

# Tow Line

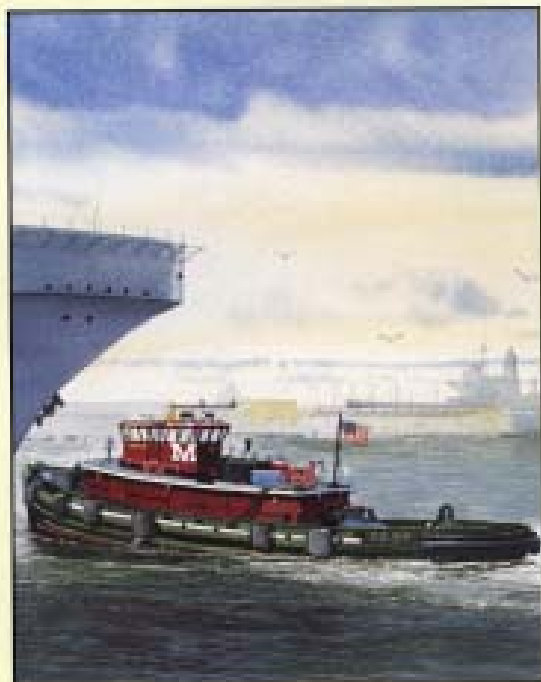
1997 / 1998



# Tow Line

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### On the cover



U.S.S. Saipan, LHA 2 Amphibious Assault Ship "Tarawa" Class; YTB 792-Antigo, Navy Tug; Drum Point, Moran Morrac<sup>®</sup> tug.

On this cover of **TOW LINE** we introduce the watercolor work of artist Steven Cryan, of Old Saybrook, CT. Steve is a graduate of Paier College of Art, Hamden, CT, and specializes in maritime and railroad subjects. A native of Glenwood, Long Island, Steve grew up watching the tugs and barges on Long Island Sound, including many of Moran's.

He uses a technique of controlled realism in his watercolors and credits as his inspiration marine artist Carl Evers, whose work was commissioned for **TOW LINE** in many of the past issues.

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# Tow Line

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## THE FLOATING HOSPITAL HONORS MALCOLM W. MACLEOD

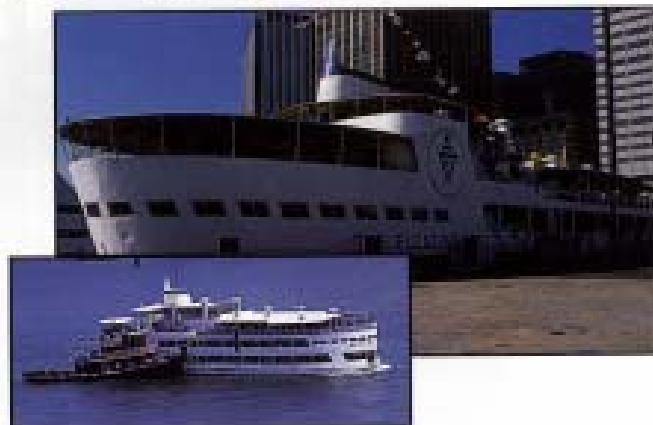
On May 8, 1997, *THE FLOATING HOSPITAL* honored three of its strongest supporters at a dinner held at the New York Marriott Marquis hotel on the occasion of the organization's 130th anniversary. Honored were William W. Johnson, President and Chief Operating Officer of the New York Stock Exchange, Linda D. Marcelli, First Vice President, Merrill Lynch, and Malcolm W. MacLeod, President and Chief Executive Officer of Moran Towing Corporation. The award was presented to Mr. MacLeod by W. Anthony Watt, Vice President of Moran Services Corporation, and a member of the Board of Trustees of *THE FLOATING HOSPITAL*.

Since its inception in 1866, *THE FLOATING HOSPITAL* has focused on developing and providing innovative health care services to New York City's medically under-served, high-risk population. Since embarking on its "New Course" program in the early 1990s, *THE FLOATING HOSPITAL* has been transformed from a seasonal operation providing health care, in conjunction with summer harbor cruises, to a year-round primary care center.



Malcolm W. MacLeod received the award from W. Anthony Watt, Vice President, Moran Services Corporation and Trustee of The Floating Hospital.

The goal of this new program has been to provide continuous, comprehensive care to children and families in New York City's kinship foster care program, to single mothers and their children, the homeless, the disabled, and those suffering from AIDS. Moran Towing Corporation has had a long association with *THE FLOATING HOSPITAL*, offering technical support and supplying towing services during the summer months for its weekly "Health Cruise" program.



The *THE FLOATING HOSPITAL*, built in 1973, is the sixth vessel to carry out the mission of the nonprofit organization sailing New York Harbor waters.

Upon receiving the award, Mr. MacLeod said, "I am accepting this award on behalf of Moran, which was honored to be recognized as an integral part of The Floating Hospital's invaluable service to New York City's under-served needy." *THE FLOATING HOSPITAL* is located at Pier 11, just south of the South Street Seaport, at the foot of Wall Street and the East River. It has served over five million visitors and patients since its founding. ⚓

Tax deductible donations:  
The Floating Hospital, Pier 11, East River at Wall St., New York, NY 10005



Malcolm W. MacLeod, President & CEO of Moran Towing accepting the Floating Hospital Award.

# MORAN TOWING OF TEXAS



Three Moran Towing of Texas harbor tugs keep me of diving rig OCEAN WARWICK in position in the Sabine-Neches Waterway for the TDI-Halter Marine Group.

During the late 1950s and early 1960s, traditional trading patterns that dated to the early part of the century began to change. Different areas of the country began to import and export an expanding array of goods, creating new transportation needs. Moran's ship-docking customers began building bigger ships and calling in new ports. The management of Moran Towing Corporation, looking to the future, embarked on a program to expand the company's presence along the East Coast and in the U.S. Gulf.

After the purchase of several companies on the East Coast, Moran turned its attention to the Gulf, which it viewed as essential to the growth of the company's offshore towing and barging operations, as well as a source of ship-docking business. The tugs with the big white "M" on their stacks soon appeared in Texas when Moran purchased D.M. Picton & Company, Inc. of Port Arthur, Texas in late 1963. Then in 1973, the company's name was changed to Moran Towing of Texas, Inc.

At this time, Moran Towing of Texas operates four harbor tugs, assigned to ship-docking service in Port Arthur, Beaumont, and Orange, and four large offshore tugs that tow Moran barges worldwide. The total horsepower of this

eight-tug fleet exceeds 35,000! The Texas fleet also includes three ocean barges, the 146,000 bbl *MASSACHUSETTS*, the 130,000 bbl *FLORIDA*, and the 250,000 bbl *NEW YORK*.

In the Sabine area of southeast Texas, the ports have grown over the years through development of their infrastructure to accommodate many industries, but especially oil, chemical, coal, fertilizer, grain and forest product suppliers and manufacturers. Oil and chemical tankers are continuously occupying the berths in Port Arthur, Beaumont, Nederland, and Port Neches. Bulk vessels loading or discharging coke, coal, grain, soda ash, fish meal, forest products, and steel can be found at berths in Port Arthur and Beaumont. Additionally, the ports are making available inside and outside storage areas for the growing container shipping business. These ports have extensive plans to construct new facilities, including railroad connections, highways, industrial parks, and new ship berths, all to meet their future growth plans. A feasibility study is being conducted by the U.S. Army Corps of Engineers of the Sabine-Neches Waterways, which could result in expanding the present channel from 40 to 50 feet deep, and from 400 to 500 feet wide.

*(continued on page 5)*



*The Moran tug CAPE COD docks the ALAM VERACRUZ in the Port of Beaumont.*



*Larry G. Eaves (seated), Vice President and General Manager, with Steve M. Kelly, Assistant Treasurer and Assistant Operations Manager.*



*Vickie Manning, Administrative Assistant and Payroll Supervisor.*



*Karl Picarra, billing, sales and dispatch.*



*Robert Cowling, billing, sales, dispatch and computer programming.*



*James DuFree, billing, sales, dispatch, accounts receivable and collections.*

# THE "NEW" HOWLAND

When United States Lines ceased operation well over ten years ago, it left the Howland Hook Container Terminal on the northwest shore of Staten Island without a tenant. At the time of its closing, the terminal was under the management of Carmine E. Ragucci. During the many years that the terminal lay dormant, Mr. Ragucci periodically considered operating the terminal under his own corporate flag. In September, 1996, after many fits and starts, Mr. Ragucci reopened the terminal as a major container handling facility in the Port of New York and New Jersey. Moreover, it is now being considered as a possible "Hub Port" to assist in attracting to New York/New Jersey the new generation of super containerships.



*The fruit carrier ARCTIC OCEAN, of Ecuadorian Line, unloads her cargo at Howland Hook.*



*The Howland Hook Container Terminal, Staten Island, looking toward the Arthur Kill Waterway.*

Howland Hook Terminal was built by American Export Lines and purchased by the City of New York in 1973 for \$47.5 million dollars. The City leased it to the Port Authority of New York and New Jersey in 1985. The facility consists of 2,500 linear feet (760 meters) of ship berth, capable of handling three ships simultaneously; 187 acres of open area for container storage; seven container cranes; and 200,000 square feet of shedded area for stuffing, stripping and U.S. Custom inspections. At this time, the terminal has the capacity to handle 425,000 containers annually. Mr. Ragucci's entrepreneurial spirit has led to the startling success of the reopened terminal. At year-end, 12 shipping lines have chosen to relocate or begin their calls at Howland Hook Terminal.

A cooperative effort between the Port Authority and the City of New York Economic Development Corp. (EDC) provided \$14 million for needed dredging at the terminal, making the ship berths usable by the largest containerships. Additionally, the EDC has invested \$14.3 million in the Staten Island Railroad and \$10 million to rejuvenate the Arthur Kill railroad bridge, which gives the terminal direct rail access to all major Northeast rail lines. These rail improvements give the

# H O O K T E R M I N A L

port a second on-dock rail service and will add direct connections to Midwest locations in the United States and Canada.

The reopening of Howland Hook is a prime example of how private interests working with various government agencies can enhance the future of a port and its related industries. The Army Corps of Engineers will now start to dredge port shipping channels to a depth of 45 feet at mean low water, insuring the future of Howland Hook Terminal and the more than 250 direct and 1,700 indirect jobs that have been created there. ⚓

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**After only 18 months of operation, the terminal is handling 150,000 containers annually, which is 10% of the container volume in the entire Port of New York and New Jersey**

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*The newly reopened Howland Hook Container Terminal has the capacity to handle 425,000 containers annually.*

# MORAN, PARTNER IN RECYCLING

The Fresh Kills Landfill is located on 3,000 acres on the West Shore of Staten Island, NY, and it has the distinction of being the largest garbage dump in the world. Every day since 1948 the City of New York has deposited 18,000 tons of garbage at Fresh Kills. Its fifty years of operation has produced, literally, a small mountain of waste that has become the second highest point on the U.S. East Coast, after Cadillac Mountain, Maine.

Recently, the City and State of New York pledged to close Fresh Kills on or before December 31, 2001.

One alternative to the City's disposal needs is to recycle. Enter Visy Paper Company, a subsidiary of the Australian-based Visy Industries, which recently opened a paper recycling plant on a 35-acre site adjacent to the Con Edison Power Plant, in the Travis section of Staten Island. This new plant recycles waste paper and cardboard containers into new containerboard that is used in the manufacture of packaging and corrugated products. The company has

entered into a multi-year contract with the City of New York to purchase the waste paper that had previously been sent to the Fresh Kills Landfill. The City plans to deliver by barge, approximately 100,000 tons of waste paper to the plant each year. Visy Paper Company will buy the delivered waste paper from the City at a market rate per ton. Previously, waste paper cost \$8 to \$10 per ton to dispose of. Thus, the City is able to divert a waste stream from Fresh Kills and simultaneously obtain payment for waste paper it had paid to dispose of.

The Visy Recycling plant is located on the Arthur Kill Waterway so that barges, moved by MORAN® tugs, could deliver the waste from locations around the City. The barges enter an enclosed slip to prevent the waste cargo from spilling into the waterway. A grant from the Empire State Office of Recycling Market Development supported installation of a crane system at the slip to unload loose waste paper and cardboard from the barges and discharge it into a pulper for processing.



The first barge of waste paper and cardboard, BRYSSANE, is delivered to the Visy Recycling plant on Staten Island for recycling on June 12, 1997 by Moran.



An aerial view of the new 1,300-foot long Visy Recycling plant, located in the Travis section of Staten Island, N.Y., on the Arthur Kill Waterway.



The thick oatmeal-color mix that issues from the pulper vats is then filtered and mixed with water. The resulting mixture is then fed into a system of felt rollers, after which it runs over steam-heated drums for drying, before commencing the final phase of paper processing. The entire procedure takes approximately 40 minutes and results in the production of high-grade, high performance liners and mediums that are placed on reels for storage and shipment.

This new plant will help in protecting the environment by removing tons of waste paper that normally goes to the landfill, and in the future would have to be disposed of by other means. It has also helped the local economy by adding some 400 area jobs. The City of New York has plans for a second paper recycling plant in a South Bronx location on the Harlem River. ↓



The plant was constructed with a special enclosed barge unloading shed at the dock to prevent polluting the Arthur Kill Waterway.

## Moran Towing of Texas (continued from page 5)

With the changes in Federal tax incentives in 1996, it has become practical to extend oil drilling in the Gulf of Mexico from depths of 2,000 feet to 5,000 feet. Consequently, Texas ports have developed shipyard facilities to tend to the needs of the many offshore drilling rigs and platforms in this area. Rigs being retro-fitted to drill in deeper waters are now booked into local drydocks through the first quarter of the year 2000. The TDI-Halter Marine Group, Inc. has increased its presence in southeast Texas through the purchase of Texas Drydock Inc. (TDI) and McDermott International's Sabine Pass Shipyard, becoming a major contractor to the drill rig industry. Local shipyards also benefit from the fact that Beaumont, Texas is the home of the Maritime Administration's Reserve Fleet, consisting of some 63 ships.

Like all of the MORAN® companies, Moran Towing of Texas, Inc. owes its

great success to its people, both ashore and afloat. Larry G. Eaves, a native Texan, manages the Texas office, overseeing all aspects of the company—from administration and sales to operations and crew training. Larry started with the D.M. Picton & Company, Inc. in 1963, and became a Moran employee when Moran purchased Picton Co. in late 1963. Larry started his career as a dispatcher, and moved up the ranks to Assistant General Manager, and then General Manager. In May 1987, Larry was appointed Vice President and General Manager. Stephen M. Kelly moved from Moran's headquarters to Texas in 1981, and has diverse responsibilities in his position as Assistant Treasurer and Assistant Operations Manager. Karl Placette, with over 20 years of service, shares the responsibilities of billing, sales and dispatch. Robert Cowling, who joined the company in August 1985, also shares the responsibilities

of billing, sales and dispatch, and is the resident computer expert, maintaining the accounting system. James DuPree joined the company in May, 1995, and is a relative newcomer by Moran's standards. He acts as Robert Cowling's back-up, along with his dispatch responsibilities. Vickie Mannino joined the company in January, 1989. Vickie processes all of the harbor and office payroll, and handles all of the administrative duties. The result of everyone's combined knowledge, experience and work ethic is an operation that provides its customers with safe and efficient service. Moran Towing of Texas' commitment to crew training, promotion of technology and modern tug-to-office communications guarantees that Moran Towing of Texas, Inc. will continue to grow along with its customers. ↓

# THE 1997 ATLANTIC CHALLENGE



On May 17, 1997, Moran continued its long tradition of participating in noteworthy and interesting marine events by being a sponsor of the 1997 Atlantic Challenge Cup. At about 10:00am, the *MARGARET MORAN*, the New York Yacht Club Committee Boat and a variety of other notable vessels led a procession of 15 super-yachts down the Hudson River. The yachts ranged in size from the 94-foot ketch *SUMURUN* to the 183-foot gaff-rigged schooner *ADIX*.

This gathering of vessels was on hand to recreate one of the most noteworthy sailing races of the 20th century—the 1905 transatlantic race for the Kaiser's Cup, which was won by the vessel *ATLANTIC* with the record time of 12 days, 4 hours, 1 minute, and 19 seconds. At 2:00pm, exactly 92 years to the day, the yachts began their transatlantic crossings.



photo: Mark W. Barker



The race began from a starting line located at the site of the former Sandy Hook Lightship. Winds were out of the south at about 20 knots and provided for a perfect reaching start across the bow of the *MARGARET MORAN*, which served as the pin end of the starting line. The *ADEX* and *ADELA* crossed the starting line under full sail at more than 10 knots, less than 10 seconds after the starting gun fired. At the start, the two vessels were within 150 yards of each other and 50 yards off the bow of the *MARGARET MORAN*.

The finish line for the 3,000 mile race across the North Atlantic was at the Lizard Light at the extreme southwest tip of Cornwall, England. The 173-foot schooner *ADELA* took the honor in the hotly contested race through force 8 gales, posting a time of 14 days, 21 hours, and 15 minutes. The larger *ADEX* had to accept a second place finish approximately 12 hours later.

A repeat of the race is planned for 2001 and Moran looks forward to resuming its position on the starting line as these great sailing yachts head to England. ⚓



photo: Mark W. Barker

## MORAN'S NEW WEB SITE

[www.morantug.com](http://www.morantug.com)

In the coming months there will be a new way to stay current with happenings at Moran. Moran's web site, currently under construction, will soon be found at [www.morantug.com](http://www.morantug.com). An initial site, including up-to-date fleet listings, contact names and numbers, and E-mail hot links is expected by early summer. Throughout the year, we plan to add new pages and features, so be sure to check back often. ⚓

### Moran Towing

Moran is proud to provide service to the PMP (PMP) fleet in one of the few maritime companies that also has such a record of integrity. When the late President and CEO of the company, Albert Edward J. Moran, CEO (Ret.), introduced the PMP (PMP) in 1943, he set the policy for the publication: "It will be the purpose to tell the story of the activities of Moran Tug in the most important groups of people - Moran employees, Moran and clients, and our customers." This is still the main focus of the magazine today.

In making this issue, I dealt with the history of the "Moran people" - a quality you can embrace today!

**Special Delivery**  
It's about 1975/76

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**Technology**  
[Technology News](#)  
[The Information that the maritime industry has been one of the greatest periods of change and development in the world's history. Moran has been at the forefront of this change and development, and we are proud to be a part of it. The year 2000 will be a year of change and development.](#)

Technology on the High Seas™

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**Tow Line**  
our Magazine

**M**  
Moran

**M**  
Moran

**M**  
Moran

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Moran

**M**  
Moran



*MT Almare Nona*

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February 14, 1998  
Owner: Almare di Navigazione S.P.A.

*MT Axios*

---

February 7, 1998  
Owner: Pleiades  
Charterer: Heidenreich Marine



*MV C. Columbus*

---

Maiden Arrival October 30, 1997  
Owner: Hapag Lloyd

***MT Isola Rossa***

Maiden Arrival July 18, 1997  
Owner: Finaval  
Charterer: Seachem Monaco



***MV Mercury***

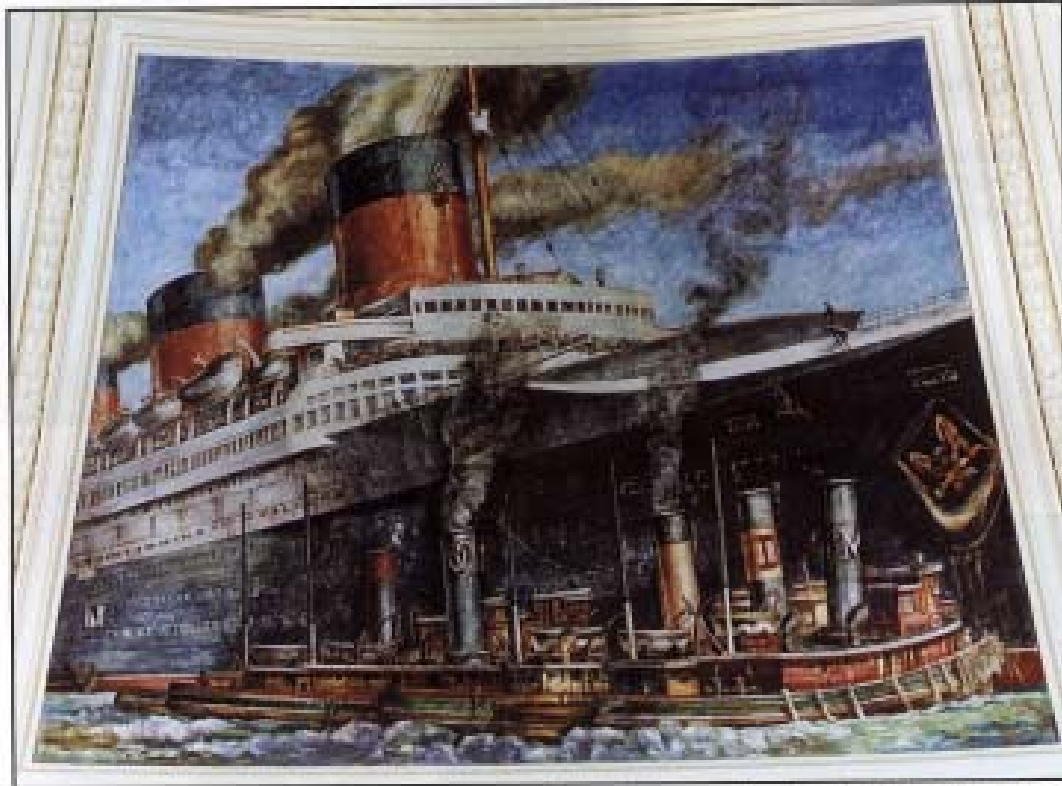
October 24, 1997  
Owner: Celebrity Cruise Line

***Superstar Capricorn***

March 15, 1998  
Owner: Star C  
Charterer: Manhattan Cruises



# NEW YORK'S CUSTOM HOUSE



*Custom House rotunde paintings by Reginald Marsh, 1937. A group of steam tugs dock the famous French liner SS NORMANDIE, one of the great transatlantic liners of the period before World War II.*

**B**efore the institution of income tax in 1913, most of the revenue raised by the United States came from customs duties—a tax collected on all foreign imports. For years, the Port of New York led the nation in collecting these revenues. In 1899, the Federal Government decided to construct a new custom house in Manhattan, on the original site of Fort Amsterdam, just south of Bowling Green, at the foot of Broadway. The building that evolved is the Alexander Hamilton U.S. Custom House. The Beaux-Arts style building, designed by architect Cass Gilbert, was begun in 1900 and completed in 1907.

The exterior of the Custom House is adorned with 44 columns, each decorated with the head of the mythical Roman God of Commerce,

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**It has been described as  
the most beautiful  
building ever constructed  
and is now a National  
Historic Landmark**

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Mercury. The enormous entrance houses sculptures representing America, Asia, Europe and Africa,

depicted as seated female figures. They were designed by Daniel Chester French, one of America's greatest sculptors and the creator of the statue of Abraham Lincoln at the Lincoln Memorial. The main façade has twelve sculpted columns, with statues representing the sea powers of the ancient and modern world.

In the 1970s, the Custom House's governmental functions were moved to the World Trade Center in Manhattan. In 1994, the George Gustav Heye Center of the Smithsonian's National Museum of the American Indian moved to this site. The building was carefully renovated in order to maintain its

historical character and has retained its nautical interior, displaying shell motifs, marine life, and other sea signs testifying to its connection to the Great Port.

It is the elliptical rotunda with a 140-ton skylight that gives the greatest affirmation to the nation's greatest seaport. In 1937, Reginald Marsh, a renowned New York artist, accepted a low-paying position to paint a series of murals for the rotunda dome. The two series depict ships entering New York Harbor surrounded by the images of American and foreign explorers. The detail incorporated into the subjects clearly reflects Marsh's extensive research and his visits to the subjects. He spent time on the great liners depicted in the murals and at Ambrose Lightship before commencing his work.

Among the eight murals shown there, one titled "S.S. NORMANDIE Being Warped into Berth," shows five different tug companies' boats at work. That scene includes the tall stack of a steam-driven MORAN® tug with the white "M" on her black stack.

These murals, which were difficult to shoot because of their angles and the height of the dome, were photographed by Jerry Rosen of which three are represented here, courtesy of the Port Authority of New York & New Jersey. ↴



*An aerial view of the great Cunard Liner SS QUEEN MARY, arriving in New York Harbor under the watchful eye of the Statue of Liberty, with the skyline in the background. During daylight hours in those years, a major vessel arrived or departed from the port once every ten minutes.*



*The United States Line's SS WASHINGTON, inbound, passes the Lightship AMBROSE at the entrance to New York Harbor.*

# RECOMMENDED READING

## **THE PERFECT STORM**

*by Sebastian Junger*

W.C. Norton & Co.  
New York, N.Y. ©1997  
227 pages  
**Hardcover \$23.95**

Normally, books reviewed in this column are of a specialized nautical nature, not of interest to a general readership. *The Perfect Storm* is an exception, for it has made the *N.Y. Times* Best Sellers List because of its universal appeal.

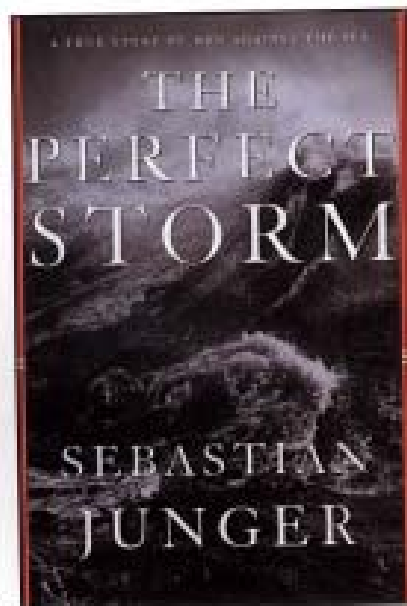
This is a non-fiction sea story built around the final voyage of the fishing boat *ANDREA GAIL*, a steel-hulled 72-footer returning to her home port of Gloucester, Mass., after a month at sea. Loaded with a lucrative catch of 40,000 pounds of swordfish, plus ice, she encounters a storm and disappears with all six of her crew members.

The boat was lost in 1991, in what weathermen told author Sebastian Junger was a "perfect storm," the joining of three

weather systems that resulted in 70 to 100 foot seas. We learn about the boat, the background of the crew and what happens to a steel-hulled vessel in such a storm.

Although the book goes into detail on commercial fishing, the crew, the boat and the port of Gloucester, it is the rescue efforts that are the most captivating. The SAR (search and rescue) work of the Coast Guard and Air National Guard helicopters is a thrilling part of the story. There is also a related story of a sailboat caught in the same storm and how its crew survives. The qualifications of the rescue swimmers from the helicopters and the unfortunate loss of one of their number give insight into a relatively unknown group.

It is the medical description of what happens step by step before death by drowning that makes for some very special reading. The author talks about the "break point," which comes a mere 87 to 140 seconds into drowning. The body is saying, in the author's words: "Holding our breath is killing us, and breathing in might kill us, so we might as well breathe in." Water enters the lungs, cutting off and ending the transfer of oxygen. In some cases, water



touching the vocal cords activates the central nervous system to close the larynx, suffocating the person.

In my travels around the waterfronts and in helicopters, I have found that all of the professionals who have read the book agree that for anyone who goes near the water, this is a must-read. It will give the reader a new respect for the dangers inherent in nature and for the heroes who protect us when afloat. ⚓ *BJD*

## **Also Received**

### **Sailors in the Sky Memoir of a Navy Aircrewman in the Korean War**

*Jack Sauter*

McFarland & Co. Inc., Jefferson, N.C. & London, England, 1995  
235 Robby Lane, Manhasset Hills, NY 11040 312 Pages,  
Photos and Map **Paperback \$25.95 + \$3.00 SH**

The author writes of his service during the Korean War as a naval-enlisted aircrewman flying a Douglas Skyraider from the aircraft carriers *USS MIDWAY* and *USS LAKE CHAMPLAIN*.

This is a wonderful story that, close to a half century later, brings the "Forgotten War" and its many heroes back into the hearts and minds of America.

### **The Fighting Liberty Ships**

*A. A. Hoelting*

U.S. Naval Institute Press, Annapolis, MD, 1996  
Bluejacket Books Series 166 Pages, B&W Photos  
**Paperback \$17.00**

The United States Navy provided the gun crews on the civilian-manned merchant ships during World War II. Here is the true tale of one of the Armed Guard officers and his service and experiences on a wartime Liberty Ship. The author's thoroughly researched, and well-written narrative is a must-read for ship lovers and World War II buffs alike.



# A TUG BOAT'S NEW LIFE IN PORT WASHINGTON, NY

Tugboats have a longer life span than most working vessels, often reaching to six and seven decades. Several tugs that were built in the last century are still at work today. The oldest active working tug in the United States, the *FANNIE J.*, was built in 1874 and is operated by the Cianbro Corp. in the port of Portland, Maine.

Given their long life span, it is not surprising that tugs experience many changes, going from peacetime to wartime service, to changing ownership, to re-engining, to changing home ports, to taking on a new flag and nationality. Some have been salvaged after sinking, or rebuilt after a fire.



When the working life of old wooden-hulled tugs finally came to an end, many were left in back-water locations to die a slow death, rotting a little more with every change of tide. In recent years, many of the older steel-hulled tugs have been taken offshore to a water grave, where they serve the environment as artificial reefs. Most, however, are scrapped.

Recently, the pilothouse and deckhouse of an old tug were put to a different use. The Chamber of Commerce of Port Washington had been working on a project to make their town dock on Manhasset Bay a more appealing place to visit. At the same time, Jakobsons Shipyard in Oyster Bay, Long Island ceased operation and a tugboat pilothouse of unknown origin was scheduled for the scrap yard. Moran put the shipyard in touch with the Chamber of Commerce and soon the tug deckhouse was on the way by truck to Port Washington. The pilothouse and deckhouse were restored and painted, and then set up as a mini-exhibit space for marine artifacts. No one is quite sure from which tug, or tugs, the pilothouse and deckhouse came, but they have certainly become a local attraction and an unusual way of preserving tugboat and maritime lore. ⚓

## **CD Review**

### **The World's Passenger Fleet**

*Compiled by Peter C. Knego*

The World's Passenger Fleet  
200 Sigma Place  
Guthrie, Oklahoma 75044-1246  
**\$39.95 + \$3.50 S&H**

To those who have access to a computer with a CD ROM drive, here is a complete listing of some of the most famous passenger ships of our day, complete with photos and details. Using the technology of the computer, 1,000 pages of history and 2,000 interior and exterior images are included on this CD.

**40 YEARS SERVICE**

John Toups  
Henry O. Wiggins

**35 YEARS SERVICE**

Larry G. Eaves

**30 YEARS SERVICE**

Clay Broward  
Lindsay Gaskins  
Thomas Rasmussen  
Warren Snyder

**25 YEARS SERVICE**

Joseph A. De Angelo  
Stanley J. Petro  
W. Anthony Watt

**20 YEARS SERVICE**

John Campbell  
Lloyd Dagley  
Kevin Dowling

**20 YEARS SERVICE**

Daniel J. Klaben  
Joseph Lavin  
John Maxey  
William Patras

**15 YEARS SERVICE**

Douglas Crawford  
Wayne E. Peery  
Ryan Riggins

**10 YEARS SERVICE**

Michael Antonik  
Craig Arnaud  
Clyde Batts  
Gayle B. Becker  
Robert Black  
Larry Blackwell  
Alan A. Boddin  
Thomas Buckley

**10 YEARS SERVICE**

Arnojen J. Cantrelle  
Brian D. Cliff  
Mike Croft  
Oren Daniels  
Albert Dykes  
Arlon Fournado  
Malco Guidry  
Michael Herbert  
Christopher Holt  
Gerald Labove  
Terry Lejeune  
Douglas Lindner  
William Lusk  
Warren Merritt  
Bobby Myers  
Joseph Pereira  
Luis M. Pereira

**10 YEARS SERVICE**

Lee Rachal  
Charles Bobb  
Harris Rousse  
John Smyth  
Daniel Sullivan  
Robert Summers  
Robert Thomas  
Edward Walker  
David Wood  
Paul Woodward

**5 YEARS SERVICE**

Stephen Ausbun  
Albert Beebe  
Harvey Bryan  
Earl Cantrelle  
General Carter  
Peter Chericco  
Gary Farrier

**5 YEARS SERVICE**

Scott Grosjean  
Konrad Hauer  
Tina Jordan  
Robert Lowe  
Eric Mark  
Christopher McVeigh  
Richard Nocella  
Robert Novarro  
Marvin Parker  
Thomas Patterson  
David Petrucci  
John Placette  
Jacek Sawicki  
Steven Stafford  
John Walls  
Matthew Walton  
Louise A. Williams  
Robert Yerxa



Joe DeAngelo has completed 25 years of service with Moran

**RETIREMENTS**

**Frank Lunde**, Dispatcher Moran Towing & Transportation  
*40 Years of Service*

**TRANSFERS**

**Aislinn Pitchford**, Director Sales Administration, Moran Services Corporation – August 1997, from Operations

**PROMOTIONS**

**Ronald G. Droop**, Manager, Marine Transportation, Moran Services Corporation- Mr. Droop was promoted from Vice President and General Manager, Moran Towing of Miami and returned to the Greenwich office to the position of Manager, Marine Transportation, Moran Services Corporation. Ron is now responsible for the operation and administration of Moran's fleet of five dry bulk barges and ten petroleum barges.

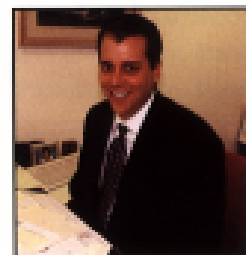
**Matthew R. Walton**, General Manager, Moran Towing of Miami- Mr. Walton has been promoted to the position of General Manager of the Moran Towing of Miami Division. Mr. Walton graduated from the U.S. Merchant Marine Academy in 1992. After several months in the dry cargo brokerage business, he joined Moran in 1993, where he assisted in the start-up of the Miami Division as the Assistant Manager.

**WELCOME ABOARD**

**Ursula Babula** - Accounts Payable, Moran Towing Corporation, July 14, 1997  
**Alyce G. Bernstein** - Operations Administrative Assistant, Moran Services Corporation - December 22, 1997  
**Larry W. Diehl** - Dispatcher, Moran Towing of Florida - September 15, 1997



In February of this year, Terry Evans joined Moran as Manager, Construction and Repair Department



Ron Droop has returned from the Miami Division to become Manager, Marine Transportation for Moran Services Corporation

**Joseph M. Kelly**, Assistant Manager, Moran Towing of Miami - October 1, 1997  
**Stephanie R. Kirton** - Clerk Typist, Construction & Repair, Moran Services Corporation - October 22, 1997  
**Paul D. Steinorth** - Dispatcher, Moran Towing & Transportation - October 29, 1997  
**Sonja M. Tate** - Payroll Administrator, Moran Towing Corporation - May 7, 1997  
**Stede L. Troisi** - Computer Support Specialist, Moran Towing Corporation - January 20, 1998  
**Terrence W. Evans** - Manager, Construction & Repair, Moran Services Corporation - December 31, 1997. Terry has a distinguished maritime background, with his most recent experience as a marine consultant, and prior to that he worked for Coastal Towing, Inc. in Houston, Texas. He is a graduate of the U.S. Merchant Marine Academy at Kings Point, and has an MBA from Penn State.

**IN MEMORIAM**

**Cherry Pearce**, (wife of Thomas Pearce, Moran Services Corporation) Died May 1997  
**William Seigh**, Retired December 31, 1987, Died July 23, 1997  
**Beryl Faulkner**, Retired December 31, 1988, Died September 4, 1997  
**Lonnie Pfaudler**, (Moran Towing & Transportation) Died January 13, 1998  
**Mary Campese**, (wife of retiree Joseph Campese) Died February 1998  
**Captain Schneider**, Pilot  
**Frank Wood**, Wood Towing Company



# MORAN® TUG FLEET

\* Indicates twin screw tug  
 \*\* Indicates Mortrac® tug  
 Tug locations as of April 30, 1998  
 Moran® and Mortrac® are trademarks  
 of Moran Towing Corporation

## PORTSMOUTH, NEW HAMPSHIRE

Moran Towing of New Hampshire

P.O. Drawer 448  
 34 Ceres Street  
 Portsmouth, NH 03802

Eugenia Moran	3,165 HP
Cavalier	2,400 HP
E.F. Moran	1,750 HP

## PORT OF NEW YORK, NEW JERSEY

Moran Towing & Transportation

Two Greenwich Plaza  
 Greenwich, CT 06830

M. Moran	6,500 HP*
Esther Moran	6,500 HP*
Alice Moran	4,800 HP*
Heide Moran	4,800 HP*
Valentine Moran	4,200 HP*
Cape Charles	3,300 HP*
Amy Moran	3,300 HP*
Judy Moran	3,300 HP*
Miriam Moran	3,300 HP*
Margaret Moran	3,300 HP*
Helen D. Coppedge	2,850 HP*
Maureen Moran	2,150 HP
Maira Moran	2,150 HP
Diana L. Moran	1,750 HP
Eugene E. Moran	1,750 HP
Cedar Point	1,750 HP
Georgina Moran	1,750 HP
Nancy Moran	1,750 HP

## PHILADELPHIA, PENNSYLVANIA

Moran Towing of Pennsylvania

Philadelphia Naval Business Center  
 Building 25  
 Philadelphia, PA 19112

Patricia Moran	3,500 HP
Grace Moran	3,165 HP
Boody Point	2,400 HP
Cynthia Moran	1,750 HP

## BALTIMORE, MARYLAND

Moran Towing of Maryland

1615 Thames Street, Building B  
 Baltimore, MD 21231-8400

Cape Boston	3,300 HP*
Harriet Moran	3,005 HP**
Hawkins Point	1,750 HP

## HAMPTON ROADS, VIRGINIA

Moran Towing of Virginia

109 East Main Street  
 Norfolk, VA 23514

Cape God	4,290 HP*
Cape Hatteras	4,290 HP*
Cape Henry	4,290 HP*
Cape May	3,300 HP*
Drum Point	3,005 HP**
Town Point	3,005 HP**
Pell's Point	2,400 HP
Kings Point	2,400 HP
Swan Point	1,750 HP

## JACKSONVILLE, FLORIDA

Moran Towing of Florida

1534 East Adams Street  
 Jacksonville, FL 32202

Calhoun E. Moran	3,500 HP*
Lerry Moran	3,500 HP*
Cape Isalopen	3,300 HP*
Ann Moran	3,300 HP*
Julia C. Moran	1,750 HP

## MIAMI, FLORIDA

Moran Towing of Miami

P.O. Box 113239  
 Miami, FL 33131

Marion Moran	5,000 HP*
Dorothy Moran	3,300 HP*
Swells Point	3,005 HP**

## BEAUMONT, ORANGE, PORT ARTHUR, TEXAS

Moran Towing of Texas, Inc.

2300 Highway 366, #570  
 Nederland, TX 77627

April Moran	6,000 HP
Doris Moran	5,000 HP*
Juan Moran	4,800 HP*
Sheila Moran	4,800 HP*
Cape Ann	4,800 HP*
Helen Moran	3,500 HP*
Mary Moran	3,300 HP*
Mary M. Coppedge	3,200 HP*

# MORAN® BARGE FLEET

Barge Name	Dimensions	Capacity	Year Built	Service	Barge Name	Dimensions	Capacity	Year Built	Service
New York	508 x 90 x 41	250,000 bbls	1970	International	Seabrook I	290 x 60 x 18	42,000 bbls	1971	Harbor
Massachusetts	415 x 84 x 42	145,900 bbls	1982	Coastwise	New Jersey	300 x 45 x 20	35,000 bbls	1969	Coastwise
Florida	400 x 78 x 32	132,000 bbls	1980	Coastwise	Virginia	522 x 85 x 40	27,000 tns	1982	International
Texas	400 x 78 x 32	132,000 bbls	1981	Coastwise	Somerset	418 x 75 x 29	14,700 tns	1990	Coastwise
Pennsylvania	370 x 74 x 25	93,000 bbls	1971	Coastwise	Portsmouth	418 x 75 x 29	14,700 tns	1996	Coastwise
Connecticut	325 x 60 x 21	40,000 bbls	1986	Coastwise	Bridgeport	418 x 75 x 28	14,000 tns	1986	Coastwise
Rhode Island	350 x 60 x 19	64,000 bbls	1972	Harbor	Maryland	515 x 80 x 34	22,800 tns	1970	Inland/Coast
Maine	350 x 60 x 19	64,000 bbls	1976	Harbor					

*Addition to the Fleet: The Tug April Moran (6,000 hp) in the notch of the Barge Massachusetts (145,900 bbls carrying capacity). Both tug and barge were acquired by Moran in February 1997. The Tug April Moran was named after April S. Barker, wife of James A. Barker, Assistant Vice President, Interlake Steamship Company.*



