

TowLine

Volume #60, 2006



MORAN'S EXPANDING TRACTOR TUG FLEET

Newest tractors in Texas, Savannah, Miami, Norfolk
enhance service in key ports

LATEST NEWS...

Newest, most powerful tug named for Ted Tregurtha

The newest and most powerful tug in MORAN's growing fleet of tractor tugs assisted her first LNG tanker into a berth on the Savannah River in May.

The 6,000 hp *Edward J. Moran*, named after Edward J. (Ted) Tregurtha, MORAN's president, was delivered in late spring from the Washburn & Doughty Shipyard in Maine.

With a deep rumble, drowned out by shouts, cheers and the sound of air horns, the 110-foot hull slid down a ramp of greased timbers stern-first into the sea on a frigid but sunny day in early March. The

"She is a very impressive vessel," said Tregurtha after touring the newly-launched tug. "The extra size and power will be put to good use, and it seems that with each new boat comes a few new improvements to make it even better, safer and more habitable."

Bruce Doughty, one of two founding partners of the Washburn and Doughty shipyard, located in East

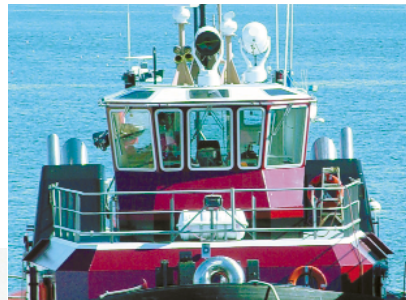


Photo: Bob Mitchell, www.mitchellphoto.com

MORAN's newest and most powerful tug, launched in April without her pilohouse, is named after company president Edward J. (Ted) Tregurtha.

Edward J. Moran is the 12th tractor tug to be built for MORAN by the Maine shipyard.

"It is, of course, a thrill to have any vessel named after oneself, but the more significant aspect about this is the long partnership we have forged with this excellent shipyard," said Tregurtha, during the launching ceremony.


The tug was christened by Ted Tregurtha's daughter, Katie, just before launching.

The newest tug was designed for service at the Elba Island LNG terminal near Savannah, Georgia. Equipped with full FiFi-1 firefighting capability, she is the first tug in MORAN's fleet to be powered by a pair of EMD 710-series diesels producing about 3,000 hp each at 900 rpm.

Boothbay, remarked that MORAN has become his largest customer over the past eight years. Washburn & Doughty had constructed 20 z-drive tractor tugs as of this past spring, more than half of them being for MORAN.

Edward J. Moran is the 15th tractor-tug to join the MORAN fleet that operates in ports from Texas to New Hampshire. The company has four additional tugs on order at the same shipyard.

"We have quite a busy launching schedule for the next 12 months, utilizing several shipyards," said Tregurtha. "Not only new tractors but also several new barges and ATB tugs will be added to our various fleets."

Ted Tregurtha, with undergraduate and graduate degrees from Cornell University, and after experience with IBM and Global Self-Unloaders, joined MORAN in 1996. He became president in 2001, following his father, Paul Tregurtha, current chairman and CEO of MORAN. 

New barges under construction

MORAN's fleet of bulk cargo barges is expanding and becoming younger with the introduction of at least two new barges in 2006 and a similar number in the works for next year.


The company currently has four new barges under construction, including a covered, dry-bulk barge for carrying coal, and three double-hull tank barges for carrying petroleum products.

Bruce Richards, vice president for barge operations, said MORAN will soon be operating beyond OPA'90 requirements, with a fleet consisting entirely of double-hull oil barges, by the end of 2006.

First of new barges to be delivered this year is a 418-foot dry bulk cargo barge to be christened *Montville*, when introduced in early summer. *Montville*, along with others in the MORAN fleet, will frequently be carrying more than 14,000 tons of coal from Baltimore to an electric production plant operated by Applied Energy Services (AES) in Uncasville on Connecticut's Thames River. The 418-foot barge, built by Bollinger Shipyards in Amelia, Louisiana, carries cargo in one large covered hold, with its own system for removing and storing hatch covers.

Introduction of the 418-foot *Montville* will increase MORAN's fleet of dry bulk barges to seven vessels ranging from 20,000 tons to 27,000 tons capacity.

Other new barges to be delivered by both Bollinger and Bay Shipbuilding of Wisconsin within the next 18 months include a 60,000-barrel tank barge and a pair of 118,000-barrel tank barges with articulated connection systems. These will be sister ships to the *New Hampshire* and *Georgia*, both introduced in 2005 and currently moving oil for MORAN clients on the East Coast.

MORAN will be building new tugboats, also outfitted with Intercon articulated connection system, to handle those new barges. 

Behind *TowLine*

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TowLine

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2 New tractors & barges

Construction of new tugs and barges continues as MORAN strengthens and expands its fleets.

4 Expanding tractor tug fleet

MORAN's fleet of tractor tugs has grown in size to be among the largest in the United States.

8 Lynne Moran in Texas

New tractor tug *Lynne Moran* adds to MORAN service in the Port Arthur region of Texas.

12 Bridging professional

Well-known senior docking pilot in New York nears retirement after 34 years maneuvering ships.

16 More and more for MorTracs®

MORAN's fleet of four MorTrac® tugs are getting upgrades to enhance power, maneuverability.

17 25 years moving LPG tankers

MORAN's fleet of tugs in Portsmouth, N.H. has been assisting LPG tankers there for two decades.

18 Latest ATB joins the fleet

Tug *Barney Turecamo* and barge *Georgia* are now a regular sight in Northeast waters.

20 MORAN earns benefits citation

Company cited for generous employee options.

22 Three new operations managers

A trio of marine professionals on the job for MORAN.

24 END PAGE: Portsmouth pilot Dick Holt Sr.

retires after long affiliation with MORAN.



Photos: Gregory Walsh for MORAN



MORAN'S expanding TRACTOR TUG FLEET

With more than 80 tugboats in operation, MORAN is currently operating one of the largest tug fleets in the United States, providing service in 13 busy ports from Texas to New Hampshire. Within the next year, however, MORAN will also be operating the largest fleet of twin z-drive tractor tugs on the Eastern Seaboard and the second largest such fleet in the nation.

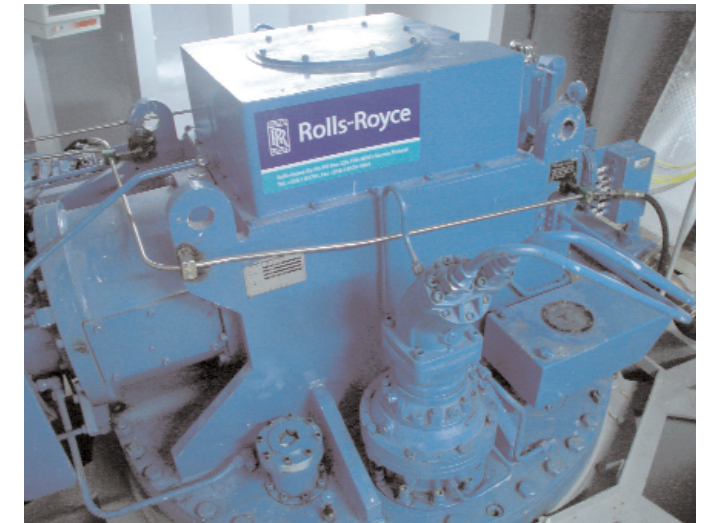
The company has added two new tractor tugs in the last year, with two more slated for delivery by

the end of 2006. The fleet got a big boost at the beginning of 2006 with the launch of the 6,000 hp FiFi-1 class tractor *Edward J. Moran*, one of the most powerful tractor tugs operating on the East Coast. In mid-2005 MORAN introduced the 5,100 FiFi-1 tug *Lynne Moran* for service in Port Arthur, Texas (see story on page 8). In 2004 Moran introduced *Kaye E. Moran* and *James R. Moran*, 5,100 hp tugs involved with the Cove Point LNG terminal on Chesapeake Bay.

Moran currently operates 15 tractor tugs. By the end of 2006, the company expects to be operating 17 such vessels, all with azimuthing twin z-drives. Moran's fleet also includes four MorTrac® or combi-tug vessels with azimuthing z-drive forward and conventional propeller aft. Those tugs are currently undergoing propulsion upgrades with the addition of Nautican high-performance nozzles with triple-rudder systems.

Edward J. Moran, with full firefighting capability and powered by a pair of EMD 710 series diesels, is assigned to service at the Elba Island LNG terminal near Savannah, Georgia. She, like the majority of the company's tractor tugs, was built at the Washburn & Doughty shipyard in East Boothbay, Maine.

MORAN's tractor tug fleet has grown since the late 1990s when the first of six Marci-class tugs was introduced for service for the U.S. Navy in Norfolk. During the same period a pair of conventional, twin-screw tugs was converted to twin z-drive design and also put into service for the Navy. Moran's purchase of Turecamo Maritime in 1998 resulted in the acquisition of the 6,000 hp *Elizabeth Turecamo*, currently stationed in Charleston, S.C. And, since 2001, the company has introduced six new tractors, most assigned to work at LNG terminals, including the latest addition – *Edward J. Moran*. **M**





Eddie Sanders, port engineer at MORAN's Norfolk division, has been on hand for final fitting out of many of the company's new tugs in Maine. At left, he explains wiring being installed in a control panel aboard the *Edward J. Moran*. Below, Dave Missroon, captain, left, and Brian Miller, mate, attach the bitter end of ship assist hawser on the tug's Markey bow winch. Below left is a drive shaft with supporting bearing assembly equipped with electronic heat sensor. The drive shaft leads to a Rolls Royce z-drive unit.



Jim Coyne, left, MORAN'S vice president of construction, and Bruce Doughty, co-founder and chief designer of the Washburn & Doughty Shipyard, take a break from problem solving as the *Edward J. Moran* prepares for sea trials in Maine. Above, left, is the starboard engine representing first use of an EMD 710-series diesel aboard a MORAN tug.

Getting out of the shipyard: A complex, demanding period with a focus on engineering skills

The final few weeks of shipyard preparations before departure of any new vessel can be a pressure-filled period of long, demanding days that place a premium on management skills, flexibility and engineering know-

how.

With 12 tractor tugs constructed at the Washburn & Doughty shipyard in Maine, MORAN crews and the shipyard staff have developed a smooth working relationship that ensures that each new vessel

makes its departure as close as possible to the scheduled time with every construction detail completed.

With assistance from technicians and engineers from the shipyard and from major equipment

suppliers, MORAN personnel often spend weeks working on the new tug, guiding her through each phase of completion leading up to sea trials and eventual delivery.

"With every new vessel you always hope that everything will happen without a hitch," said Nils Groneng, project manager for Washburn & Doughty. "But in the end, there are always a few things that will come up. It's always a challenge because mostly they are totally unexpected and they are not the same things that happened with the boat before."

As many as a dozen technical representatives from equipment suppliers like engines, generators, z-drives, winches, alarm systems, and fire systems will be scheduled to oversee installation and testing of their respective items of equipment, with some also attending sea trials.

"There are always certain handshakes that have to happen between these systems that have to occur in a fairly short period close to the end of the process," said Groneng, a former U.S. Navy engineer. "For best results we do

rely heavily on those experts from the vendors and they always go on and running correctly before they leave. It's part of the contract with everyone involved with one of these new tugs".

With the delivery of the *Edward J. Moran* in May, Washburn & Doughty has completed 20 new z-drive tractor tugs over a 10-year period, more than half of which were for MORAN. Although there have been engineering complications with almost every new delivery, shipyard and vendor personnel, along with MORAN crews have pulled together to ensure that each new tug reports for its first assignment in perfect operating condition.

Typically, fitting out of each new tug takes about eight weeks between launch day, complete with flags, speeches, hornblowing and final delivery of the new tug.

Ideally, said Groneng, the last couple of days before delivery might be devoted to cleanup operations and touching up paint around the boat "to give it that showroom appearance."

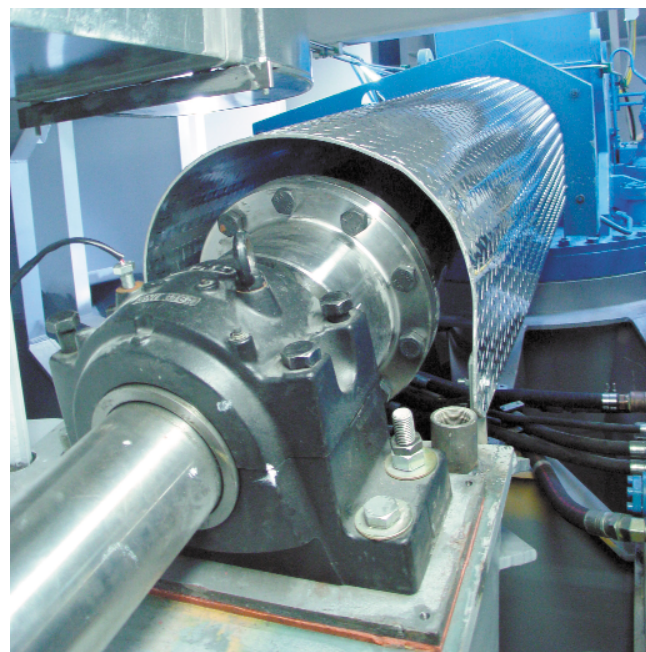
"But it does not always happen

that smoothly," he added. "Sometimes we have plenty of people working all over a boat taking care of all the final items that came up during sea trials. But we do whatever is required to get the job done, even if it involves work-



Dave Missroon, captain of the *Edward J. Moran*, tries out the control station.

ing long hours and weekends. If we know that a tug's crew is flying in on a Sunday anticipating departure on Monday, we are going to do everything we can to make sure that happens." **M**



New tractor adds to service in Texas



Photos: Gregory Walsh for MORAN

MORAN tractor tug *Lynne Moran* boosts customer-service capacity

"This new tug is the best thing to happen around here since Texas barbecue," said Mark Taylor, one of 29 state pilots operating on the Sabine River system on the Texas coast. "With the *Lynne Moran* we have a much larger repertoire of maneuvers that we can apply to docking and undocking the largest crude oil tankers calling in this port."

Lynne Moran, a 5,100 hp z-drive tractor tug with more than 70 tons of bollard pull, joined the MORAN fleet at Port Arthur in late 2005, and was immediately welcomed as the most versatile, powerful tug in that region.

"This tug represents a significant change in the way ships are going to be handled in this port,"

added Capt. Taylor who worked with the *Lynne Moran* on her first ship-docking assignment involving a 792-foot crude oil tanker.

Lynne Moran is new to Texas, but she is the fifth of a class of 5,100 hp tugs, most with FiFi-1 fire-fighting capability, to join the MORAN fleet in the past few years. An even more powerful FiFi-1-class tug, the 6,000 hp *Edward J. Moran*, was launched in early 2006, while two others are under construction.

MORAN, with a 150-year history, currently operates the largest fleet of modern tractor-style tugs on the Eastern Seaboard, with 15 such boats dispersed around a half dozen ports from New York to Texas.



With a Markey electric hawser winch on her bow, the *Lynne Moran* is capable of escorting and docking the largest ships calling in the tri-port area of Port Arthur, Beaumont and Orange, Texas.

Located on the Texas-Louisiana border, with its entrance at the mouth of the Sabine River, the tri-port area includes four major refining operations, three public wharves, five private bulk terminals, a grain elevator, several shipyards and the Beaumont National Defense Reserve Fleet. At least one LNG



Two captains of MORAN's newest tractor tug in Texas are Les Hurd, left, and Tommy Bammert. Both underwent extensive training in several ports before taking over the *Lynne Moran*.

importation terminal is under construction on the Sabine River with two others in planning stages.

"For us it's all about offering better service to our clients," said Steve Kelly, vice president and general manager of Moran Towing of Texas. "With this tug, working in conjunction with our existing fleet,

we are able to service more ships and we are able to handle larger vessels in a more efficient and safer manner. The *Lynne Moran*, being more maneuverable than most tugs, helps to make these ships more maneuverable."

Les Hurd, senior captain aboard the *Lynne*, said the tug's maneuverability has a tendency to draw attention. "When people see



MORAN tractor tug *Lynne Moran* is ready for maneuvers while tethered to the stern of a tanker departing from Port Arthur, Texas



what this tug can do, word gets around," he said. Hurd demonstrated the tug's maneuverability recently while undocking a Sanko tanker at a terminal on the Sabine River. He started off with a head-line from the *Lynne* leading up through a centerline chock on the stern of the ship, tied port side to the pier. At first using his backing power at an angle to help pull the ship away from its dock, Hurd then



Lynne Moran shows off her considerable fire-fighting equipment.

maneuvered the tug sideways to a new position at the ship's starboard quarter, paying out line from the winch as she progressed along the side, never losing contact with the ship, and never allowing any slack in the head line. From his new position he was able to push ahead on the ship to keep her properly positioned in the narrow channel. When

his own stern approached the far side of the channel, Hurd was able to fold in the tug alongside the ship while still applying the required force against the side.

"It's a whole lot easier maneuvering around the ship, and fulfilling the requests of the pilot," he commented.

Lynne Moran, like a number of others in the MORAN fleet, is ABS certified for FiFi-1 firefighting capability, with more than 10,000 gpm pumping capacity through a pair of 5,000 gpm monitors mounted just aft of the pilothouse. Each fire pump is powered by its own 900-hp Caterpillar diesel, while the monitors, as well as fire pump and sea chest controls are all operated remotely from the wheelhouse. The complete FiFi-1 package also includes a self-drenching deluge system, dual SCBA tank recharge capability, remote operated searchlights, oversize wheelhouse windshield clearing system, and fire-resistant turnout suits for the crew.

Other modern equipment aboard the *Lynne* includes a 100-point electronic alarm and security system, a wheelhouse motion-sensing crew-alert system, and an extensive 24-volt battery system providing backup maneuvering for z-drives and wheelhouse electronics.

"This tug has just the type of equipment that is needed in a growing port like this," said Steve Kelly. "We've got tankers as large as 900 feet coming in here, and soon we'll have LNG tankers. With that type of shipping we need to provide the most powerful and maneuverable tugboat equipment."



MORAN's Texas fleet always ready for hurricanes and arriving tankers

Four of five MORAN tugs in Texas worked through the long night of devastation caused by Hurricane Rita in late September, 2005, even as the company's temporarily abandoned base in Port Arthur was being devastated by high winds, rain, and floodwaters.

The four MORAN tugs, staffed by regular crews along with key engineering and management staff who had evacuated the endangered base, split up to provide coverage of U.S. military vessels in the nearby ports of Beaumont and Orange.

The 5,100 hp tractor tug *Lynne Moran* as well as the twin-screw tug *Cape Ann* were dispatched to Beaumont while the tugs *Helen B. Moran* and *Mary Moran* were sent to Orange.

A fifth MORAN tug, *Greg Turecamo*, was in Texas City for repairs at the time and was not affected by the hurricane.

"We were pushing against the *USNS Cape Florida* all night and the ship's captain radioed us at one point that his instruments

were reading 160 knots of wind speed. We were actually pushing at full-ahead, both tugs, for several hours," explained Steve Kelly, vice president and general Manager of MORAN's Texas operation. While Kelly was aboard the *Helen B. Moran* with skipper Jeff Welch for the night, Moran's operations manager, Mark Koenig, was aboard the *Lynne Moran* in Beaumont with its skipper, Thomas Bammert.

"It was no picnic being out there," said Kelly. "The wind was horrible and it was totally dark. Water was flying everywhere and if you cracked a window there was this horrible sound. It was actually a frightening experience, especially since we were entirely on our own out there. Both during and after the storm, there was no help or resources of any kind available."

On the morning after the storm two MORAN tugs were dispatched to the naval reserve fleet anchorage to help put things back in order there, while other tugs and crewmembers

began the long, difficult process of salvaging buildings and waterfront equipment at the company's base.

"Believe me when I say that this place was a disaster," said Kelly. "We had to begin the salvage work immediately and there was absolutely no one from the outside to help us. We did it all on our own with our own staff and crews from the tugs. It was very impressive the way everyone got right off the boats and went to work here."

With a base at the geographic center of the tri-port area, MORAN's fleet includes four twin-screw tugs from 3,000 to 4,300 hp., and the 5,100 hp z-drive tractor tug *Lynne Moran*. All five vessels are available for complete ship-assist services within the region, while the ocean towing vessel *Cape Ann*, with towing winch and other offshore equipment, is also available for coastwise towing assignments for MORAN customers. **M**

BRIDGEWING PROFESSIONALS

Senior pilot Jim Naughton is well known in New York

After 34 years as a docking pilot, Capt. Jim Naughton seems to know just about everyone on the New York waterfront. He greets stevedore supervisors and ship captains with equal affability. And after almost 40 years affiliated with MORAN, his name is known to almost everyone at the company.

Naughton's strong connections to the maritime world are probably what he will miss most as he moves towards a new life of retirement sometime in the next year or so. Meanwhile he enjoys being the senior pilot at Metropilots, the organization of docking pilots to which he belongs.

"I still enjoy coming to work after all these years," he said. "Every ship presents something of a challenge, and I meet old friends almost everywhere, including many of the ship captains. Believe me, after 37 years in this port I know a lot of people."

Naughton worked on a half dozen different MORAN tugs before he became an independent, full-time pilot. He began his career as a deckhand on the *Diana Moran* in 1967 and, two years later, got his first 'steering' position, soon



Photos: Gregory Walsh for MORAN

Senior pilot Jim Naughton dispenses local nautical wisdom and maybe even a little dockside gossip to the captain of a P&O container vessel as lines are being taken in prior to sailing.

becoming mate and captain and earning the licenses to go with those positions.

"Almost the same day I got here I knew I wanted to be a pilot," he said. "To me, that seemed the only way to go. It seemed more prestigious and there was more money to be made and the work was more interesting." Naughton began working as an apprentice pilot in 1972.

In the long history of the

Port of New York/New Jersey, as long as there have been tugboats, there have been docking pilots. With hired tugs pushing and pulling on ships, someone had to be on the ship's bridge who was familiar with the tugs and their crews and who knew how best to use them for close-in maneuvers at local piers and slips. In the beginning the docking pilot was often a senior tugboat



skipper working a ship-assist job. In those years, the tug skipper would leave the tug in the hands of his mate as he climbed up the side of an arriving or departing ship to take charge of its dockside maneuvers. A separate deep-water pilot typically takes the ship out to sea, or meets an

arriving ship outside of the harbor entrance.

Today's docking pilots no longer wear two hats as tug captain and pilot. Rather, they are full-time pilots who are either appointed by the state or are members of independent pilot organizations that customarily work with particu-

lar tug companies.

Still, most docking pilots get their earliest training as tugboat skippers. Tim Nilsen, for example, who became the youngest pilot in the Metropilots organization in November, 2005, is a former captain of the tug *Brendan Turecamo* from MORAN's New York fleet.

As an apprentice, Nilsen works a schedule that, at first, is limited to size of ship, draft or location. When he began as a pilot he had already done hundreds of



MORAN's growing fleet of z-drive tractor tugs, including the *Gamma Lee T. Moran*, shown here in New York, have made docking large ships faster and more efficient.



pilot jobs, riding with experienced Metropilot veterans like Capt. Naughton.

"Tim already has a number of years in the industry, and then he started riding with us," said Naughton. "There a lot to learn, and a lot of it is easier to learn when you can ask questions of a colleague. Among other things, you've got to learn the master/pilot relationship and how to use the tugs in different situations. You've got to know your people on the tugs, know how best to use each skipper's abilities. You've got to develop a feeling for which tug performs best in which situation."

Nilsen's arrival at the pilot's organization was key to commencement of a unique arrangement in which three of the more senior pilots reduce their own time commitment and share a single pilot position for the next year or so. Jim Naughton is one of those, which explains why he took two or three months away from piloting last fall to spend time with his family. Two other senior pilots, George Stitik and Doug Brown, are sharing the single-pilot's position with Naughton.

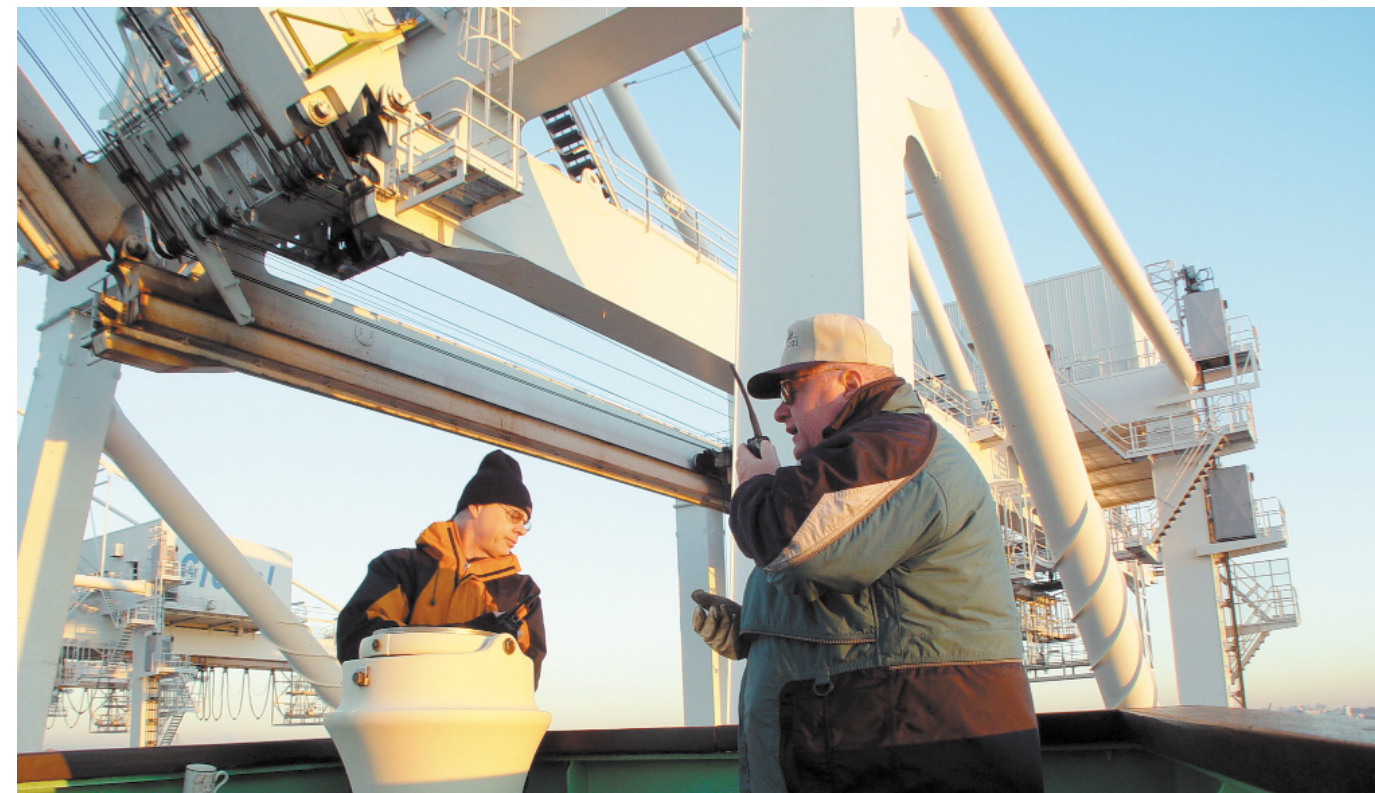
"I think I'll know when it's no longer

Capt. Naughton shows off the ship's bridge information card, a common reference tool for pilots who need to know a vessel's basic propulsion, machinery and maneuvering characteristics

appropriate for me to be climbing those pilot ladders," said Naughton, speaking of his impending retirement.

Capt. Naughton has seen the size of arriving ships increase dramatically over the years, and recalls how, when he was a younger pilot, it was still possible to board most ships using the 24-foot wood ladder that was standard equipment aboard most tugs. "Today you couldn't get half way up to the ship's main deck using one of those ladders," he said. "They are mostly used for getting aboard barges today."

With ships becoming ever-larger, a pilot more frequently has to focus on air draft, said Capt. Naughton. "Air draft is a big issue now," he explained. "The ships have gotten so large that the typical air draft is often between 145 and 150 feet. At the same time we've got some



bridges that were built when ships were a bit smaller." For example, he noted that the Bayonne Bridge has a clearance from the water of 151 feet at its center at normal high tide.

But while ships are larger, they seem to be more powerful and more responsive, and many of the newer vessels have bow thrusters, he noted.

The arrival of more powerful twin-screw, z-drive tractor tugs in New York and other ports also makes a pilot's job easier, said Naughton, but he still considers himself a "put the rubber on the steel" kind of docking pilot.

"Maybe I'm an old dinosaur, but I like to push and pull rather than use a lot of the newer, fancy stuff," he explained. "But if you are coming in on a flood tide and there could be traffic delays or other problems, sometimes it's nice to be able to put that tractor tug square on the stern to act as a brake or to help with steering."

It was easy to see the accumulated effect of Capt. Naughton's many years of experience on a recent ship-assist job where a 960-foot con-

Container vessels, always on a tight schedule, are a regular part of the business for every New York pilot. Here, Capt. Naughton radios instructions for maneuvers on the ship *Peninsular Bay*, with its captain, Michael Hands, standing by.

tainer vessel he was piloting lost engine power in the midst of a maneuver at the Global Terminal. With hardly a lifted eyebrow, Naughton held the ship steady with the efforts of two MORAN tugs and the ship's bow thruster until the ship's engineers gave up and its captain asked that the ship be maneuvered to its dock by the same means.

"This is an excellent example of how ship docking is never the same thing," he commented. "You can dock a ship at the same place a hundred times, but each situation is different – the ship, local conditions, weather – something's always different about each job. The trick is knowing your people, knowing your equipment, knowing your port and having the collective memory for the details of each situation." **M**

More and More for the MorTracs®

The latest upgrades to MORAN's fleet of four 3,000 hp MorTrac® tugs – intended to enhance bollard pull, maneuverability and versatility in ship-assist work – are taking place in a year-long program beginning in early 2006.

Sewells Point, a 98-foot tug with 640-hp retractable forward z-drive, is receiving a new Nautican high-performance propeller nozzle and propeller, as well as a triple-vane rudder system and a new hawser winch on its stern.

The new nozzle and propeller are expected to improve bollard pull by 35 to 40 percent, while the triple-vane rudder system will increase maneuverability dramatically, according to Jim Coyne, vice president of construction for MORAN's harbor tug operations.

Sewells Point is one of four similar tugs which were converted to MORAN's proprietary Mortrac® design in the mid to late 1990s with installation of a retractable forward z-drive, a modernized wheelhouse and extensive additional refurbishment. There are five other so-called combi-tugs of this style in service in the United States, all having undergone similar upgrades in the 1990s. Original design work on MORAN's four conversions was done by naval architect Paul Gow.

Sewells Point, assigned to ship-assist work in Baltimore, was in dry dock for improvements in a



Drum Point, foreground, is one of four MorTrac® tugs operated by MORAN. They are based in Norfolk & Baltimore.

Norfolk shipyard for two to three months. Other Mortrac® tugs in MORAN's fleet include the *Town Point*, *Drum Point*, and *Harriet Moran*.

When the current improvement program is complete, all four of these tugs will have stern-mounted hawser winches provided by Jonrie Intertech of Manahawkin, New Jersey. The tugs do most of their ship-assist work with the stern in to the ship, thus allowing the forward z-drive to contribute to maneuvering the tug while adding horsepower to any maneuver.

Oran Daniels, a Norfolk-based MORAN tug captain who has been skipper of all four Mortrac® tugs, said that in normal operations he uses the retractable bow thruster, which has its own diesel engine, as often as 75 percent of the time.

"I like to keep it running on most jobs just in case the pilot might need it, or if it might come in handy in maneuvering around the ship," he said. "That thruster comes in real handy when the pilot calls for more power." **M**



MORAN's Mortrac® tugs are unique in many ways, including having both rudder-angle indicator (upper console) and a hand-control for azimuthing z-drive, as shown on the *Sewell's Point* in this photo. Below, *Sewell's Point* is shown being fitted with a new propeller and nozzle.



25 years handling LPG tankers on the Pisquataqua

Although it doesn't generate quite the same amount of attention as working with LNG tankers, each year MORAN tugs escort two dozen or more large, foreign-flag tankers, each loaded with about 400,000 barrels of liquid propane gas (LPG) up the Pisquataqua River to a storage terminal in Newington, N.H.

MORAN has been providing this service for about 25 years, often with the same high-profile security and maneuvering precautions as are provided to high-profile LNG tankers, according to Robert Stewart, vice president and general manager of Moran Towing of New Hampshire.

Three MORAN tugs are assigned to each transit of a LPG tanker, led by the 3,200 hp twin-screw tug *Mary M. Coppedge*. The same tugs also provide

shipdocking services at the Sea-3 Inc. LPG terminal in Newington. Since each transit involves passage through two bridges and navigation of narrow waterways with considerable tidal current, they are mostly made at slack high water during daylight hours.

MORAN has been providing maritime docking services on the Pisquataqua River since the 1960s. **M**



Photos: Gregory Walsh for Moran

Moran tugs assist the 650-foot LPG tanker *Berge Nantes* up the Pisquataqua River to a storage terminal in Newington, N.H. The ship can carry a variety of cold, chemical gas cargoes.



Barney Turecamo

IN SERVICE FOR CONOCO-PHILIPS

MORAN's newest double-hull, articulated oil barge, *Georgia*, has been hard at work in the Northeast since its introduction in late 2005, pushed by the 5,100 hp tug *Barney Turecamo*.

The 110,000-barrel barge is the third double hull barge with an articulated coupler system to join the MORAN fleet, and there are plans for further additions in the near future.

Georgia and *Barney Turecamo*, like their sister vessels *New Hampshire* and *Scott Turecamo*, are working under charter to Conoco-Phillips along coastwise routes in the Northeast.

A third articulated tug-barge combination operating in the MORAN fleet is the 140,000-barrel barge *Massachusetts* and the 7,000 hp tug *Paul T. Moran*, both also re-introduced in 2005 after double hulling of the barge and extensive refurbishment of the tug.

Petroleum barges joining the MORAN fleet in the future are also likely to be connected to tugboats with articulated coupler systems, according to Bruce Richards, vice president in charge of barge operations.

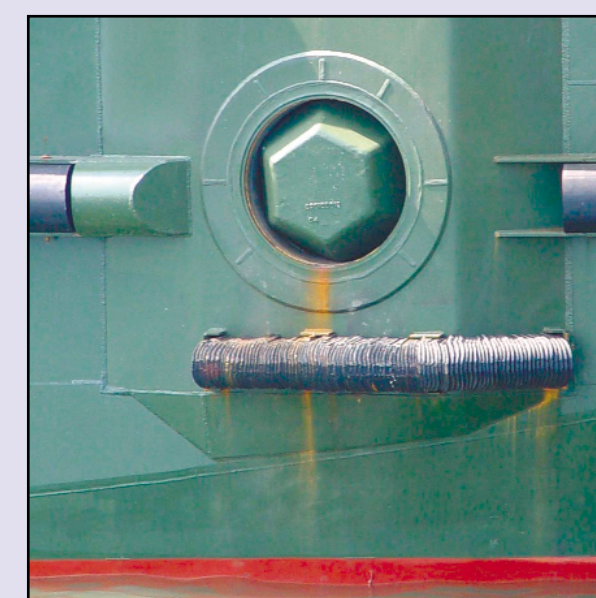
Among changes made to the SOLAS-rated *Barney Turecamo* is the addition of a new, elevated pilothouse providing 55-foot height of eye. The tug carries a crew of seven, including two tankermen in charge of barge operations. **M**



Capt. Joe Lewis, below, took the *Barney Turecamo* out through the Great Lakes to pick up her newly-constructed barge, *Georgia*, from Bay Shipbuilding.



Linda Viens of ConocoPhillips, top right, opposite page, sponsor of the barge *Georgia*, descends from the vessel with her husband, Andy, after its christening.



Personnel News

MORAN cited as 'national role model' for its employee benefits program

When it comes to benefits, MORAN employees are beneficiaries of an exceptional medical insurance and retirement savings program described as one of the "ten best for employee financial security" in 2004-2005.

MORAN was one of 10 small- to medium-sized



Paul Tregurtha, right, Chairman of Moran Towing, presents a check to Jerry Ripperger of Principal Financial Group and Belinda Foster of Stamford Health Foundation to benefit a cancer unit of Stamford Hospital.

companies presented with the Principal 10 Award, awarded annually by the Principal Financial Group (PFG), a national benefits management company.

An independent judging panel of business leaders and employee benefits experts selected MORAN out of 500 nominated companies for its dedication to its employees as demonstrated by its outstanding package of employee benefits, noting in particular the company's commitment to health care insurance and retirement savings. This was the fourth year in which PFG, a public company traded on the

New York Stock Exchange, presented its employee benefits awards.

"In a benefits landscape that is rife with cost pressures, the judges were extremely impressed that Moran Towing has maintained a solid commitment to help its employees achieve financial security," said Renee Schaaf, a PFG vice president.

MORAN, with more than 800 employees working on the Eastern Seaboard and in the Gulf of Mexico, offers its employees an 80 percent employer-paid medical insurance program, a generous, matching 401-K savings plan, a 100 percent employer-paid long-term disability program, and company-paid life and accidental death or dismemberment insurance.

"All the judges were impressed that, given the demographics of MORAN, with employees on tugs and barges in many areas, the company has maintained an exceptionally strong commitment to not only provide them with excellent health and retirement benefits, but to help employees understand what those benefits are and how to use them well," said Corey Rosen, executive director and founder of the National Center for Employee Ownership, one of the judges involved with the award.

As part of an award ceremony held at MORAN headquarters in New Canaan, company officials were presented with a check for \$2,500, payable to the charity of their choice in the name of Moran Towing. MORAN chairman and CEO Paul Tregurtha turned the check over to the Carl and Dorothy Bennett Cancer Center at Stamford Hospital.

"The whole arena of benefits for employees is a key driving factor for our company," said Tregurtha. "Having the best possible benefits program is always in the best interests of a company, but more important, there's no question that it's the right thing to do," he added. "We try to provide these benefits in a working environment where one has the added longer term security of working for a



All Moran employees, regardless of age or position, can benefit from participating in the company's various benefits programs. Pictured here are John Archer, left, an engineer recently named general manager of

company that is financially sound and growing."

Jerry Ripperger, director of consumer health for Principal, said at the award ceremony that MORAN should be held up as a role model because of the nature of its benefits package. The fact that MORAN has 95 percent of its employees enrolled in its 401K plan puts it in the upper portal of all companies in the United States, he said. And, the fact that the company still maintains an 80 percent paid health insurance program in the face of relentlessly rising costs is another sign of a "standout" program, he said.

The Principal 10 Awards honor 10 companies each year that are categorized as "growing businesses" with up to 1,000 employees. Of the nine other companies awarded, MORAN had the largest number of employees.

"Considering that there were more than 500 companies in the running, we're proud of the fact that we were in the top 10," said Jeff McAuley,



Moran operations in Charleston; Ryan McHaney, right, mate aboard the tractor tug, Lynne Moran in Port Arthur; and Arthur Little, below, captain of the tug Catherine Turecamo in New York.



MORAN's vice president of finance. "The message here is that a panel of third-party experts looking at our plans recognized that this is a company that provides its employees with an exceptional set of benefits."

Accessibility and education are important aspects of the MORAN benefits package, and both are, in part, offered through a dedicated website managed jointly with the company's benefits manager. Called EBView, the website allows employees to gain access to information about their benefits at any time. An employee-specific ID and password are required to gain access to the site. Once an

employee is logged in, he or she can obtain information about any aspect of the plan including schedules of benefits, forms, medical plan comparisons, links to provider websites, FAQ's, HR contracts and a learning center. In addition to the website, MORAN also has benefits administrators in New Canaan who are available to assist individuals with questions or problems. **M**

MORAN PERSONNEL NEWS

Three new operations managers on the job at key MORAN ports

A trio of experienced maritime professionals is working to make operations smoother and more efficient at MORAN ports on the East Coast and Gulf of Mexico.

Taking over as operations managers within the last year have been Al Cook in Norfolk, Matthew Brock in Jacksonville and Mark Koenig in Port Arthur. Two are graduates of Texas Maritime Academy and all three have prior experience with shipping companies and management positions within the marine industry.

"These three represent a very valuable infusion of young management enthusiasm," said MORAN president Ted Tregurtha. "We've been working with all three for many months now and it's clear that they are making a big difference at their individual ports and for the company in general."

Al Cook, a native of Jacksonville, took over as ops manager in Norfolk at the end of 2004, replacing Dick Qua who relocated from Norfolk to Savannah to become operations manager there. Cook, a 45-year-old Texas Maritime graduate, had previously been director of marine operations for Trailerbridge Inc. in Jacksonville. Together with Mark Vanty, vice president and general manager of Moran Towing of Virginia, he helps operate the second busiest of all MORAN ports, with close to 100 employees and more than a dozen tugboats.

"The job changes from day to day," he said. "But



Matthew Brock, operations manager, Jacksonville.



Al Cook, operations manager, Norfolk

that's the challenge of it. I could be working on personnel issues one day and then putting together a bid for an offshore towing job the next."

Cook said he has been impressed with the dynamics of MORAN being a company with 150 years of history that is still actively planning for future business and investing in equipment that will be around for decades to come. "It's an interesting mix of heritage and forward thinking," he said.

Matthew Brock, a native of Charleston, S.C., and a graduate of the University of South Carolina, took over as operations manager in Jacksonville in early 2005, filling a spot formerly held by Tom Craighead, now vice president and general manager in that port. Brock, 32, had previously been operations manager for the Jacksonville office of Carolina Shipping Co.

"I've been in the marine industry since my earliest years as an intern with the Maritime Association of the Port of Charleston," he said. "And now I've found a good home here with MORAN."

"What I've noticed about MORAN is the way it treats its employees," he added. "It's a company that seems to care about its people, with training, and benefits and a responsiveness to the needs of the individual."

In his new position, Brock said personnel issues consume a significant portion of his time. With about 30 employees, he said, he often has his hands full trying to keep everyone happy. "But it can certainly be gratifying when you are able to do that," he added.

Mark Koenig, a native of Jacksonville, took over as operations manager in Port Arthur in April, 2005. The 45-year-old Texas Maritime graduate has held a variety of maritime positions including shipboard billets during seven years at sea after graduation. He fills a position formerly held by Steve Kelly, now vice president and general manager of MORAN operations in Texas.

Koenig also said that personnel and crewing issues consume a major portion of his time on the job. "It's the full range of licensing, documentation, training, hiring, individual needs and things that arise with crew change every Wednesday," he said.

"These things consume a lot of time, but there are plenty of other challenges that come with operating any marine company on an around-the-clock basis."

Koenig said he feels he has found his permanent professional home with MORAN. "I've worked for quite a few companies in this industry," he said. "I



Mark Koenig, operations manager, Port Arthur

think this company has the best personnel policies and the greatest get-it-done attitude. The cooperation between ports is impressive. Everyone here seems to care about everyone else and about getting the job done for our customers. It's impressive." **M**

Mary Cheek retiring from benefits post at headquarters

Twenty years after joining MORAN in its Greenwich office, Mary Cheek is ending her career as a benefits administrator this spring.

Mary, whose husband retired six months before her, said she is preparing to sell her home in White Plains, N.Y., and will relocate within a year to a newly-built home in Wilmington, North Carolina.

Her recent responsibility with the Human Resources department has been as manager of the company's 401K program for the entire company.

"I have the popular job," she explained. "There's no bad news with this program. I get calls every day from the guys on the boats and lots of others. They have questions. I do transfers for them. I do loans for them. I'll do withdrawals for them. They can go through the Principal company system, but it seems like most of them prefer to go through me."



Mary Cheek

Mary said she has worked for HR Manager Joe DeAngelo for the entire time she has worked for the company.

"The best part about working here has always been the people," she said. "And I'm definitely going to miss all of my friends here. I hope to be able to make occasional visits back to the office."

Mary said she herself is a perfect example of why one should participate with the MORAN 401K benefit plan.

"I try to encourage all the employees to participate as much as they can. Even if they only put in a small amount, it grows at a tremendous rate, including the company matches, as the years go by. Everyone needs to save for his or her retirement." **M**

Passing of former colleagues

Three former MORAN employees died in recent months. Passing away were former colleagues and shipmates Jeff Blinn, Rosalie Grabowski and David P. Hickman.

Jeff Blinn retired in 1984 as a marketing professional and marine photographer after 30 years working for the company. Among other things, he was the third editor of MORAN's Towline magazine. Blinn performed many tasks for the company over the years but his favorite job was photographing ships and tugs in the New York area.

"He was a super photographer and a very nice guy," said Francis Duffy who followed Blinn in the same position after his retirement.

Rosalie Lutz Grabowski worked for many years in the Baltimore office until her retirement in the 1990s. She worked in various administrative capacities including receptionist and accounts receivable.

David P. Hickman, a former Virginia State Pilot, worked as mate and captain on various MORAN vessels in Philadelphia and Norfolk until his retirement in 2003.

Capt. Hickman was a Virginia State pilot from 1979 to 1997 before he went to work for MORAN. His last position was as captain of the tug *Cape Henry*.

Retiring senior pilot in NH says years aboard tugs were his best

After 45 years working as a ship pilot and docking master in Portsmouth, N.H., Dick Holt Sr. says he still looks back fondly on the days when he ran Portsmouth tugboats for MORAN and its predecessor company on the Piscataqua River.

Holt, who retired in the spring of 2006, ended a career that marked three generations of Holts working on the Portsmouth waterfront. The fourth generation continues. His son is assistant manager of MORAN's Portsmouth office, while two nephews are working as tug skipper and pilot. Holt's older brother, also a former pilot, retired six years ago.

"When I look back over all those years, what I enjoyed most was operating the tugboats," said Holt. "I'm a tugboat man at heart, and although being a pilot is professionally very rewarding, it's still the tugboats that draw me to the waterfront. I'm sure that's what I'll miss the most when I'm no longer involved," he added.

After service in the Navy, Holt started working with his father, a pilot, and with the local tugboat company in Portsmouth in the early 1960s. At that time tugs on the Portsmouth waterfront were still steam-powered, soon to be replaced by diesel boats after MORAN acquired the former Portsmouth Navigation Co. For a time, Holt worked as a tug captain and apprentice pilot. He later helped to manage MORAN operations in Portsmouth, and eventually became a full-time pilot.

Holt said he intends to keep active as long as his health allows, working as a substitute pilot and taking on special jobs as they arise.



Photo: Gregory Walsh for MORAN

Capt. Dick Holt Sr., recently-retired senior pilot in Portsmouth, N.H., knows his way around MORAN tugs. He is a former MORAN tug captain and former manager of tug operations in Portsmouth.

"As long as I keep seeing those tugs on the waterfront, I know that I'll do what I can to stay involved," he said. **M**



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