY Maritime College, Fort Schuyler, N.Y.

Recommended Reading



Painting of the M. MORAN by Antonio Jacobsen

Antonio Jacobsen's Painted Ships on Painted Oceans

by Harold S. Sniffen

Hardbound, \$75.00

Published by The Mariners' Museum

100 Museum Drive

Newport News, Virginia 23606

180 pages, 100 color illustrations

From 1873 to 1919, the painter Antonio Jacobsen documented the thousands of sail and steam vessels, including the tugboat fleets of the day, that were homeported in, or visitors to the Port of New York & New Jersey. The Danish native had come to New York in 1873 and soon became one of the most successful ship portrait painters of his day.

Over the years it is estimated he did 6,000 works of art of the ves-

sels in New York Harbor, making his work an invaluable maritime history of the time. At first his work was casually displayed among the waterfront businesses and sold for a pittance of today's value. Jacobsen's works today are widely collected by maritime museums and private collectors, and bring six figure prices.

Author Harold S. Sniffen has been a staff member of The Mariners' Museum since 1931 and is an expert on Jacobsen. He is also the compiler in 1984 of "Antonio Jacobsen Checklist," a compilation of all the known works of the artist.

Although readers may not be fortunate enough to own one of Jacobsen's paintings, this book gives the opportunity to view together 100 ships portrayed and reproduced in color. The author has also included descriptive information on Jacobsen's work on America's Cup winners, travel in the Chesapeake Bay area and Spanish-American War vessels. ⚓

Recommended Reading

It Didn't Happen on My Watch

by George E. Murphy

Triangle Books, P.O. Box 1223, Fuquay-Varina, NC 27526-1995
360 pages, 13 B&W photos, \$19.95

George E. Murphy graduated from the Massachusetts Maritime Academy in 1943, sailed in war and peace in the engine department and worked ashore as a port engineer. He spent all his 43 year career with the United States Lines. Murphy writes a great sea story, including a good dash of wit, readable even for the layman. Of particular interest was his observations on the U.S. Coast Guard and the demise of U.S. Lines.



Anchored Within The Veil:

A Pictorial History of the Seamen's Church Institute

by Leah Robinson Roumaniere

Seamen's Church Institute,
241 Water Street, New York, NY 10038-1995
135 pages, Illustrated with historic photos, \$18.00 + SH

Here is the story, published for the 150th Anniversary, of the Seamen's Church Institute. It started from a floating chapel in 1842 and is still operating to serve seafarers in the Port of NY & NJ. Today, SCI carries out the mission with a training center, legal services and a center at the Port Newark Container Terminal.

Keeping the Good Light

by Katherine Kirkpatrick

Delacorte Press, 1540 Broadway, New York, NY 10036-1995
224 pages, \$14.95

Sailing into the East River from L.I. Sound, Stepping Stones Light, the setting for this novel, appears on the port side. In an age of automated lighthouses, Kirkpatrick takes us back in time to tell about the keeper's family in 1903. She went into the official records of the Lighthouse Service, which makes this young adult's book of interest to any nautical reader.

Distinguished Liners from the Shipbuilder, Volume 1 1906 - 1914

Compiled and Edited by Mark D. Warren

Blue Riband Publications, Inc.,
P.O. Box 3707 Rockefeller Center, New York, NY 10185-1995
228 pages, Vintage Ads, 2 Color TITANIC cutaways, 22 folding
blueprint plans, 145 photos, \$79.00

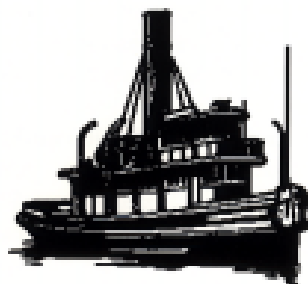
A definitive work with articles and advertisements on 41 pre-First World War passenger ships of 17 different shipping companies. Extensive information on such great liners as LUSITANIA, MAURITANIA, OLYMPIC and TITANIC.

Video Review

How a Tug Works, With IQ Parrot

Think Media, 515 Madison Avenue
New York, NY 10022-1995
30 Minutes, Live Action, \$14.95 + \$3.95 SH

A video taken aboard the MIRIAM MORAN, while she docks the QE2. Made for children, but of general interest for all. IQ Parrot tells the inside story of an operating tug.



Promotions

Moran Services Corporation New President

William P. Muller has been elected president of the Moran Services Corporation by its Board of Directors. Mr. Muller will replace Captain Russell G. McVay, who retired in September of 1995. He will be assisted by Capt. Herbert M. Walling, the manager of safety and training.

Moran Services Corporation is a subsidiary of Moran Towing Corporation. It provides consulting and agency services to the Moran fleet of 54 tugboats and 13 barges operated by its affiliated companies. These services include environmental and safety compliance, training, chartering, vessel operation, support services, sales solicitation and construction and repair advisory services.



Mr. Muller has nineteen years of service with the Moran organization. In his various executive positions he has been

involved in labor relations, business development, project coordination and subsidiary companies management. A graduate of The State University of New York's Maritime College at Fort Schuyler, NY, he holds a bachelor of science degree and a master's degree in transportation from that institution.

He joined the company in 1977, starting in the New York sales department. In 1980 Mr. Muller transferred to Moran's subsidiary company in the Port of Jacksonville, Florida, where he became vice president and general manager in 1981. He returned to corporate headquarters office in Greenwich, CT, as vice president of operations for Moran Towing & Transportation Co., Inc.

New Operation Executive Appointments

Three of Moran's operation's executives have been promoted this past July 1st, 1995. Mark A. Vanty, Walter P. Naef and Ronald G. Droop, have received new assignments and promotions.

Mark D. Vanty started with Moran after graduation from Maine Maritime Academy, Castine, Maine, in 1986, as a dispatcher in Moran's subsidiary company, Seaboard Shipping, and in 1989 he was promoted to manager of that company. Mr. Vanty was start-up manager of Moran Towing of Miami, Inc. and later promoted to vice president there. He now takes over as vice president and general manager of Moran Towing of Pennsylvania, Division of Moran Mid-Atlantic Corporation, at the port of Philadelphia.

Walter P. Naef is a U.S. Army veteran and holds a Bachelor's degree in Business from Adelphi University, Long Island, N.Y. He came to the then Curtis Bay Towing of Maryland, Inc. in 1977, as a dispatcher from Hess Oil Virgin Islands Corp., where



Walter P. Naef

he had been a tugboat captain. In 1988 he was promoted to Operations Manager of Moran Towing of Maryland and in 1993 became general manager there. Mr. Naef moved to Moran Towing of Pennsylvania, Inc., as vice president and general manager in June of 1993. He now takes over as general manager of harbor operations at Moran Towing and Transportation Co., Inc.



Ronald G. Droop

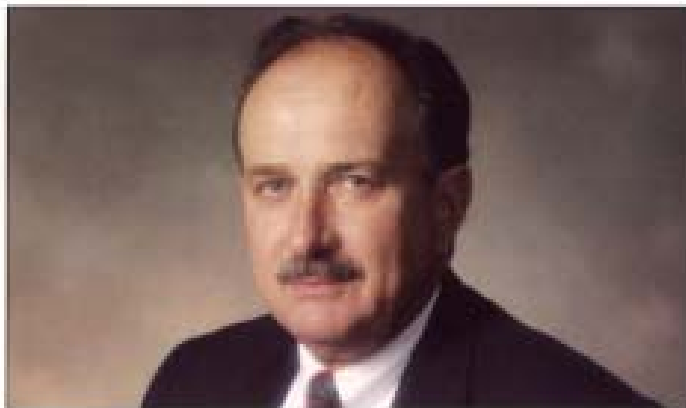
Ronald G. Droop is a graduate of Maine Maritime Academy, Castine, Maine, with a Bachelor's degree in nautical science and holds a U.S. Coast Guard license as third mate. His first position with Moran was in 1989, when he was assistant manager for off-shore operations and chartering assistant for Moran Towing and Transportation Co., Inc. He was appointed in July of 1995 as general manager of Moran Towing of Miami, Inc.

Continued on next page

New Operation Executive Appointments

continued from previous page

Paul Horsboll was elected vice president and general manager of Moran Towing of Virginia on August 14, 1996. He started his career on the tugs in 1960, moving ashore as a dispatcher in 1963. Mr. Horsboll became assistant manager of New York Harbor operations in 1972. In 1978 he was sent to Moran's subsidiary in Puerto Rico. He returned in 1980 to Moran Towing of Virginia as port captain and became operations manager there in January of 1982.



Paul Horsboll

Welcome Aboard



Michael G. McVay

Michael G. McVay has joined Moran as Operations Assistant, Moran Services Corp., March 20, 1996. A 1992 graduate of the U.S. Merchant Marine Academy, he previously worked for Odin Marine and Maritime Overseas Corp.

Ted Tregurtha

Ted Tregurtha came to Moran on March 1, 1996, as assistant vice president, Moran Towing Corporation. In this new position Mr. Tregurtha will be responsible for new business projects, financial areas and SEC reporting. He came from the Moran affiliate company, Global Self-Unloading, Inc. where he was director of chartering and

finance. His background also includes financial systems and extensive experience with Connecticut National Bank and IBM.

Ms. Felicitas Welch is the new administrative assistant in the Sales Department of Moran Services Corporation. She was formerly office manager at the Astra Tobacco Corporation.

April Mosby — Billing Clerk,
January 11, 1996

Nicholas Glade — Cash Accountant,
January 10, 1996

Robert Barry — Senior Accountant,
January 2, 1996



Felicitas Welch

IN MEMORIAM

We send our condolences to the families and friends of the following retirees that have recently died.

Irving Miller, Retired March 3, 1981, Died July 14, 1995

Gaston William Norgeot, Died May 1995

James Sheeran, Retired, December 31, 1983, Died February 24, 1996

Retirements



Lee R. Christensen, vice president of finance, congratulates Frank DeLuca (L) and Annie T. Gillespie on their retirement, effective February 2, 1996. Mr. DeLuca retired as a senior accountant after completing 20 years of service. Ms. Gillespie was a credit administration assistant and had 25 years of service with Moran.

Service Awards



W. Anthony Watt, vice president of sales, Moran Services Corporation, twenty years of service.



Edmond J. Moran Jr., president of Moran Mid-Atlantic Corporation, twenty-five years of service.



Dirk van Oostendorp, dispatcher, Greenwich office, thirty years of service.

continued on next page

Service Awards 1995-1996

5 YEARS SERVICE

Theodore Andreadis
Joseph Baviello
Mathew Beebe
Joseph Butteridge
Geoffery Cabral
Dwyer Cooke
Gerard DiClementi
Keith Faulkner
Michael Franks
Walter Glenn
Leroy Gordon
John Guess
Linda Hart
Christopher D. Holt
Kevin Koehnke
Alfred Loxley
Edward Lubbers
Frederick Marrale
Bobby Miller
John Murphy
Kenneth Olsen
Thomas O'Steen
Mark Outten
Brian Paiva

Stephen Pedro
Nana Prempeh
David Preston
Richard Qua
Michael Riordan
Jeffrey Rose
Stephen Samples
Velamr Smith
Daniel Speakman
Stuart Todd
Angela Treff
Kevin Walsh
Charles Willis
John Woodbury

10 YEARS SERVICE

Marina Balanevsky
Helaine Carrano
Raymond Carrano
Mary Cheek
Mary Corrigan
Robert Cowling
Richard Garner
William B. Guess
William Haytko

Anthony LaMeau
Margaret Loomis
Crozer Martin
Doug Siple
Mark Vanty
Jerry Ward

15 YEARS SERVICE

Clara Bailey
Patricia Bennett
Boyd Dillingham
Stephen Kelly
James K. Lindsay
John Lukac
John J. Quinn, III
Frank Schmitz
Joseph Stein

20 YEARS SERVICE

Thomas Chumley
Barbara Cromwell
Stephen Crosby
Frank DeLuca
Bryan Korabik
Robert Patten

Paul Quinn
Bruce Richards
Lon Schlekewy
Paul Swensen
W. Anthony Watt

25 YEARS SERVICE

David Boone
Brian Burtner
Annie Gillespie
Edmond J. Moran
Jimmy Papis
Martin Rossini
Robert Stewart
Thomas Warden

30 YEARS SERVICE

Vincent Borello
Ronald Ruiz
Dirk van Oostendorp

35 YEARS SERVICE

Paul Horsboll

10 YEARS SERVICE



Helaine Carrano



Raymond Carrano



Mary Cheek



Mary Corrigan



TUG FLEET

PORTSMOUTH, NEW HAMPSHIRE

Moran Towing of New Hampshire, Inc.
 P.O. Drawer 448
 34 Ceres Street
 Portsmouth, NH 03802-0448
 Eugenia Moran3,165 HP
 Nancy Moran.....1,800 HP
 E.E.Moran.....1,750 HP

PORT OF NEW YORK, NEW JERSEY

Moran Towing
 & Transportation Co., Inc.
 Two Greenwich Plaza
 Greenwich, CT 06830
 M. Moran6,300 HP*
 Esther Moran.....6,300 HP*
 Alice Moran4,700 HP*
 Heide Moran4,700 HP*
 Valentine Moran4,200 HP*
 Kerry Moran.....3,500 HP*
 Amy Moran3,300 HP*
 Miriam Moran.....3,300 HP*
 Margaret Moran.....3,300 HP*
 Moira Moran2,360 HP
 Maureen Moran.....2,360 HP
 Cynthia Moran1,750 HP

PHILADELPHIA, PENNSYLVANIA

Moran Towing of Pennsylvania
 A division of Moran
 Mid-Atlantic Corporation
 1101 Market Street, Suite 2601
 Philadelphia, PA 19107
 Grace Moran.....3,165 HP
 Reedy Point.....2,400 HP
 Carolyn.....1,800 HP
 Cedar Point.....1,750 HP
 Eugene F. Moran.....1,750 HP

BALTIMORE, MARYLAND

Moran Towing of Maryland
 A division of Moran
 Mid-Atlantic Corporation
 1615 Thames Street, Building B
 Baltimore, MD 21231-8400
 Patricia Moran3,500 HP*
 Cape Romain.....3,300 HP*
 Judy Moran.....3,300 HP*
 Diana Moran1,750 HP
 Georgia Moran.....1,750 HP
 Hawkins Point.....1,750 HP

HAMPTON ROADS, VIRGINIA

Moran Towing of Virginia
 A division of Moran
 Mid-Atlantic Corporation
 109 East Main Street
 Norfolk, VA 23510
 Cape Ann4,700 HP*
 Cape Cod.....4,290 HP*
 Cape Hatteras.....4,290 HP*
 Cape Henry.....4,290 HP*
 Harriet Moran.....3,005 HP**
 Sewells Point.....3,005 HP**
 Fells Point.....2,400 HP
 Kings Point.....2,400 HP
 Town Point.....2,360 HP
 Cavalier.....2,360 HP
 Drum Point.....2,360 HP
 Swan Point1,750 HP

JACKSONVILLE, FLORIDA

Moran Towing of Florida, Inc.
 North Regency One, Suite 460
 9485 Regency Square Boulevard
 Jacksonville, FL 32225
 Cathleen E. Moran.....3,500 HP*
 Ann Moran3,300 HP*
 Cape Henlopen2,850 HP*
 Helen D. Coppedge.....2,850 HP*
 Julia C. Moran.....1,750 HP

MIAMI, FLORIDA

Moran Towing of Miami, Inc.
 P.O. Box 113239
 Miami, FL 33131
 Marion Moran.....5,000 HP*
 Dorothy Moran.....3,300 HP*
 Cape May3,300 HP*

BEAUMONT, ORANGE, PORT ARTHUR, TEXAS

Moran Towing of Texas, Inc.
 2300 Highway 365, #660
 Nederland, TX 77627
 Doris Moran.....5,000 HP*
 Joan Moran.....4,700 HP*
 Sheila Moran.....4,700 HP*
 Helen Moran3,500 HP*
 Cape Charles.....3,300 HP*
 Mary Moran3,300 HP*
 Mary M. Coppedge.....3,200 HP*
 Stella II.....1,600 HP

* Denotes twin screw tug

** Denotes Mortrac Tug
Tug Assignment February 29, 1996





PHOTO BY BUCKLE UP AVIATION

The tugs from Moran Towing of Virginia service the MT MORMACSTAR, in the Port of Norfolk, Virginia.