

Tow Line

2000



*The New
Marci-Class Z-Drive Tugs
Are Here!*



Tow Line

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On the cover



New Z-Drive tug MARGI MORAN, under way.
Photo by Gene Woodrige!

Pat Bennett Becomes Tow Line's New Editor-in-Chief

With this issue of Tow Line, Pat Bennett has assumed the role of Editor-in-Chief. Pat has an 18-year history with Moran that began in 1981 when she was hired to administer inside sales for the Mid-Atlantic Division, headquartered in Baltimore. She was soon promoted to Manager, International Sales, and in that capacity acted as liaison to Moran's foreign agents in soliciting business for the Company at all of its ports of operation. In 1992 she was made Assistant Vice President, Sales. Pat's tenure with Moran was marked by her enthusiasm for securing new business and by her ability to communicate effectively within Moran and with Moran's customers and foreign agents. She worked closely with the headquarters' sales staff, as well as the General Managers of each Division.

In February 1999 Pat made the decision to take an early retirement to have more time to focus on other interests. As Tow Line's new Editor-in-Chief, she will again put her excellent communication skills and enthusiasm to work for Moran.

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Editor-in-Chief: Patricia A. Bennett

MORAN ADDS EIGHT Z-DRIVE TRACTOR TUGS TO ITS FLEET

Over the last several years, Moran has been aggressively upgrading its fleet, but the pace of this upgrade effort significantly increased in 1999. On December 1, 1998, the U.S. Navy's Military Sealift Command confirmed that Moran had been awarded a contract to provide tractor tugs to replace the Navy's yard tug boats (YTB's) at its Norfolk Naval Station and at the Naval Amphibious Base at Little Creek, Virginia. Since the mid-80s, the Navy has been systematically decommissioning its aging YTB fleet at its bases around the world and replacing the YTBs with time-charter contracts with commercial tug boat companies. Competition among tug boat operators for these contracts has been intense. For Moran, obtaining the Norfolk contract was particularly important, not only because Norfolk is the largest naval base in the world, but also because Moran has had a long history of providing tug boat services to the Navy, in general, and Norfolk, in particular. A significant aspect of the terms of the Navy's Request for Proposal (RFP) for this coveted contract required that Moran be able to supply the Navy with eight low-profile, highly maneuverable tractor tugs, with twin 360 degree azimuthing propulsion units within a relatively narrow time horizon. Because of its prior experience in providing services to the Navy at Norfolk, Moran felt that it could readily provide the skilled people and expertise required by the



Launching of the Z-drive tug, WENDY MORAN at Washburn and Doughty in East Boothbay, Maine



Z-drive tugs KERRY MORAN and KAREN MORAN

contract, but providing the equipment in the required time frame represented a significant challenge.

Planning the logistics of the construction of the tugs that would be required if Moran won the Norfolk contract began as part of the response to the Navy's RFP. Before proposing to the Navy that it would deliver eight Z-drive tractor tugs with state-of-the-art specifications, Moran had to thoroughly develop its plan for implementing the required delivery schedule. Moran decided to place into service in February 1999, as the first tug under the Navy contract, an existing Z-drive tug that it had available under a time charter. After conferring with a naval architect, Paul A. Gow, it was decided that two existing tugs, the KERRY MORAN and the PATRICIA MORAN were suitable for conversion from 3,000 HP conventional twin-screw diesel electric tugs to 4,200 HP Z-drive reverse tractors. Based on the design specifications, after their conversion, these tugs would have all of the capabilities of newly constructed equipment. The existing shafting, struts, propellers, rudders and steering gear were replaced with two 2,100 HP EMD diesels, Ulstein Z drives, Markey capstans, staples, and fendering. The existing pilothouses and stacks were also replaced with lower twin stacks and low-profile pilothouses that were located further aft to provide the captain with better visibility in all directions. The lower profile was also better suited for work in the confined spaces associated with naval ship work. The replacement of the existing propulsion machinery left enough space to install a diesel drive 3,000 GPM fire pump that would be connected to a fore

MORAN ADDS EIGHT Z-DRIVE TRACTOR TUGS TO ITS FLEET *cont.*

and aft 1,500 GPM water/foam monitor. The Hendry Corporation shipyard in Tampa, Florida, did the conversion work. Conversion of the *PATRICIA MORAN* was completed in September 1999, and the *KERRY MORAN* was completed in November 1999. Both tugs are now in service under the Navy time-charter contract.

Prior to learning that it had won the Navy contract at Norfolk, Moran contracted with Washburn & Doughty Associates, Inc. of East Boothbay, Maine, for the construction of one new 92-foot, 4,200 HP Z-drive tug. After winning the Navy contract, Moran increased the number of new tugs to be built by Washburn & Doughty to six. This, then, became the largest new tug construction order ever awarded to Washburn & Doughty. To meet the required delivery schedule, Washburn & Doughty utilized in-house computer assisted design technology that allowed it to more quickly make design adjustments during both the planning and construction phases and to electronically communicate these design changes to its subcontractors via email. Washburn & Doughty also developed new planning schedules for production and manning. Instead of building one complete tug at a time, they used a modular approach, building several wheelhouses at a separate location and subcontracting out some of the bulkier vessel pieces such as engine beds. Washburn & Doughty also significantly increased its production crew and created work routines that allowed workers to be more efficient by doing duplicate processes multiple times rather than one tug at a time.

The new tractor tugs measure 92x32x13.8 ft. and are built to ABS Matese Cross A1, AMS Towing Service standards. They are powered by two 2,100 HP EMD 16-645-E6 main engines driving Ulstein Z drives located in the stern of the tug to provide pushing power equal to backing power. The wheelhouse design features 360-degree hi-lo visibility with the height and width minimized to insure the tug's ability to work the extreme flairs and cut-aways of Naval vessels. A centrally located control station enables the tug to perform all maneuvers efficiently off the bow and stern. Equipment includes two VHF radios, two radars, a loud hailer, GPS, a depthfinder, tachometers, compasses and Z-drive control displays. The tugs are liberally fendered above and below the water line for handling all varieties of naval vessels, including submarines. It is anticipated that all of the new tugs will be in service under the Navy contract by the fall of 2000. The new tugs are named *MARCI MORAN*, *KAREN MORAN*, *SUSAN MORAN*, *TRACY MORAN*, *WENDY MORAN*, and *SURRIE MORAN*. They and their future sisters will be known as the Marci class.

To win the Navy contract, Moran had to convince the Navy that it could not only deliver the reliable service and skilled personnel that it had provided to the Navy in the past but also that it could deliver the necessary equipment in the time frame specified by the Navy. The planning and collaboration between Moran's management and its shipbuilders and naval architects provided this final element that enabled Moran to win this very desirable and prestigious contract. ↓



USS THEODORE ROOSEVELT with Moran's Z-drive tugs assisting

THE PORT OF CHARLESTON

In the summer of 1998, when Moran joined forces with Turecamo Maritime, Inc., and its affiliated company, White Stack Maritime Corp, Moran added Charleston to its now 13 ports of service on the East and Gulf coasts. **The Port of Charleston** is the second largest container port on the U.S. East Coast, behind New York/New Jersey combined, and ranks fourth in the nation. Located at the midpoint of the Eastern Seaboard, Charleston is strategically situated to be a major hub for international shipping, offering easy access to land, air and sea. An average of more than six vessels sail into the port each day from more than 50 steamship lines. Top commodities passing through the port include foodstuffs, forest products, consumer goods, machinery, metals, vehicles, chemicals and clay products.



Moran tractor tug ELIZABETH TURECAMO
(Photo by David Morton)

In 1942, South Carolina established the State Port Authority (SPA) to foster economic development. Currently, the SPA operates four terminals in Charleston, Union Pier Terminal, Columbus St. Terminal, Wando Welch Terminal and North Charleston Terminal, that together in 1999, handled a record 11.2 million tons of general cargo, 95 percent of which was containerized cargo. In addition to the SPA docks, the Port of Charleston has nine other private terminals and seven bulk commodity terminals. The Port recently set a new worldwide vessel productivity record of 64.8 moves per hour, per crane sustained for more than six continuous hours – up more than 11 moves an hour from the old record.



(Photo by David Morton)

A recent order for four of the largest container cranes in North America will help Charleston maintain its reputation as one of the most automated ports in the country. Additionally, SPA plans to develop the Global Gateway Terminal on Daniel Island, 1,300 acres of undeveloped land located just eight miles from the open sea. These developments, along with the deepening of shipping channels to 45 feet, will enable the port to accommodate the next generation of super-post-Panamax ships. Over the coming five years, the SPA plans to invest \$162 million in its facilities to handle the growth of existing customers and to continue improving service levels.

Moran Towing of Charleston is the successor company to White Stack Maritime, which has had a presence at the port of Charleston since 1882 and was acquired by Moran as part of its merger with Turecamo Maritime in 1998. Turecamo purchased White Stack in 1978 from Wayland T. Coppedge, Jr., who had previously sold his Jacksonville, Florida, company, Florida Towing Company, to Moran in 1976. Moran has continued White Stack's

THE PORT OF CHARLESTON

tradition of providing the best shipdocking and harbor towing services to ship operators in Charleston. Over the past 10 years, the number of vessel calls to the State Port terminals has increased by 67 percent with the size of these ships also growing from traditional break bulk, to first generation containerships, to Panamax class and post-Panamax class. During this same ten-year period, containerized cargo has increased 97 percent to an annual total of 1,543,965 TEUs. Since larger ships are more sensitive to weather and tide conditions when docking, White Stack responded to its customers' needs by building a new reverse Z-drive tractor tug in 1998, the *ELIZABETH TURECAMO*. At 6,140 horsepower, the *ELIZABETH TURECAMO* is also well equipped to assist the larger post-Panamax vessels that have begun to and will soon be calling at Charleston. The *ELIZABETH TURECAMO* rounds out Moran's fleet of five tugs in Charleston. This fleet has total of 15,440 horsepower and is capable of responding throughout the port to effectively meet the needs of Moran's customers. The fleet is comprised of the 6,140 HP twin-screw Z-Drive tug, *ELIZABETH TURECAMO*, one 3,300 HP tug, the *CAPE MAY*, and two 3,000 HP tugs, the *CHRISTOPHER TURECAMO* and *MICHAEL TURECAMO*. Moran has doubled the total horsepower of its fleet in Charleston over the last 20 years in order to provide the best possible equipment for its customers.

Other Moran-affiliated operations in Charleston include Turecamo Environmental Services (TES). TES specializes in servicing oil tankers, barges, terminals and manufacturing industries located in the Charleston region. Typical work includes waste oil removal, emergency oil-spill response, prepositioning oil containment booms, bilge, water transfers, and industrial cleaning. Important customers of the TES group include the U.S. Navy, the United States Coast Guard, the SPA and the local spill-control co-op made up primarily of the private oil and bulk terminals.

Also operating under TES is the Harbor Launch and Linchhandling division. HL&L provides linchhandling service to vessels docking and undocking at the private terminals in the port. This division also provides 24-hour launch service to vessels anchored in the port.

Keeping all of these operations running smoothly is accomplished by an experienced and knowledgeable staff led by Mr. Peter Nistad, Senior Vice President of Moran Towing Corporation. Peter has 30 years of maritime experience and has been involved with the port of Charleston since 1978. In addition to his Charleston responsibilities, Peter oversees the ports of Savannah, Georgia; Brunswick, Georgia; Jacksonville and Miami, Florida, and Port Arthur, Texas. The person responsible for Moran's day-to-day operations in Charleston is Tim West, Vice President. Tim has 25 years of maritime experience in all aspects of the maritime industry. Assisting Tim is Matt Walton, General Manager of Moran Towing of Charleston. Matt's previous assignment was in Miami, Florida, where he led Moran's Miami operation for six years prior to his transfer to Charleston. David Morton is the General Manager of Turecamo Environmental Services Inc. and had 15 years of experience with White Stack. Perry Fant, Operations Manager for TES, has 20 years of experience with White Stack. Responsibility for maintaining the fleet of tugs and barges in Charleston belongs to Lucas Gaillard, Port Engineer. Lucas was the Port Engineer for White Stack for 25 years. The dispatching staff of Alan Bischoff, Chester Jackson and Michael Lauder each had at least 15 years' experience with White Stack and all have extensive knowledge of the port. ⚓



TES Oil Recovery Operation in Charleston Harbor
(Photo by David Morton)

MORAN IMPLEMENTS AWO RESPONSIBLE CARRIER PROGRAM

Moran's commitment to quality, safety and the environment was acknowledged by the American Waterways Operators (AWO) when Thomas A. Allegritti, President of the AWO, presented Paul Tregartha, Moran's Chairman, President and CEO, with a plaque commemorating Moran's successful implementation of AWO's Responsible Carrier Program (RCP).

A primary mission of the AWO since its inception in 1944 has been to enhance the tugboat, towboat and barge industry's ability to provide safe and environmentally responsible transportation. The RCP was established approximately four years ago to define the best industry practices in the areas of company policies, vessel equipment and personnel. The RCP guidelines have been developed based on the unique operational environments specific to the towing industry. Though it is a voluntary initiative, AWO members voted to make compliance to the RCP program a condition of membership in the AWO.

To receive certification under the RCP, Moran performed an in-depth analysis of all of its business functions to determine the best practices to be followed in each of its operations. This analysis included a description of the personnel required to perform each

function and the qualifications required of them, including appropriate licenses and training requirements. The results of this analysis were compiled in a new Operating Policy and Procedures Manual (OPPM). The OPPM is intended to be a dynamic document that formalizes Moran's commitment to maintaining the highest quality operating procedures throughout its organization and that is continually updated with the input of Moran's employees from every level of the Company. Included in the OPPM is a vehicle for any Moran employee to communicate any suggestion for change or improvement to, as well as perceived deviations from, existing policies and procedures. The overall intent of the OPPM is to codify and communicate Moran's longstanding commitment to those procedures that achieve the safest and highest quality operations and environmental consciousness, both for the Company as a whole and for each employee in his or her job function.

The person at Moran responsible for coordinating and maintaining the OPPM is James Sanislow. A graduate of Massachusetts Maritime Academy, James joined Moran in March 1999, coming from the New York law firm of Clark, Acheson and Reisert, where for five years he specialized in maritime law. In addition to his position as Quality Coordinator, responsible for the OPPM, he also serves as Manager of Safety and Environmental Compliance as well as Corporate Attorney.

The company is proud to have achieved certification as a Responsible Carrier by the American Waterways Operators. Moran has always been aware of its responsibilities. The AWO designation confirms Moran's ongoing commitment to its customers, to its employees and to the environment. ↓



Left to right: Edmond J. Moran, Jr., Sr. VP; Gregory E. McGinty, Sr. VP; William P. Mulier, Sr. VP; Paul R. Tregartha, Chairman, President and CEO; and James R. Sanislow, Quality Coordinator
(Photograph by David Boardley)

USS NEW JERSEY

Moran Helps Guide "Big J" on Her Last Voyage Up the Delaware River

Moran Towing was proud to participate with Crowley Marine Services in bringing the USS *New Jersey* up the Delaware River in her triumphant return to the Philadelphia Naval Shipyard, where she was built more than 57 years ago. The USS *New Jersey* will be permanently berthed in Camden, NJ. There she will serve as a floating museum and a memorial to those who served aboard her over the past five decades.

Built in 1940, the USS *NEW JERSEY* (BB-62), is the second of the four Iowa-class battleships built for the Navy, and is thought by many to be the finest battleship ever made. Nicknamed "Big J," the battleship is best known for her impressive array of weaponry. Her armament includes triple 16-inch guns mounted on three turrets and capable of firing 2,700-pound shells a distance of up to 23 miles and 20 5-inch guns in 10 twin mounts. During WW II she also carried 80 40-mm antiaircraft guns in 20 mounts and fifty-seven 20-mm antiaircraft guns. Her modernization in 1982 added eight armored box launchers for 32 Tomahawk cruise missiles as well as four quadruple canister launchers for 16 Harpoon antiship missiles and four Vulcan/Phalanx weapon systems for aircraft and missile defense. The *NEW JERSEY* is 887 feet long, weighs 45,000 tons and is capable of traveling at a speed of up to 33+ knots. Her steam turbines deliver 212,000 hp through four shafts. For her exemplary service during WW II, Korea, Vietnam, the Gulf War and in peacetime engagements throughout the world, she and her crew earned 16 battle stars and numerous other awards, making her the most decorated ship in U.S. naval history.

The USS *NEW JERSEY* was decommissioned for the last time in 1991 and until becoming part of the Navy's Ship Donation Program, had been in storage in Bremerton, Washington.

The battleship now joins 45 other ships that the Navy has donated to locations in 21 states throughout the U.S. to create ship museums. Before donating a ship, the Navy evaluates the applicant's proposed site and financial, mooring, maintenance, towing, environmental and curatorial plans. Obtaining the USS *New Jersey* was particularly rewarding for the city of Camden and the state of New Jersey, since the Big J was originally constructed by workers who lived in the area surrounding where she will become a museum.

Crowley Marine Services of Washington State was hired by the State of New Jersey to bring the *NEW JERSEY* to Philadelphia. This involved towing the giant battleship down the Pacific Coast from Washington State, through the Panama Canal and then up the Atlantic Coast to the Delaware River to its interim berth at the Philadelphia Naval Shipyard, a total of 5,800 miles. Crowley's tug *SEA VICTORY*, under the command of Captain Kaare Ogaard, Jr., departed Puget Sound Naval Base with the *NEW JERSEY* in tow on September 12, 1999, and arrived in Philadelphia on November 11, Veteran's Day. The massive battleship that once carried a crew of close to 2,000 made most of her voyage with no one onboard and with engines and propellers silled. The battleship was originally scheduled to arrive on November 6th, but she was delayed by almost a week. Some believed that it was divine intervention that brought her home on Veteran's Day.

On her journey up the Delaware River, the *NEW JERSEY* was welcomed by a flotilla of pleasure craft and thousands of admirers who lined the shores at various locations along the river. When she arrived in Philadelphia, Big J was greeted by dignitaries, Navy



Moran Towing of Philadelphia assisting the BB 62 *NEW JERSEY*

COMES HOME



Moran Towing of Philadelphia turning the BB 62 NEW JERSEY

officials and a crowd of more than 25,000. The National Guard marked the occasion with a fly-over by four F-16 National Guard fighter jets and a 19-gun salute. It was a day of reminiscing for former sailors, shipbuilders and many others whose lives in some way had been affected by Big J.

To ensure the safe passage of the giant battleship through the narrow ship channel and changing tides of the Delaware River, the *SEA VICTORY* was joined by two Moran tugs, the *CAPE CHARLES* and the *BART TURECAMO*, each on a side, as well as one additional Crowley tug at the stern. Onboard the *NEW JERSEY* were Crowley's Capt. Allan Anderson, Captains John Flynn and Virgil Quillen from The Docking Pilots Association LLC and 10 line handlers.

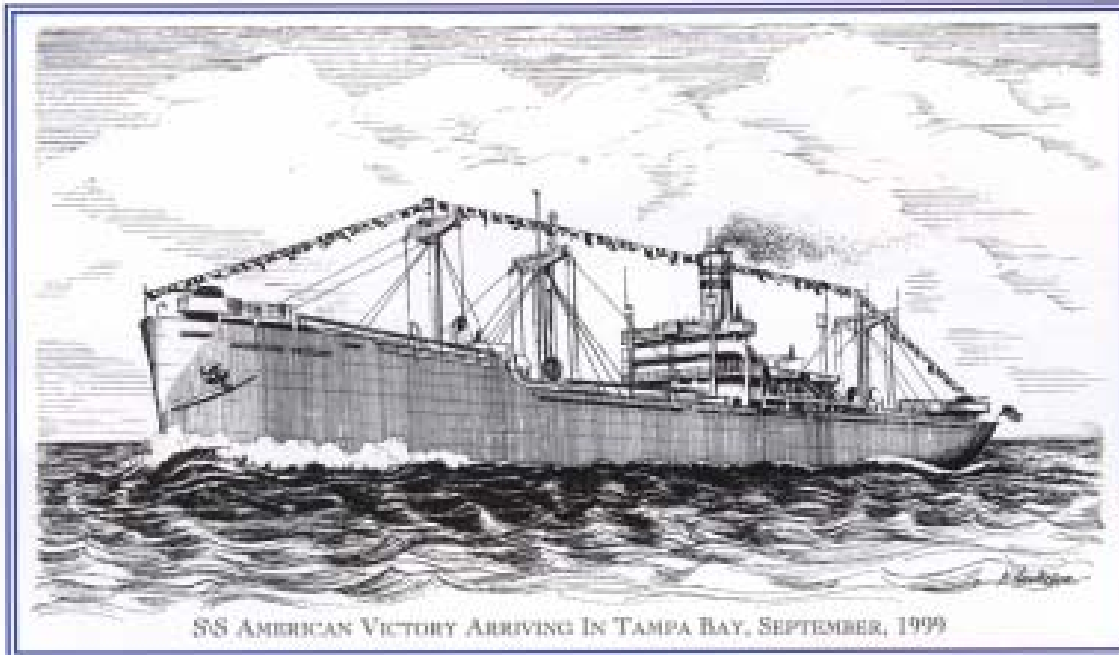
The docking operation in Philadelphia required that two additional Moran tugs, the *CYNTHIA MORAN* and the *JAMES TURECAMO*, assist the four tugs that had escorted the *NEW JERSEY*

up the Delaware River. The ship was turned and slowly backed into a position parallel to Pier 4. Slack current aided in gently nudging her alongside the pier. While the expertise of the people involved made the docking appear routine, John Gazzola, Moran's Vice President and General Manager at the Port of Philadelphia, said that he began coordinating operations with Crowley two months prior to the battleship's arrival.

When the *USS NEW JERSEY* moves to her permanent berth in Camden, New Jersey, she will be an integral part of the Camden waterfront and will be accessible to all who have an interest in her. To many, her presence will be much more than a tourist attraction. As Congressman Robert E. Andrews (NJ) said, "It's a powerful emotional symbol of the commitment a whole generation of people made to this country." ⚓

S/S AMERICAN VICTORY

FROM MOTHBALLS TO MUSEUM



SS AMERICAN VICTORY ARRIVING IN TAMPA BAY, SEPTEMBER, 1999

After 30 years at anchorage at the James River Reserve Fleet (JRRF) in Virginia, the *SS AMERICAN VICTORY* will begin a new assignment in Tampa Bay, Florida, as a floating museum and classroom, paying tribute to the critical role of the Victory Ships in World War II and the merchant mariners who sailed them.

Moran Towing of Virginia received a heartfelt thank you from Captain John C. Timmel, President of the American Victory Mariners Memorial & Museum in Tampa, for donating its towing assistance when the *AMERICAN VICTORY* left Virginia on its journey to Tampa. Captain Timmel conceived the idea of having a ship museum in Tampa while visiting the restored Liberty Ship Museum, *SS JOHN W. BROWN*, at a Propeller Club convention in Baltimore in 1996. His vision became a reality in 1998 when title to the *SS AMERICAN VICTORY* was passed to Victory Ship, Inc., a nonprofit company formed to convert the ship into a museum. The American Victory project has received support from numerous contributors. Gulfcoast Transit donated the towing services of its ocean-going tug *SEARON DEHART* to tow the *AMERICAN VICTORY* from Norfolk to Tampa Bay. On September 9, 1999, Moran donated the services of its tugs *DRUM POINT* and *TOWN POINT* to assist the towing tug in getting the *AMERICAN VICTORY* out of its berth at JRRF and under way on its voyage to Tampa. The Association of Virginia Docking Pilots

also donated the services of their docking pilot, Captain Ronald Ainsley, who boarded the *American Victory* at JRRF and stayed on until arriving off Newport News, where he turned her over to the Master of the *SEARON DEHART*.

The role of the class of ships known as the Liberty Ship, and its successor, the Victory Ship, was critical to the success of the Allied Forces in World War II. The task of transporting the needed personnel and supplies for the Allied war effort was staggering. To support just one soldier for one year took from 7 to 15 tons of supplies. To accomplish this task, President Franklin D. Roosevelt established the U.S. Maritime Service (USMS) to train and oversee the manning of the merchant marine fleet. He also set in motion the mass-production of the Liberty ship.

At its peak, the U.S. shipbuilding effort could generate one new ship a week. In an eight-year period, 2,710 Liberty ships and 534 Victory Ships were built. These ships, sometimes referred to as the workhorses of the war, were operated by the men of the U.S. Merchant Marine. They initially sailed with no escorts or air cover, making them "sitting ducks" for German U-boats. With a casualty rate of one in 32, merchant mariners had the dubious distinction of having the highest percentage of war-time casualties of any branch of the service.

The *SS AMERICAN VICTORY* participated in World War II, the Korean conflict, the Vietnam War, and acted as a goodwill ambassador for the U.S. after World War II by carrying supplies

to the war-shattered countries of Europe under the Marshall Plan. In 1969 she was deactivated and placed in the James River Reserve Fleet near Norfolk, Virginia, where she remained for the last 30 years.

The *SS AMERICAN VICTORY* arrived in her new home on Thursday, September 16, 1999. She will be the first restored

Victory ship in the southeast U.S. When her transformation to a museum and floating classroom is complete, she will act as a lasting memorial to all of the ships of the merchant marine fleet and to all of those who bravely served aboard these ships. ⚓

MORAN TOWING OF TEXAS RECEIVES OSPRA AWARD

Moran Towing of Texas was awarded the 1998 OSPRA Award by the Texas General Land Office (GLO) for Moran's continued excellence in environmental safety. The oldest state agency in Texas, the GLO's primary functions are managing state lands and



Left to right: J. T. Ewing, Regional Director Texas General Land Office, Oil Spill Division; Robert Lutz, Former Deputy Commissioner Texas General Land Office, Oil Spill Division; and Larry Eaves, Past Vice President and General Manager, Moran Towing of Texas, receiving the OSPRA Award

mineral rights, leasing drilling rights for oil and gas production and protecting the State's natural resources. The OSPRA Award was established by GLO to recognize organizations that have excelled in their efforts to comply with the Oil Spill Prevention and Response Act of 1991.

Moran's ongoing training program for its crews is designed to reduce the number of environmental incidents. In addition to training in various disciplines such as rules of the road, bridge resource management, and hazardous waste operations, crews are trained in first aid, CPR, fire safety, and safe methods of equipment operation. Crews are also offered a forum where they can candidly discuss issues and develop solutions based on real-life lessons learned in day-to-day experience. These solutions can then be applied to future operating practices.

The OSPRA Award recognizes one solution developed and adopted by Moran that reduces the threat of fuel spillage during the transfer of fuel to its tugs. As a standard practice prior to fueling its tugs, Moran deploys pads of sausage booms, which are placed around the fueling site to capture any spilled fuel before it spreads. After witnessing this procedure on the Tug *MARY MORAN*, Mr. J. T. Ewing, Manager of the GLO Port Arthur Field Office, was so impressed that he recommended that the GLO establish a similar plan in his area. Under this plan, called Operation Scupper Plug, the GLO purchased and made available sausage booms stored in container boxes at the various fueling terminals for voluntary use by all commercial boats when taking on fuel. Ewing plans to promote this program to all of the major fueling terminals on the Texas coast in the hope that the procedure routinely utilized by Moran will be emulated by all responsible maritime operators.

The OSPRA Award was presented to Moran's Vice President and General Manager Larry Eaves by Mr. Russell Lutz, Deputy Commissioner of the GLO, and by J. T. Ewing, Manager of the GLO Port Arthur Field Office. ⚓

CREW OF TUG *HELEN MORAN* AND MORAN TOWING OF TEXAS RECEIVE COAST GUARD ★ COMMENDATION ★

The Coast Guard Meritorious Team Commendation was presented to the crew of the tug *HELEN MORAN* for their role in helping to safely resolve the dangerous situation resulting from the unexpected fire onboard the towboat *KATY P* on December 14, 1999, in the Gulf Intracoastal Waterway.

Moran's tug *HELEN MORAN* came upon the unmanned *KATY P* floating midstream in the Sabine-Neches Channel, spewing flames and smoke. The *KATY P* had been pushing two empty cyclohexane barges when a fire started in her engine room. The six-person crew abandoned the towboat and boarded one of the barges, which they had pushed against the Port Arthur sea wall.

Under the command of Captain Stephen Williams, the *HELEN MORAN* responded immediately by pushing the abandoned towboat into the mud on the Pleasure Island side of the Sabine-Neches Channel. The *HELEN MORAN* then went to the released barges to hold them to the bank and ensure the safety of the *KATY P*'s crew pending the arrival of the U.S. Coast Guard. The USCG subsequently used the *HELEN MORAN* to transport various fire-fighting equipment and to act as its staging and command platform area for the fire-response team. The Coast

Guard allowed the fire to burn all night to consume any flammable materials on board. The fire was extinguished early on December 15, 1999.

The crew of the *HELEN MORAN* is proud to have been part of the *KATY P* Fire Response Force Team, working with the

Port Arthur Fire Department, Williams Fire & Hazard, the Texas General Land Office and various other response agencies. Crew members on board the *HELEN MORAN* during the incident were Captain Stephen Williams, Engineer, Wade Conners; Tommy Bammert and Alan Self, Quartermasters and Gerald LaBove and Adam



Crew of the *HELEN MORAN*, from left to right: Tommy Bammert, Gerald LaBove, Wade Conners and Donnie Williams. (Photo by Robert Cowling)

Paskiewicz, Deckhands. In addition to receiving the Coast Guard Meritorious Team Commendation, Captain G. W. Anderson, Commanding Officer of the U.S. Coast Guard Marine Safety Office in Port Arthur, expressed a special thank you to all of the crew members for helping to ensure the safety of the port while preventing the loss of life and long-term harm to the environment. ⚓

LARRY EAVES RETIRES



Edmond J. Moran, Jr. (L), presents Larry Eaves the Man of the Year award in Port Arthur, Texas, with gift on behalf of Moran Towing Corporation

Larry Eaves, Vice President and General Manager of Moran Towing of Texas retired from the company in the Spring of 2000 after 37 years of service to Moran. His southern charm and "people" personality will be greatly missed by his many friends in the company and in our industry. On many occasions, managers in all areas of Moran have looked to Larry's many business relationships to assist in making introductions or communicating information.

Larry's career in the maritime industry began in 1963 shortly after graduating from college, when he accepted a job as dispatcher for D.M. Picton & Company, Inc., a local tugboat company in the Sabine/Port Arthur area of Texas. Later that year, Moran purchased D.M. Picton, and Larry stayed on in his position as dispatcher. Recognizing his people skills, Moran decided to expand his responsibilities and cultivate his sales talent. Larry began to make occasional trips to New York, Houston and New Orleans to meet and establish relationships with many of Moran's top Texas customers. Throughout this period, Larry's major role remained in the dispatch/operations area. As a native Texan, his knowledge of the region and numerous local contacts made it inevitable that he would become Operations Manager. In the

1970s and '80s when the offshore barges, *NEW YORK, TEXAS* and *FLORIDA* were built and the offshore activities of the company began to grow, so, too, did Larry's responsibilities, and, in 1987, he was made Vice President and General Manager of Moran Towing of Texas.

Larry's success, both personally and in helping Moran Towing of Texas achieve its outstanding reputation for quality service, is directly attributable to his ongoing involvement in the port. He is a long-time member of the Propeller Club of Sabine and regularly attends meetings and conferences of the Chamber of Commerce, the Waterways Safety Committee, the U.S. Coast Guard's SETWAC, SE TX Waterways Advisory Council, the Texas General Land Office and the American Waterways Operators Southern Region.

The Port of Beaumont expressed what many feel about Larry's dedication and commitment when they nominated him Man of the Year at a dinner on April 20, 2000.

Larry and his wife, Mary Kay, plan to do some traveling, but their hearts and family are in Texas, and that is where they plan to stay. ⚓

OPERATION SAIL 2000



On July 4th, Moran invited 400 friends and customers to ride our tugs, the *MARGARET MORAN*, the *MIRIAM MORAN* and the *JUAN TURECAMO*, to view the magnificent assembly of ships in New York harbor.

The beauty and history of the great ships of OpSail 2000™, combined with the huge crowd of cheering spectators gathered along the shoreline, made for one uncommonly high-spirited celebration.



OOSTERSHELDs

(Photo by Frank Duffy)

OpSail 2000 participant facts and estimates from Coast Guard and Police: *

30,000 spectator vessels

26 Class-A tall ships

24 Modern warships in naval review

14 navies in naval review

10,000 U.S. and foreign military personnel in naval review

11 miles – length of naval review

28,800 police officers on duty Fourth of July

12,000 police officers assigned OpSail duty

2,000 police officers assigned fireworks enforcement

2,500 U.S. Coast Guard members on OpSail duty

200 Coast Guard small boats and cutters deployed for OpSail

60,000 Shells fired for Fourth of July fireworks

13 barges used for Fourth of July fireworks

4 locations of Fourth of July fireworks in New York City

* (New York-AP July 4, 2000)



JUAN SEBASTIAN



BRAZIL



EUROPA

(Photos by Frank Duffy)



KALMAR NYCKELL



BEL ESPIOR II



HUAL ASIA

Maiden Arrival in New York
(Photo by Frank Duffy)



ORION LEADER NYK Line

April 2000
(Photo by Frank Duffy)



YU GU HE COSCO North America, Inc.

March 2000
(Photo by Frank Duffy)



P&O NEDLLOYD ARIDJAN

June 2000
(Photo by Brian Cliff)

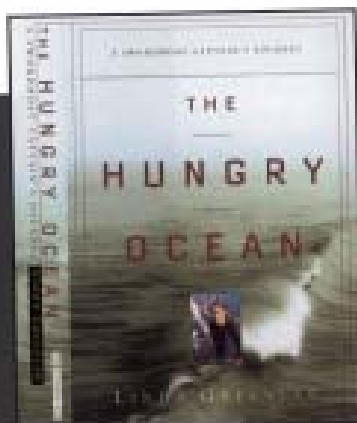
RECOMMENDED READING

THE HUNGRY OCEAN

by Linda Greenlaw

Little Brown & Company
May 1999 - 265 pp

Hardcover \$20.00



Linda Greenlaw's firsthand account of her stint as Captain aboard the swordfishing boat *HANNAH BODEN* will undoubtedly appeal to those who were captivated by Sebastian Junger's *The Perfect Storm*.

Captain Greenlaw is an experienced fisherman (the gender term she prefers) who for the last nine years has fished all over North America. She is referred to by Junger, in *The Perfect Storm*, as "one of the best captains, period, on the entire East Coast."

The particular story she tells is of the account of her trip swordfishing off Newfoundland's Grand Banks. The similarities of her tale and the voyage of the *ANDREA GALE* in *The Perfect Storm* are remarkable in that both boats were out in the same general area at the same time. The two boats, *HANNAH BODEN* and *ANDREA GALE* were sisterships. The results of the two trips, however, were different enough to show the fine line between success and failure in offshore fishing. The *ANDREA GALE* and her entire crew were lost, whereas the *HANNAH BODEN'S* voyage was a "slammer" (the fishing term used to describe a very successful trip). In fact, Greenlaw's boat landed a record amount of swordfish.

Linda Greenlaw was raised and educated in Maine. She graduated from Colby College in 1983 where she majored in English. Her writing style is direct, descriptive and easy to read. She is particularly adept in her description of her crew, bringing the reader a real sense of the rigors of fishing. Those interested in the sea, boats, sailors and fisherman will find this account highly enjoyable. I found it more rewarding than *The Perfect Storm*, because it was a first-person account, written by a woman who is thought of as one of the best in one of the world's most dangerous professions.

— Edmond J. Moran, Jr.

THEODORE TOO MEETS THE MARGARET MORAN



THEODORE TOO

(Photos by Frank Duffy)

The popular TV program *Theodore Tugboat* teaches preschoolers and tug boat enthusiasts alike about the different types of ships and events that go on in harbors throughout the world.

THEODORE TOO, the 65-foot working replica of *Theodore Tugboat*, made its maiden voyage to New York in May. With his world-renowned red baseball cap and smiling face, *THEODORE TOO* was welcomed by Moran's 3000 HP tug, *MARGARET MORAN*, in New York harbor.



THEODORE TOO racing to meet *MARGARET MORAN*



THEODORE TOO against the New York skyline

The *MARGARET MORAN* and *THEODORE TOO* rode side by side around the harbor, with the *MARGARET MORAN* helping *THEODORE TOO* become familiar with the port.

THEODORE TOO is the official ambassador of the U.S. National Safe Boating Council. ⚓

TUG FLEET



PORTSMOUTH, NEW HAMPSHIRE

Moran Towing of New Hampshire

P.O. Drawer 448
34 Ceres Street
Portsmouth, NH 03802
(603) 436-0556

Eugenia Moran	3,165 HP
Fells Point	2,400 HP
E.E. Moran	1,750 HP

PORT OF NEW YORK / NEW JERSEY

Moran Towing & Transportation

Two Greenwich Plaza
Greenwich, CT 06830
(203) 625-7800

Barney Turecamo	5,600 HP
Scott Turecamo	5,600 HP
Heide Moran	4,700 HP
Sheila Moran	4,700 HP
Jean Turecamo	4,700 HP
Jennifer Turecamo	4,700 HP
Brendan Turecamo	4,290 HP
Valentine Moran	4,200 HP
Mary Turecamo	4,290 HP
Joan Turecamo	4,290 HP
Amy Moran	3,300 HP
Judy Moran	3,300 HP
Miriam Moran	3,300 HP
Margaret Moran	3,300 HP
Turecamo Boys	3,200 HP
Catherine Turecamo	3,200 HP
Betty Jean Turecamo	3,200 HP
Kimberly Turecamo	3,000 HP
Marie J. Turecamo	2,350 HP
Turecamo Girls	2,200 HP
Maurcen Moran	2,150 HP
Diana L. Moran	1,750 HP
Eugene E. Moran	1,750 HP
Cedar Point	1,750 HP
Nancy Moran	1,750 HP
James Turecamo	1,700 HP
Kathleen Turecamo	1,700 HP
Francis Turecamo - Albany	1,640 HP

PHILADELPHIA, PENNSYLVANIA

Moran Towing of Pennsylvania

Philadelphia Naval Business Center
Building 25
Philadelphia, PA 19112
(215) 755-4706

Grace Moran	3,165 HP
Bart Turecamo	3,200 HP
Sewells Point	3,005 HP
John Turecamo	3,000 HP
Kings Point	2,400 HP
Cynthia Moran	1,750 HP
Swan Point	1,750 HP

BALTIMORE, MARYLAND

Moran Towing of Maryland

1615 Thames Street, Building B
Baltimore, MD 21231-8400
(410) 732-9600

Cape Roman	3,300 HP
Harriet Moran	3,005 HP
Huskins Point	1,750 HP
Georgia Moran	1,750 HP

NORFOLK/HAMPTON ROADS, VA

Moran Towing of Virginia

P.O. Box 3415
Norfolk, VA 23514
(757) 625-6000

Marion Moran	5,000 HP
Cape Cod	4,290 HP
Cape Hatteras	4,290 HP
Cape Henry	4,290 HP
Z-One	4,000 HP
Marci Moran	4,000 HP
Patricia Moran	4,000 HP
Kerry Moran	4,000 HP
Karen Moran	4,000 HP
Susan Moran	4,000 HP
Surrie Moran	4,000 HP
Tracy Moran	4,000 HP
Wendy Moran	4,000 HP
Cape Charles	3,300 HP
Drum Point	3,005 HP
Town Point	3,005 HP
Cradler	2,400 HP
Moira Moran	2,150 HP
Papoose	1,350 HP
Tomahawk	1,350 HP

CHARLESTON, SOUTH CAROLINA

Foot of Laurens Street
P.O. Box 627
Charleston, SC 29402
(843) 577-6556

Elizabeth Turecamo	6,100 HP
Cape May	3,300 HP
Mary M. Coppedge	3,200 HP
Christopher Turecamo	3,000 HP
Carly Turecamo	2,400 HP
Tug McGraw	1,800 HP
Margaret Turecamo	1,800 HP
Kristi Reissner	1,200 HP

SAVANNAH, GEORGIA

504 East River Street
Savannah, GA 31401
(912) 232-8103

Greg Turecamo	4,290 HP
Robert Turecamo	3,000 HP
Philip Turecamo	3,000 HP
Cynthia Turecamo	3,000 HP



TUG FLEET



BRUNSWICK, GEORGIA

504 East River Street
Savannah, GA 31401
(912) 232-8103

Mary Loy 2,400 HP *T*
Vincent Turecemo 2,400 HP *T*

FERNANDINA, FLORIDA

504 East River Street
Savannah, GA 31401
(912) 232-8103

David Turecemo 1,900 HP *T*

JACKSONVILLE, FLORIDA

Moran Towing of Florida
1534 East Adams Street
Jacksonville, FL 32202
(904) 632-4990

Cathleen E. Moran 3,500 HP *T*
Cape Henlopen 3,300 HP *T*
Ann Moran 3,300 HP *T*
Helen D. Coppedge 2,850 HP *T*
Sarah Moran 1,000 HP *TZ*
Alexandra Moran 1,000 HP *TZ*
Tillie Moran 1,000 HP *TZ*
Janice Moran 1,000 HP *TZ*

MIAMI, FLORIDA

Moran Towing of Miami
P.O. Box 113239
Miami, FL 33131
(305) 375-0455

Dorothy Moran 3,300 HP *T*
Peter Turecemo 2,800 HP *T*

BEAUMONT / ORANGE / PORT ARTHUR, TEXAS

Moran Towing of Texas, Inc.
2300 Highway 385, #570
Nederland, TX 77627
(409) 727-7020

April Moran 5,490 HP *MS*
Doris Moran 5,000 HP *T*
Joan Moran 4,800 HP *T*
Alice Moran 4,800 HP *T*
Cape Ann 4,800 HP *T*
Helen Moran 3,500 HP *T*
Mary Moran 3,500 HP *T*
Michael Turecemo 3,000 HP *T*

BARGE FLEET

Barge Name	Dimensions	Capacity	Year Built	Service
New York	508 x 90 x 41	250,000 bbls <i>P</i>	1970	Ocean
Massachusetts	415 x 84 x 42	145,900 bbls <i>P</i>	1982	Ocean
Florida	400 x 78 x 32	132,000 bbls <i>P</i>	1980	Ocean
Texas	400 x 78 x 32	132,000 bbls <i>P</i>	1981	Ocean
SR Portland	390 x 78 x 30	100,000 bbls <i>P</i>	1987	Ocean
Pennsylvania	370 x 74 x 25	93,000 bbls <i>P</i>	1971	Ocean
Delaware	334 x 64 x 24	70,000 bbls <i>P</i>	1968	Ocean
Maine	350 x 60 x 19	64,000 bbls <i>P</i>	1976	Inland
Rhode Island	350 x 60 x 19	64,000 bbls <i>P</i>	1972	Inland
Seahorse I	290 x 60 x 18	42,000 bbls <i>P</i>	1966	Inland
Connecticut	325 x 60 x 21	40,000 bbls <i>P</i>	1994	Ocean
New Jersey	300 x 43 x 20	35,000 bbls <i>P</i>	1969	Ocean
Jax #1	297 x 50 x 12	17,000 bbls <i>P</i>	1998	Inland
Jax #2	297 x 50 x 12	17,000 bbls <i>P</i>	1998	Inland
Jax #3	297 x 50 x 12	17,000 bbls <i>P</i>	1998	Inland
Jax #4	297 x 50 x 12	17,000 bbls <i>P</i>	1991	Inland
Virginia	522 x 85 x 40	27,000 tns <i>D</i>	1982	Ocean
Maryland	515 x 80 x 34	22,800 tns <i>D</i>	1970	Inland/Coast
Carolina	420 x 80 x 37	20,530 tns <i>D</i>	1965	Ocean
Somerset	418 x 75 x 29	14,700 tns <i>D</i>	1990	Ocean
Portsmouth	418 x 75 x 29	14,700 tns <i>D</i>	1996	Ocean
Bridgeport	418 x 75 x 28	14,000 tns <i>D</i>	1986	Ocean

S = single-screw tug; T = twin-screw tug; M = Mortrac® tug; TZ = twin-screw Z-Drive; MS = twin-engine, single-screw; TP = twin-engine/push tug
Tug locations as of September 20, 2000. Moran® and Mortrac® are trademarks of Moran Towing Corporation

P = petroleum products; D = dry bulk; MS = inland hopper barge



For "Towline Online" and other related information,
visit our interactive Web site at
www.morantug.com

