

TowLine

Volume 59, Summer 2005



NEW DEVELOPMENTS IN THE BARGE FLEET

**MORAN welcomes three new ATBs
to its petroleum barge fleet in 2005**

LATEST NEWS...

MORAN opens new riverfront headquarters in Jacksonville

Moran Towing of Florida has moved to a new facility on the St. Johns River.

The company's new dock, office and repair facility is located at 9051 Dames Point Road at the Dame's Point Marine Terminal, on the east side of the Dame's Point Bridge.

The property, at Jacksonville's newest marine terminal, was leased from the Jacksonville Port Authority, according to Tom Craighead, vice president and general manager.

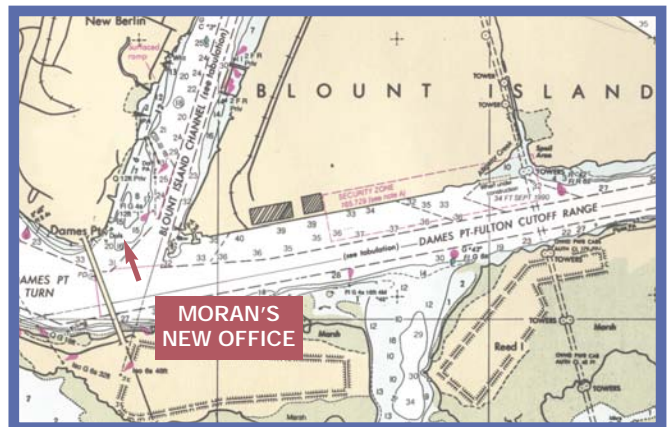
The 2,500 square foot office building and 2,400 square foot shop building are situated on the north bank of the St. Johns River at the junction of the Fulton Dames Point Cutoff Range and Blount Island Channel. It sits on a small bluff facing the main ship channel. MORAN tugs based at the new site are just a few minutes away from most of the marine terminals in the vicinity of Blount Island.

"At this new location we are more centrally located," said Craighead.

Among the features of MORAN's new facility in Jacksonville are offices for engineering, operations and management, a training room equipped with



MORAN's new base in Jacksonville is just under the Dame's Point Bridge adjacent to Blount Island on the St. Johns River.



computers for crew use, showers and lockers for the engineering staff, laundry facilities for crew use and full facilities for vendors working on site. The workshop and storage buildings are situated close to docks to facilitate vessel maintenance.

MORAN has been operating on the St. Johns River since 1976 and currently has four tugs based there.

MORAN's new base in Jacksonville:

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Tom Craighead, vice president and general manager of MORAN'S Jacksonville office, arranged the recent shift in his division's headquarters.

MORAN assists Coast Guard training with Charleston tugs

MORAN personnel in Charleston, S.C. were recently commended by the U.S. Coast Guard for their efforts in assisting with the training of Coast Guard Maritime Safety and Security Teams (MSSTs) during the past two years.

Almost all of the Coast Guard's MSSTs, which are stationed around the nation and function as a form of maritime SWAT team, have been trained in the Charleston area, and Moran Towing of Charleston has contributed by allowing unhindered use of its tugs and its docking facilities.

"It's extremely useful for us because we are trying to provide a variety of different training platforms for use during these sessions," said C.G. Lt. Chris Sweeney. "In the past two years, we've simulated everything from searching the tugs for hidden people to using dogs for detecting contraband, to using all our resources for armed boarding exercises."

The Coast Guard's MSST trainees, often dressed in black commando-style outfits and armed with M-16s, have done most of their training at night or in the early-morning hours, sometimes with support from small, fast-attack boats armed with heavy machine guns.

Bob Barry, general manager of MORAN's operation in Charleston, received a letter of commendation at a recent ceremony for MSST graduates.

"We were glad to be helpful," said Barry. "We're all part of a team in keeping our ports safe. The better they are at security, the better off we all are."

Behind **TowLine**

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Summer 2005

Volume 59

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Tug skipper's security check earns praise

A MORAN tug captain who recently sent a high-ranking Coast Guard officer back to his car to find his missing identification has been singled out for praise by both company officers and by the Coast Guard captain.

"I'm really grateful that your people are helping to enforce the law," said Capt. Steve Garrity, captain of the port for Maine and New Hampshire.

Garrity, along with Adm. David Pekoske, head of the First Coast Guard District, was asked for ID before stepping aboard the MORAN tug *Mary Coppedge* at Portsmouth,



N.H. in late December, 2004.

Although the admiral was able to reach inside his exposure suit to produce an ID card, Capt. Garrity embarrassedly declared himself to be without means of identification.

He was asked by tug skipper Lawson Doughty to climb back over three other nested tugboats and return to his car to retrieve his missing ID card.

"I tried to soften the request by reminding them that they would need ID to get aboard the inbound gas tanker which we were going to meet," said Lawson, a 27-year



Lawson Doughty, left, captain of the MORAN tug *Mary M. Coppedge*, shows what it takes to get aboard his tug in Portsmouth, N.H.

MORAN employee. "But the reality is that we are required to check the identification of absolutely everyone who comes aboard no matter how high-ranking they appear to be."

The Coast Guard captain said he had locked his wallet in his car when donning his exposure suit prior to approaching the tug. He said he felt a twinge of embarrassment as the incident unfolded in front of his somewhat amused commanding officer, Adm. Pekoske, but that both he and the admiral expressed admiration for the tug skipper for sticking by the rules.

As a result of the recently-enacted Maritime Transportation Security Act, MORAN tugs in Portsmouth and other ports have implemented security plans which include such identification checks.

"It was a good situation, and Capt. Doughty should be commended for doing the right thing," said Capt. Garrity.



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New developments in the barge fleet



Aerial photos, including cover, by Bruce G. Edwards, TRV Media Group, Gales Ferry, CT.

MORAN welcomes three ATB-connected petroleum barges for service in 2005

"I can see that this is the way of the future," said Bill Sanford, captain aboard the MORAN tug *Scott Turecamo*. "It's pretty obvious that this is the way towing is going to go – period."

Instead of delivering barges by towing, with occasional periods of notch-pushing, the *Scott Turecamo* today almost never leaves the notch as she pushes MORAN's newest barge, the 427-foot double-hulled *New Hampshire*, under charter to Conoco-Phillips, along routes in the Northeast.

"For us it's a steady 10 knots, with cargo or in ballast, very predictable, and it is rarely influenced by weather," said Sanford. "But the best part may be that we can go from start to finish with the crew never having to touch

the towing gear. That's a huge benefit," he added.

Crewmembers aboard the *Scott Turecamo* rarely get involved with towing gear nowadays because the tug and her new barge are both equipped with an articulated coupler system which keeps the tug almost permanently in the notch. The tug's original towing winch, still situated on the stern, and all that wire, along with deck sheaves, shackles, fish plates and chafing gear, gets little use.

Jack Austin, alternate captain aboard *Scott Turecamo*, said it did not take him long to adjust to the new towing system. "Believe me, it was very easy to make the transition to not having to worry about a towline," he said. "The wire was just gone. Now we don't lose time making the transition over and over again from tow wire to notch and



back again, and we are rarely weatherbound.”

Introduction of the new 110,000 barrel *New Hampshire* in January, 2005, marks MORAN's first use of articulated coupler technology. The new barge, with 78-foot beam and 26-foot loaded draft, is connected to her tug with a pin system developed by Intercontinental Engineering. This allows the tug to operate efficiently and safely within the barge notch in virtually all weather conditions. Tugs in an ATB system are locked into the barge notch in a way that allows the tug to pitch on its own motion, independent of the barge's pitch. The tug and barge are locked together with common rolling motion, however.

“Once we are hooked in we stay there,” said Jack Austin. “From then on we are just like a 500-foot ship with a hinge in it.”

While the *New Hampshire* is the first of two identical barges constructed for MORAN by Bay Shipbuilding of Sturgeon Bay, Wisc., the *Scott Turecamo* is one of two tugs from the company's existing fleet being converted to match the new barges. The second tug to be similarly reconfigured is the sister-tug *Barney Turecamo*.

First put into service in 1998, the 121-foot twin-screw *Scott Turecamo* had, until now, been devoted to one of several 18,000 dwt powder cement barges belonging to Lafarge Cement, a long-time contract customer.

Refurbished at the end of 2004 at Colonna's Shipyard in Norfolk, Virginia, the tug underwent extensive rearrangement of her interior spaces, with the addition of two 25-ton load boxes containing the Intercon pin equipment, and construction of a new steel tower leading to a new 300 square foot pilothouse with 55 foot height of eye.

“If you are going to be pushing a barge all the time, you've got to have a good-size pilothouse,” said naval architect Bob Hill who worked on both the tug and barge along with naval architects Paul Gow and Corning Townsend.

The tug's new pilothouse, measuring 20 feet across and 15 feet front to back, incorporates four different control stations plus space for a full suite of navigation and communications gear. The entire pilothouse and tower, requiring more than a mile of new wiring, comes with a weight of about 70 tons, according to Hill, but that is not much more than the combined weight of the tug's former

As of mid-2005, MORAN has been operating three double hull petroleum barges with articulated connection systems (ATBs).

In addition to the newly-constructed barges *New Hampshire* and *Georgia*, both delivered from Bay Shipbuilding in Sturgeon Bay, Wisconsin, MORAN'S 415-foot barge *Massachusetts* was delivered from a Florida shipyard in early summer, having just been double-hulled and converted to the Bludworth form of articulated connection system.

The *Massachusetts* underwent a conversion process involving the addition of a new inner hull at the Gulf Marine Repair shipyard in Tampa.

The barge, which came out of the shipyard in

May with capacity for 140,000 barrels of petroleum products, was matched with the tug *Paul T. Moran* which was already fitted with the

Bludworth coupler system. Among modifications made to the barge were enlargement of the stern notch from 45 to 60 feet and addition of two Bludworth-style skegs.

The tug *Paul T. Moran*, a 7,200-hp ocean towing vessel acquired by MORAN in 2003, also underwent extensive refurbishment and upgrade to SOLAS classification at the same shipyard.

(See related story on Page 9.)

Growing fleet of double-hulled ATBs

lower wheelhouse plus the smaller elevated pilothouse that was there previously, he added.

The tug's former lower wheelhouse has been converted to a new stateroom for the captain and a ship's office.

Another noticeable change to the tug's overall appearance is the newly-enclosed area of the stern that contains the steering gear. This area, called the "stern poop deck" by the naval architects, was enclosed both to provide a protected compartment for steering gear, and to establish additional reserve buoyancy for times when the vessel heels because of steering motion or sea conditions. In another move to enhance stability, engineers added about 40 tons of permanent ballast to lower bilge spaces and reduced the extensive mass of fendering which was previously attached to the sides of the tug's raised focsle deck. The tug's design includes tankage for more than

100,000 gallons of diesel fuel.

Scott Turecamo today carries seven crewmembers, all of whom, like their vessel, are directly connected to the barge ahead of them carrying close to five million gallons of heated petroleum products.

"That's one of the biggest changes we have adjusted to as an ATB," said skipper Austin. "It's no longer the barge and the tug as separate units. Now it's just one big unit, much more like a ship, and the entire crew is focused on that one unit instead of two. I think it creates a great environment."

Along with Austin and Sanford as captains, the crew includes Tom Hopkins and John Furlinger as chief engineers, and Ed Bass and Jim Whitfield as chief tankermen. The two AB tankermen are certified to supervise cargo operations while the tug's second mate is also assigned

Following more than two years of discussions and negotiations, and then one year of construction, the new MORAN barge *New Hampshire* and her sister-ship, *Georgia*, are now serving refineries in New York, New Jersey and Philadelphia. A series of ownership changes prior to Conoco-Phillips eventually taking ownership and pushing the project to completion at the end of 2004 caused the contracting process to be much longer than is typical.

"It took a long time with the shifting corporate structures, but the way it worked out has been great," said Bruce Richards, vice president of MORAN's barge division. Richards is credited with continuing to advance the project throughout the long period of alternating inactivity and negotiation. "The best thing that the people from Conoco-Phillips may have brought to the table was insistence that we go with an articulated coupler system. Since they are the customer, we naturally build what they request, but we were all too happy to oblige when they requested an ATB," he added.

Richards said that from his perspective he can see that ATB's are the trend of the future in design of barges for coastwise petroleum transport. Anything that is delivered new in the future for dedicated coastwise trade will most likely be built with this type of coupler system, he added.

Also playing key roles in development of the new ATB unit over a two-year stretch were Dave Beardsley, vice president of new barge construction and repair, and assistant vice president Sean Perreault. By the time the project was nearing completion, Perreault said he and his col-

leagues had generated about 400 modifications to the original plans.

"People at the shipyard know that they may live with the vessel for a year or so, but we've got to live with it for three decades or more, so it's important to get it right from the start," he explained.

The major focus of modification, he said, involved transition from the original design for a traditional towed barge to that of an ATB. "Once you make that change, there is a cascading sequence of other modifications that need to be made. The two largest considerations are re-engineering the notch to 42 feet in length, changing the skegs and then building in an 11-tank ballast system that can handle 46,000 barrels of sea water.

A second area that generated modifications was a large number of minor changes to improve either safety or ease of maintenance in the future. Ideas for these changes came from the wealth of experience that MORAN personnel have accumulated over the years.

Peter Keyes, MORAN's vice president of New York operations, began work on management and crewing of the *New Hampshire* and *Scott Turecamo* long before they picked up the first cargo for Conoco-Phillips. Among other tasks, he said, was procuring ISM certification for the new barge, and maintaining the SOLAS certification for the tugboat. In addition, Keyes had to select crew members and set up logistics and management procedures for both vessels to go into effect as soon as the company took possession of them.

Many hands involved in new barge completion



MORAN tug *Scott Turecamo* shows off her new profile as she pushes the new barge *New Hampshire*, moving petroleum products through lower New York bay.



as a cargo officer.

With three deep-well cargo pumps servicing 10 compartments, the crew can discharge the entire 17,000 tons of cargo in less than 12 hours, typically offloading at a rate of more than 11,000 barrels per hour. The flush-deck, unmanned barge has the latest in closed-tank gauging and high-level monitoring and alarm systems developed by Ian-Conrad Bergen Marine. Cargo tanks are constantly monitored by a radar gauging system, while ballast and fuel tanks are monitored using internal tank pressure systems.

"It's all integrated so that the tankermen can monitor the level of any tank on the barge from any location out on deck or inside the barge office," said Dave Beardsley, MORAN's vice president of construction and repair, who played a key roll in the barge design. Although the barge contains no housing for crew, there is a large office with space for the unit's computer system and for constant cargo monitoring, plus records, paperwork, maintenance scheduling and communications. The three identical cargo pumps are powered by Detroit Diesel engines while general electrical needs of the barge are powered by John Deere diesel-generator sets. A Markey electric anchor windlass with attached vertical capstan is on the bow. The barge has tankage for 20,000 gallons of diesel fuel for its own engines. An 8 million btu Volcanic furnace keeps thermal heating fluid at a constant temperature as it circulates through the 10 cargo tanks, keeping the cargo of No. 6 Oil warm and free-flowing on its way to Conoco-Phillips customers in the Northeast.

Markey Machinery also provided six mooring line

winches around the deck, each storing up to 1,000 feet of braided, eight-strand Force 8 synthetic line manufactured by Samson Rope Technologies. Nearby areas of the barge which might come into contact with the mooring lines have also been designed and faired to minimize chafe to the lines

"The crew loves this feature," said skipper Sanford. "They work the lines now just like on a ship. And there are occasions when they can literally throw these lines ashore, that's how light they are."

MORAN's barge *Massachusetts*, recently double hulled and fitted with a similar articulated coupler system, has also been outfitted with soft rope mooring lines and appropriate new mooring winches.

The new barge *New Hampshire* is loaded with modern equipment but to a tugboat captain it's how she handles that counts as much as anything else. In that regard, this new barge is a dream, said skipper Jack Austin. "The maneuverability of this vessel is amazing," he said. "Before we were handling some heavy cement barges of about the same size, but there is really no comparison. This new barge, with all the advancement in hull design, is so much more responsive. Even the engineers can tell the difference. The engines are not running nearly as hard, and the visible exhaust emissions are almost negligible. Whatever they did in designing this vessel, they seem to have done it just right." **M**



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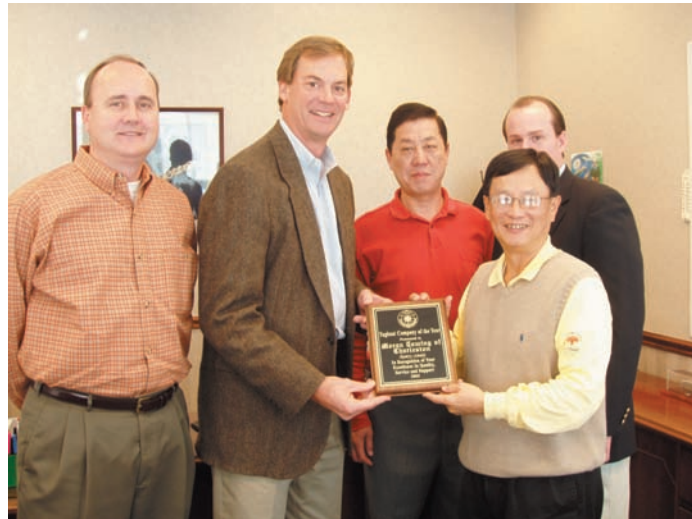
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Moran Towing of Charleston wins Evergreen service award

Evergreen America Corp. has named Moran Towing of Charleston its "Tugboat Company of the year" for service in 2003. The award acknowledges service Moran provided to Evergreen's marine transportation division, Evergreen Marine Corp., in 2003. Tim West, vice president of MORAN's Charleston division, accepted the award on behalf of the company this past December.

The "Tugboat Company of the Year" award recognizes excellence in quality, service and support in a given category of services provided by vendors around the world to Evergreen. The tugboat category specifically recognizes outstanding safety, responsive customer service and operational adaptability. In announcing the award, Thomas Chen, Evergreen's president,



Tim West, above, 2nd from left, accepting award from Evergreen officials. Container vessel *EverRound*, left, entering Port of Charleston, and MORAN tug *Elizabeth Turecamo*, below, is ready for ship docking action.



Photo: Courtesy Port of Charleston

said he was acknowledging MORAN's role in helping Evergreen meet and exceed its customer expectations. "MORAN's consistent, high level of performance in comparison to competitors has earned this award," he said.

Tim West said he credits the efforts of MORAN's crews and shore teams, its around the clock operations, and its specialized tractor tug based in Charleston as primary factors in achieving the award.

"The *Elizabeth Turecamo* was specially designed and built to meet Evergreen's needs," he said. The 6,100 hp z-drive tractor tug is the lead tug of the Charleston fleet. MORAN provides ship docking, harbor towing and escort service for an average of 104 Evergreen container ships each year in Charleston. The largest of these ships are more than 900 feet in length.

In addition to the Evergreen award, MORAN has earned numerous commendations from the U.S. Navy, and the U.S. Coast Guard. "These awards reflect the ongoing fulfillment of MORAN's mission of providing a

service that is valued by our customers," said Ned Moran, senior vice president in charge of harbor services. "Evergreen's award is deeply appreciated and a high honor to everyone at MORAN," he added. **M**



ALMOST THERE

MORAN nears goal of double-hull barge fleet with re-introduction of barge *Massachusetts*

While christening the newly-configured barge *Massachusetts* in Tampa in June, MORAN chairman Paul Tregurtha announced that by the end of 2006 the company will have achieved its goal of having an all double-hull barge fleet.

"Our goal is to be completely double hull as a matter of policy as soon as possible," said Tregurtha as part of his address as he introduced the just double-hulled *Massachusetts* and the matching tug, *Paul T. Moran*. Both had just undergone a 10-month conversion and refurbishment at Gulf Marine Repair shipyard in Tampa, Florida.

The *Massachusetts* is like brand new," commented Tregurtha. "She's in mint condition. It's really an amazing thing to see."

At 415 feet with 140,000 barrel capacity, the *Massachusetts* is now the largest of eight petroleum barges in the MORAN fleet. The barge, which was also converted to the Bludworth articulated coupler system, was double hulled by construction of a new hull with 10 cargo tanks inside of her existing hull. As part of the process her stern notch was lengthened from 45 to 60 feet and new skegs added to the back of her existing skegs.

Almost two million pounds of steel went into the barge, between creation of the inner hull, new tanks and new skegs, according to shipyard vice president Richard Watts. All cargo handling and engineering systems on the barge were either refurbished, upgraded or replaced, according to Watts. During the height of the two refurbishment jobs, as many as 250 shipyard workers were involved with the project, he added.

The 7,200 hp tug *Paul T. Moran*, christened by Mrs. Lee Tregurtha at the ceremony, underwent a thorough modernization as part of the process. The tug and barge are currently under contract to Westport Petroleum, delivering a variety of refined products to marine terminals on the Gulf Coast and Eastern Seaboard.

"These are tough and thoroughly modern vessels that can



Paul Tregurtha, left, his wife, Lee Tregurtha, and Ted Tregurtha were all on hand for the recent christening of the MORAN tug *Paul T. Moran*, above, and the matching double-hull barge *Massachusetts* in Tampa.

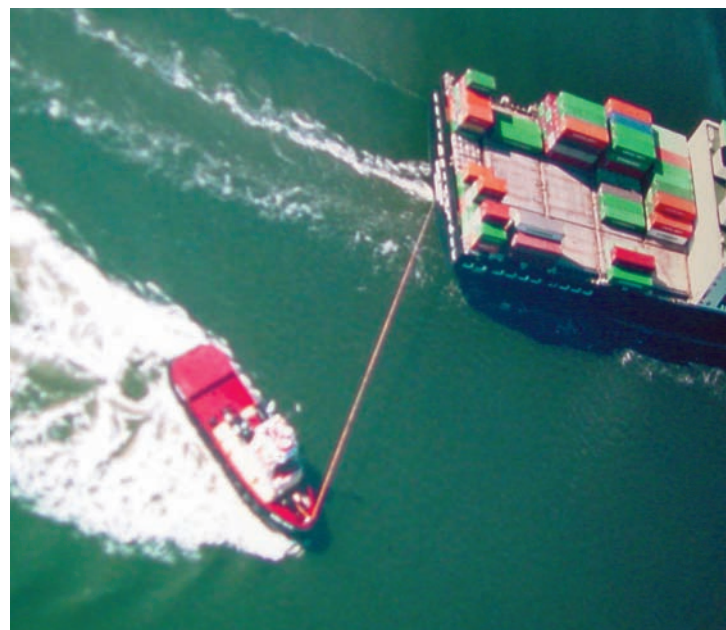
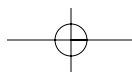
go just about anywhere," said Tregurtha. He noted that those attending the christening ceremony on June 6th witnessed how tough the vessels are since they

resisted initial christening attempts by Mrs. Tregurtha. "My wife had to let the tug and barge know who's in charge," said Tregurtha. "But in the end she was able to send them on their way with good words and best wishes for a long and productive career."

Mr. & Mrs. Tregurtha toured the 149-foot tug that carries his name, guided by Capt. Gary Hughes, one of two skippers of the twin-screw, EMD-powered vessel. Tregurtha noted that new navigation and communications gear in the wheelhouse is all in keeping with MORAN's emphasis on having the best and most modern tools for transportation of petroleum products.

"All the things that drive this company – our dedication to safety, training and environment – these ideas are reflected not only in the double hulling of this barge, but also with the new articulated connection system and all the other new and upgraded items on board both vessels," he said.

Tregurtha also mentioned that no one was probably more relieved to see the double-hulling project completed than Doug Chesworth, project manager for the entire undertaking. "Doug had to practically take up residence in Tampa for almost a year and it was tough on both him and his family. There were a lot of difficult hurdles along the way, but both he and everyone at the shipyard did a great job." **M**



MORAN's tug *Elizabeth Turecamo* can be used for 'indirect' towing assistance around sharp corners in the Port of Charleston.

It's a regular practice for top tug in Charleston

Elizabeth Turecamo gets plenty of high-tech turning practice

The 'indirect' method of ship-assist towing is probably the most dramatic maneuver that a tugboat can perform, yet MORAN's lead tug in Charleston, S.C. gets more practice at this technique than most other tugs in the U.S.

The 6,100 hp z-drive tractor tug, *Elizabeth Turecamo*, was designed and built not only to provide the best possible ship-assist service in Charleston, but also to assist some of the world's largest container vessels through a sharp turn as they move up the Cooper River bound for upstream container terminals.

"It's something we do for the largest ships that come in here," said Tim West, vice president of Moran Towing of Charleston. "And it's one of the

few situations, at least on the East Coast, where you see tugs using an indirect mode of maneuvering on a regular basis and not just for practice."

Jay Youngblood, one of two original captains on the *Elizabeth Turecamo*, said he has gone into indirect mode assisting 1,000-foot container vessels dozens of times during his six years with this vessel. "I may have more experience doing this than most other tug skippers," he said. "There have been times, when the largest Evergreen ships were coming in here most often, when we would go indirect several times over a weekend of inbound traffic."

Although tractor tugs of various types are used for high-speed escort work in many U.S. ports,

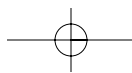


Photo: Donald Sutherland



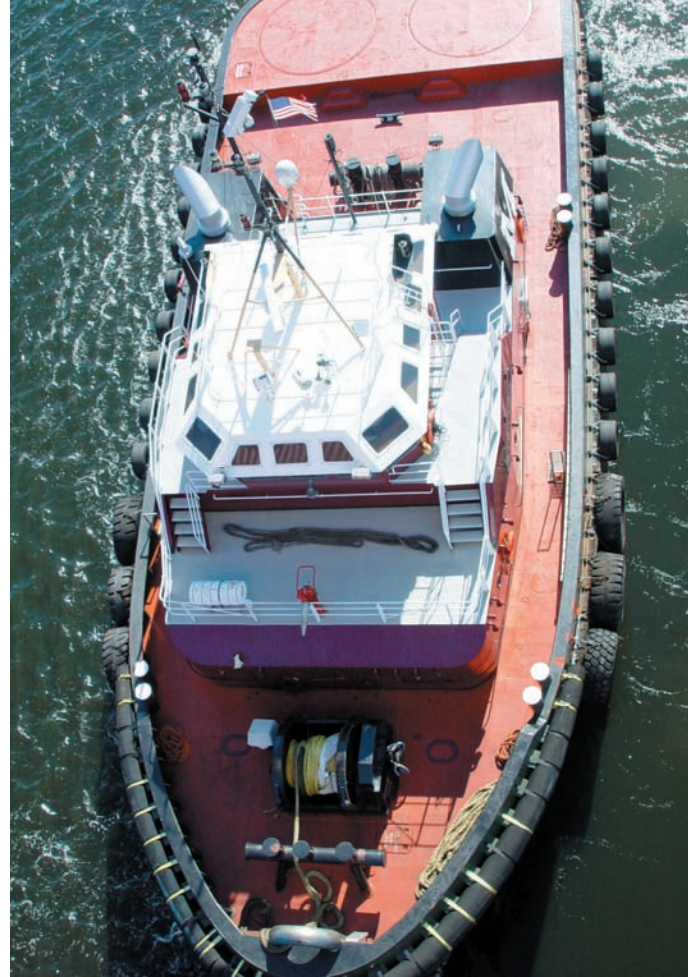
Jay Youngblood at the controls of *Elizabeth Turecamo*, shown in a view from above, at right.

and many routinely operate in a tethered mode, it is relatively rare for a vessel to employ indirect mode maneuvers to actually assist a ship. The Port of Valdez in Alaska is one where indirect towing is practiced and applied regularly, but there it is used to assist ships that might lose power or steering, rather than for maneuvering assistance.

This technique is employed in Charleston during periods of ebb tide when current flowing out of the Cooper River at speeds up to three knots can impede a ship's ability to turn to port up into the river from the approach channel. Coming in from the ocean, ships must pass under the Cooper River bridges and then make a hard 72° left turn into the cross current in the river at the point where the Wando River branches off to the right.

Tethered to the stern of container vessels almost 1,000 feet in length, the *Elizabeth Turecamo* acts as an extra rudder for the ship, turning its own hull almost sideways and off to the right of the ship's stern, thus helping the ship to turn to port.

Elizabeth Turecamo is the only tug in Charleston that can provide such a service. "This tug was really brought here to take the tide win-



dow out of the largest Evergreen ships," said skipper Youngblood. "Without an assist around that corner, those ships would either have to wait for slack high water which can be costly and impractical, or come into the turn at such high speeds as to make everyone nervous," he added.

The 110-foot, 6,100 hp *Elizabeth Turecamo* typically gets her braided, synthetic headline up through the center chock of the inbound vessel's stern and then drops back about 180 feet as the ship approaches the turn.

"The further away you get from the ship's pivot point, the more leverage you can create when it comes time to exert sideways force," the captain explained.

At the request of a pilot aboard the ship, the tug swings out to starboard and maneuvers herself out to about a 45° angle to the ship's centerline. The tug skipper typically applies about 30 percent power on

Elizabeth Turecamo, designed and built for service in Charleston



the z-drives, thrusting against the ship's direction of travel, as she employs the powered indirect method of towing.

"Basically the ship turns left, and I turn right," said Youngblood. "We are usually lined up more or less parallel to the ship's rudder through the turn," he added. "Then, once we are in position, the pilot can ask up to exert more or less force depending on how the turn is shaping up."

During the height of the maneuver the tug will heel to port, sometimes taking water over her bulworks. White wash streams out from under the tug as she leaves behind a broad wake about the same width as her length. The tug's bow line angles back off her port side towards the ship's stern. Meanwhile, the ship's wake seems modest in comparison, curving gently away from her stern as the great ship's stern is pulled inexorably over to starboard and her bow swings left.

The idea behind these dramatic maneuvers is that without tug assist, the ship, with ebb current on her port bow, might just keep on going straight ahead into the shallows at the end of Daniel Island.

Moran docking pilot Brian Curran said he never gets to see the *Elizabeth Turecamo* perform this maneuver since he is always on the ship's bridge.

"All I know is that if you want to drive one of these big ships through that corner without the *Elizabeth*, you'd almost have to go into the turn at full-ahead, and a lot of the Evergreen captains are kind of uneasy about that," he explained. "So this way we can slow it down and use the tug as an extra rudder and it all ends up looking so easy."

M

Midstream mooring with an assist from MORAN

Two separate divisions of Moran Towing Corp. both shown here, are involved with Nucor Steel Company's midstream mooring and transfer site on the Cooper River in Charleston, S.C.

MORAN tugs based in Charleston provide exclusive ship-assist services to bulk freighters calling at the facility, while crews and boats from Moran Environmental Recovery LLC provide line handling assistance involving the half-dozen ship-sized mooring buoys.

In these recently-taken photos, MORAN's 3,000 hp twin-screw tug, *Cape May*, is one of two that helped secure the bulk freighter *Yick Zao* prior to the start of midstream transfer of her cargo to barges.



Photos: Gregory Walsh for MORAN

Hectic pace in Charleston keeps MORAN tugs busy



Photo: courtesy of South Carolina State Ports Authority

MORAN provides key customer service in high-volume port of Charleston

Business has been picking up at the Port of Charleston, South Carolina, and Moran Towing, with one of the most powerful tractor tugs on the East Coast stationed there, is well positioned to assist shipping companies making use of the port.

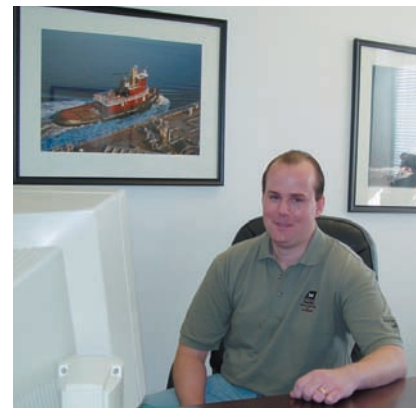
An additional 200 ship movements in or out of port were recorded by the Charleston Branch Pilots in 2004 compared to the prior year, not including heightened flow of naval vessels related to U.S. military activities in the Middle East and elsewhere. The port, located about 400 miles south of Chesapeake Bay and 90 miles north of Savannah, recorded about 5,200 vessel movements that required the use of a pilot in 2004.

"Charleston is very active with increased volume and larger ships and with the added dimension of increased movement of military ships," said Bob Barry, assistant vice president of MORAN's operation

in Charleston.

"There is definitely greater volume and it tends to be compressed in peaks," Barry added. "We might have a couple of quiet days and then four days of straight-out, around-the-clock action."

MORAN's 6,100 hp z-drive tractor tug, *Elizabeth Turecamo*, pictured above at stern of ship, is the only tug in the port which is continually staffed and operated on a 24-hour basis. Barry said that because of increased volume he is working on preliminary plans to staff up the 3,300 hp twin screw tug, *Cape May*, on a round the clock basis as well. "Today, customer



Bob Barry, assistant vice president of MORAN's operation in Charleston.

A transportation milestone in Charleston: completion of new bridge over the Cooper River with widening of shipping channel and increase in allowable air draft. A North Charleston container terminal is shown below.

service dictates that we have tugs available at all hours of the day and ready to go at a moment's notice," said Barry, a 13-year MORAN employee who became assistant vice president in Charleston in 2005, working under Tim West who continues as vice president with overall responsibility for the division.

Approximately two thirds of ships calling at Charleston are containerships, which is why the port is ranked as the second busiest container port on the East Coast, as measured by TEUs (20-foot equivalent units), according to the South Carolina State Ports Authority. In 2004, the port's public container terminals handled 1.72 million TEUs with a cargo value of about \$39 million, up slightly from the prior year. Also in 2004 a massive dredging project deepening the main channels and two tributary channels to 45 feet or more was completed in May while work continued on construction of the \$635 million Ravenel Bridge across the main shipping channel. The scheduled 2005 completion of the bridge, described as the largest cable-stayed bridge in the Americas, has resulted in widening of the main shipping channel from 600 feet to 1,000 feet with increases in air draft from 150 feet to 186 feet.

MORAN has four tugs at its Charleston base with about 35 employees. The MORAN pier, just south of those used by Naval Reserve supply vessels, is also frequently visited by transient MORAN tugs, some of which take advantage of maintenance, supply and repair assistance from Charleston Port Engineer Perry Fant. Other tugs based at Charleston include *Cape May*, 3,300 hp; and *Christopher Turecamo* and *Robert Turecamo*, both 3,000 hp.



MORAN also offers its customers the services of docking pilots in Charleston, and Moran Environmental Services has an office in the port providing a variety of supplemental maritime services.

"We seem to be well situated here," said Bob Barry. "We are centrally located in the port and we are close to our customers," he added.

As an example of MORAN's success in Charleston, Barry pointed to a plaque recently presented by Evergreen America Corp. singling out Moran Towing of Charleston as its "Tugboat Vendor of the Year."

"This is a huge deal for us," he said. "It's nice to be recognized for the hard work and commitment that MORAN has made to customer service. We are quite proud of this." **M**



Photos: Gregory Walsh for MORAN

SURRIE MORAN on the Delaware



Surrie Moran, a 4,200 hp z-drive tractor tug, is now top tug for MORAN's fleet on Delaware Bay.

Cooperative intra-port effort pays off for MORAN customers in Philadelphia

Several different MORAN port operations were involved in the company's recent introduction of its first z-drive tractor tug to the port of Philadelphia. The 4,200 hp *Surrie Moran* was prepared in Norfolk for her new assignment in commercial operations. The *Surrie* was then transferred to Philadelphia at the end of 2004. Tug crews and MORAN managers from Norfolk, Charleston and Savannah contributed to training of the vessel's operators in Philadelphia.

"What might appear to be the simple transfer of marine equipment between divisions encompassed a wide range of disciplines including crew-

ing, training, engineering and deck operations," said John Gazzola, Vice President and General Manager of MORAN's Pennsylvania Division.

The 92-foot z-drive tug had been assigned to U.S. Navy port operations in Norfolk since her initial launch and introduction in 1998. Although the Navy renewed its Norfolk contract with MORAN in 2004, a realignment of tractor tug assets resulted in the *Surrie Moran* being made available for commercial service at the end of 2004. Following much deliberation it was decided to assign her to Philadelphia.

The most significant aspect of the transition was to provide comprehensive training for the tug's new crew in Philadelphia. This effort was coordinated by the Pennsylvania division's operations assistant, Nathan Hauser, and operations coordinator, Maurice Furlong, according to Gazzola. Following a review of prospective candidates, it was decided that Charlie O'Brien, former captain of the 2,400 hp *Helen Coppedge*, would serve as the *Surrie's* new senior captain, with Mike Manoli as her chief engineer. They, along with relief captain John Fenney and other selected crew were then scheduled for multiple training sessions with experienced tractor tug operators in Norfolk.

"It was a two-part training program for all of us," said O'Brien, 48, who has been operating tugboats

The Port of Philadelphia is situated about 100 miles up the Delaware River. The port counts about 3,000 ship calls annually and reported a 16 percent cargo increase in 2004.

for 24 years. "First, we all went to Norfolk for several prolonged sessions and then, after we picked up the tug and brought her up here, we had a steady succession of visits over a couple of months from some of the company's best skippers from Norfolk, Charleston and Savannah. It really showed how much depth and collective experience this company has," he added.

"What the evolution demonstrates," said Gazzola, "is the synergy that MORAN generates among its operating entities. That so many people based in multiple locations offered their skills and experience to make the project a success is a testimony to the culture of teamwork found at MORAN."

To prepare for service in Philadelphia, the tug underwent a period of refurbishment in the fall of 2004 at Colonna's Shipyard in Norfolk. Among other improvements, she received a new Markey hawser winch on her bow, and changes to interior accommodations to make her more suitable for the crew size and duty cycle found in commercial work.

Surrie Moran is now the most powerful and versatile of MORAN's five tugs stationed in Philadelphia. With power coming from a pair of



Charlie O'Brien, left, *Surrie Moran's* senior captain, with John Gazzola, vice president and general manager of MORAN's Philadelphia division.

EMD 16-645E6 diesels linked to Ulstein z-drives, she can cruise at 14 knots and put out about 105,000 pounds of bollard pull.

Aside from her impressive maneuvering capability and her ability to exert thrust in any direction, what's really noteworthy, said skipper O'Brien, is what the *Surrie* can do with her new hawser winch on the bow. The electric winch has full render-recovery capability for its braided, synthetic bow line, which means the tug can stretch out on 100 or 200 feet of line attached to a ship's stern and not have to worry about slack in the line or difficulty in recovery of the line.

"Dave Missroon, a MORAN captain from Savannah, showed us the techniques of using that line winch," O'Brien explained. "He showed us how to use as much as 200 feet of line when sailing a big containership backing out of a slip. By keeping away from the ship's hull we can exert the most efficient thrust power and, with the maneuverability of the tractor tug, we can pull the ship in any direction the pilot might desire, regardless of whatever current might be running in the river."

Two MORAN captains who brought their particular expertise to Philadelphia were Jay Youngblood from Charleston and Bill Shields from Norfolk.

"We're using techniques for ship assist now that we could never have done before," said O'Brien. "Our local docking pilots love working with the boat. It's pretty clear that everyone benefits from having this type of equipment available, including the captains, since we get to be its operator most of the time." **M**

Dick Holt Jr. begins new duties for MORAN in N.H.

Continuing a long tradition of involvement between Moran Towing Corp., and the Holt family of New Hampshire, Dick Holt Jr. has been named Assistant General Manager of MORAN's New Hampshire division, based in Portsmouth.

Holt, who is also one of several Holt family members serving for many decades as pilots in Portsmouth, will work closely with Robert N.

Stewart, vice president and general manager of the division. A 1986 graduate of Maine Maritime Academy, Holt has been involved with MORAN for more than 15 years, with service in Texas, Virginia, New York, Florida, and New Hampshire. He will continue to work as a Portsmouth pilot, assisting his father, Richard C. Holt, also a Maine Maritime Academy graduate, who first became a pilot in 1961.

MORAN's Portsmouth division is home base for three tugboats and 11 full time employees. In a typical year those tugs provide river escort and ship docking service to about 250 vessels calling at the deep-water port located on the Piscataqua River on the New Hampshire-Maine border. Lead tug in the MORAN fleet there is the twin screw, 3,200 hp *Mary Coppedge*. She is one of two Portsmouth tugs outfitted with underwater fendering suitable for assisting both nuclear and conventionally-powered submarines arriving at the nearby Portsmouth Naval Shipyard.

Ship calls at Portsmouth include about two dozen

by Liquid Propane Gas (LPG) tankers which deliver their cargo to a gas storage facility upriver in Newington. All tugs in MORAN's local fleet are assigned to each movement of an LPG tanker.

"My job here now is to assist Bob with running the business, and to start mastering all the many logistical and administrative details about how the company operates," said Holt.

MORAN has been providing services on the Piscataqua River since it acquired the Portsmouth Navigation Co. in the mid-1960s.

Members of the Holt family have been working as maritime pilots out of Portsmouth for many decades and continue to do so today. Holt family members were also involved with founding and early operations of Portsmouth Navigation Co. Today, Dick Holt Jr. works not only with his father as a pilot,

but also with his cousin, Chris Holt, who is an apprentice pilot. In addition, Holt's brother, Stephen Holt, is full-time captain of the Portsmouth-based tug

Eugenia Moran.

"Bob has been a great instructor," said Holt. "This is a small operation so we are involved with all aspects of paperwork and administration," he added. "I might be taking care of payroll one hour, and then helping to change out a headline on one of our tugs the next hour. The manager has to know every nuance of the business."

M



Bob Stewart, left, and Dick Holt Jr., stand ready for business on the 3,200 hp tug *Mary M. Coppedge*.



Some old tugboats end up as submerged reefs when retired. Others are sold for scrap or for alternate uses. But MORAN's recently retired 100-foot tugs, *Philip Turecamo* and *Fells Point*, have found a better use for themselves as teaching platforms for high school seniors in Matthews, Virginia.

The single-screw 2,000-hp tugs, were donated recently by Moran Towing Corp. to the newly-established Fells Point Foundation. The non-profit foundation has been using tugboats as a training platform for high school seniors who have an interest in getting into the maritime industry after graduation.

"We've got these kids learning everything that would be required of a deck-hand working on a modern tugboat," said Chip Kinsey, founder of the non-profit foundation and originator of the program. "It's part of the overall emphasis on workforce training that we have in many schools and community organizations," he added.

Kinsey, a former tug captain with Mobil Oil and currently an educator with the Chesapeake Maritime Training Institute, first took possession of the *Fells Point* and enlisted a small cadre of Virginia residents who work in the maritime trades to help with maintenance and operation of the tug. Among the regular volunteer instructors is MORAN's Charles Pugh, long-time skipper of the tug *Brendan Turecamo* out of New York.

More recently, MORAN donated the 100-foot tug *Philip Turecamo*, also for use by the Fells Point Foundation.

"The *Philip* is even better than the *Fells*," said Kinsey. "She has more modern machinery with AC generators, hydraulic capstans, and complete air conditioning and heating systems.

As of early summer, the foundation was planning to transplant the ALCO diesel from *Fells Point* to the *Philip Turecamo* and a private donor had contributed funds to cover transition costs, including towing of the *Philip Turecamo* from Savannah to Virginia.

Fells Point, powered by a single 16-cylinder diesel, was originally operated by Curtis Bay Towing, a MORAN subsidiary. She worked for many years in the Chesapeake ports of Baltimore and Norfolk and also in Portsmouth, N.H.

Favorite activities of students in the tug program include anything that has to do with rope, said Kinsey. "We use a nine-inch headline, and that has to be the most fun thing we teach – how to throw a line and how to make up lines on the bitts." Other topics covered include basic towing, vessel maintenance, watch standing, maritime security, marine firefighting, navigation, electronics and machinery.



Retired MORAN tugs now training vessels for students



Retired MORAN tug *Fells Point* has been generating publicity in Virginia where she is part of an educational program for local high school students.

The *Fells Point* training program, which earns students two credits with the local community college in addition to high school credits, runs from September through the end of the school year. "I think these students are seriously approaching this as a possible career opportunity," said Dr. Georg Thurnau Kidd, assistant superintendent of the local school system.

New home for the former MORAN tugs is the Williams Wharf Landing on the East River, not far from Hampton Roads. Pat Bailey, MORAN's Norfolk port captain said the company will continue to assist the program with donations of used equipment from the tug fleet. **M**



Photos: Gregory Walsh for MORAN

Four-decade manager steps down in Jacksonville

Don Peck retires after 44 years with MORAN

Donald J. Peck, a MORAN manager who became an expert at labor relations during his long career with the company, retired from his post as southern regional vice president at the end of January, 2005.

Peck, a native of Baltimore, began his career there as a dispatch trainee with Curtis Bay Towing in 1964, and was promoted to his first management position about 10 years later. Prior to joining Curtis Bay, then a MORAN subsidiary, Peck had worked for the Baltimore Sun newspaper, helping to prepare coverage of the maritime industry and local port news.

In more than four decades with MORAN, Peck worked with senior managers in a variety of positions before becoming vice president and general manager of Moran Towing of Florida, based in Jacksonville, in 1988. He was later promoted to regional vice president, still based in Jacksonville, at which time Tom Craighead

took over the general management of that port.

"I would like to be remembered as a loyal and hard working MORAN man," he said prior to his retirement.

Ned Moran, senior vice president, who worked with him for many years, said that Don Peck was indeed the most loyal, organization-driven professional he has ever worked with.

"For a long time we had a saying here that if you cut Don Peck he would bleed MORAN's house red color," he said.

Paul Swensen, vice president and general manager of MORAN's Baltimore office and a long-time colleague from their days together at Curtis Bay, said that Don Peck was a persistent and hard-working manager. "He was regularly on the job 12 hours or more every day, and he was always trying to fix things or make them better," said Swensen.

PECK WAS FIRST TO WEAR MORAN EPAULETTES

With 44 years of service, Don Peck was the senior MORAN employee at the time of his retirement. He was also first to possess the gold naval epaulettes that designated him Admiral of the Company for his last few months of employment.



"He wore them well," said Chairman Paul Tregurtha. "He had the experience and the confidence that you would expect from our most senior person, and that was really part of his personality as well.

"One thing about Don is that he always had the confidence to speak his mind," said Tregurtha. "Don was not hesitant to challenge or to cross boundaries, and when you really wanted to get something done, you could always count on him."

The presentation of the epaulettes is something new at MORAN. The shoulder boards themselves are of antique vintage and are mounted in a museum-style box frame. "Our plan is that the senior employee will be ceremoniously presented with the epaulettes upon the retirement of the previous Admiral," said Tregurtha.

The company chairman was also quick to deny rumors that Don Peck took so well to displaying his epaulettes that he was reluctant to return them to MORAN when he finally stepped away from his office in Jacksonville at the end of January.

During MORAN's annual manager's meeting in February, the tradition was continued, with Jim Newman of MORAN's Insurance Department receiving the honors.

Peck made his reputation with MORAN during years of difficult labor negotiations in the late 1980s. His "tough but fair" style of management turned out to be an effective approach to labor talks, and he often represented the company during labor contract discussions.

"He was always firm, and the guys on the other side of the table had to understand that Don was not going to back off on issues that were of significance to the overall well-being of the company," said Swensen. "But I don't think there was ever a negotiation where the people on the other side did not come over at the end to shake his hand. He was just good at bringing people together and he never quit in the effort to find a way."

Peck himself said that his periods as a labor negotiator were some of the most challenging and rewarding of his career. "The most exhilarating activity I was ever engaged in," he said, "and the most stressful, intense and ultimately rewarding was always the labor negotiations."

Still, it's the day to day management challenges that form the backbone of a career, he added. "I may be best known for those labor situations, but equally, I think of myself as a manager of a thousand problems which come up on a regular basis," said Peck. "My career has

been much more a time of dealing with personnel issues, accidents, injuries, logistical and equipment challenges, budgeting, and the whole list of situations that come up in running a company."

Peck said he sees himself as among the last of an era of managers lacking formal higher education. He said future port managers are more likely to have an advanced degree than years on the boats or in the field. He added that the dispatch office is still a good avenue towards the start of management careers, although there are many other ways to move ahead in a large, dynamic company.

Ted Tregurtha, MORAN's president, said Don Peck would likely not be replaced. "Don was filling a unique layer of management here that does not exist elsewhere in the company," said Tregurtha. "But we will certainly miss his determination and his energy and his problem solving and his agitation for improvement and change. Those qualities are hard to replace."

Peck, 60, said that among planned retirement activities is travel time with Nancy, his wife of 44 years, and plenty of leisure time with his two daughters and their families. **M**

Laura Keyes, marine personnel manager

Laura Jean Keyes, marine personnel manager for Moran Towing & Transportation, based in New Canaan, died July 17, 2005. She had worked for many years for both MORAN and Turecamo.

Laura was loved by all who had the pleasure of meeting and working with her. She was always quick to give a kind word, a hearty laugh, and a listening ear.

She was our friend and mentor, and taught all of us to cherish every

moment, and celebrate every day.

Laura is survived by her husband, Peter R. Keyes, MORAN's vice president of New York and off-shore operations; and by her parents, Rocco and Ann Sansone; her children, Lindsay and William Wilson; her brothers, Robert and William Sansone; her stepchildren, Timothy, Jennifer, and Katherine Keyes; and her grandchildren, Tristan and Austin Keyes.



Helaine Carrano retires after 19 years as a benefits administrator

The MORAN corporate family has grown to almost 800 employees in recent years with operations ranging from New England to Texas. No matter how far removed from the company headquarters, many of those employees had reason to know Helaine Carrano.

Although she can still be found in the office a couple of days a week, Helaine officially retired at the beginning of 2005 after 19 years as a benefits administrator with the company.

"A lot of people had reason to call me," she said. "Depending on what they were looking for, I was one of the people in the home office whom everybody loved, or, sometimes, just the opposite."

Helaine said she handled many types of benefits including pension and 401K plans, but she finished up her years with MORAN working on medical and dental coverage.

"The MORAN benefit plans are very important to all of our employees," she said. "Many of the

employees would call to inquire about their eligible retirement benefits. I would calculate the benefit and, for the most part, they were very grateful for the information."

Helaine, who first joined MORAN in the spring of 1986, worked in the Greenwich, Connecticut, office, before making the recent move to New Canaan. Her husband, Raymond Carrano, is also a retired MORAN employee, having worked for 18 years as a dispatcher and then billing supervisor before retiring in 2003. Interestingly, both Helaine and Raymond still drive regularly to the company's New Canaan office where they fulfill part-time positions involving benefits and billing, respectively.

"It's nice to work a few days here and there to break up the routine," said Helaine who has

three grandchildren living in the southern Connecticut area. She and her husband make their home in Stamford.



Helaine and Raymond Carrano, both retired but are still doing their part at MORAN's home office.



MORAN SERVICE AWARDS 2005

5 Years of Service ★

Steven Baldwin	Bolivar Elliott	Saud Hashmi	Jon Lang	Jesse Voliva
Daniel Barkley	Alfred Farrell	Samuel Hilderbrand	Walter Lyon	Randolph Wansley
Jon Beard	Anthony Gardner	Harald Johannessen	John Malmgren	Douglas Watts
John-Paul Bilodeau	Alvin Garrett	William Johnson	Ronnie A. Munoz	Aaron West
Leonard Bleser	James Gerst	Barry Jones	Harry O'Neal	Allan Wheeler
Gary Bronum	Earl Gibson	Tyrone Jones	James Perrone	William Wile
Randall Brooks	Scott Glaiser	H. Sean Kettl	Chris Pokas	Freddie Williams
Stephen Cornwell	David Green	William Klauber	Jared Smith	
Michael Coupland	Jason Harper	Kevin Kolavage	Velmer Smith	
Gian Decarbonaconti	Anthony Harvey	Jack Lachman	Tyler Spinney	

10 Years of Service ★★

Philip Blocker	Rob Englert	James Murray	Kimberly Shelley	Robert Walker
Christopher Buchan	Maurice Furlong	Richard Payne	Thomas Smith	James Whitefield
Lewis Campbell	Matthew Gould	Alvin Schamber	Carl Strickland	
Victor Dowdy	Kenneth Hudgins	Cory Schamber	Jerry Thomas	
David Dudgeon	Trent Moraitis	Dennis Schamber	Christopher Wade	

15 Years of Service ★★★

John Bailey	Kevin Denning	Arthur Kirk	Brian Paiva	Daniel Underwood
Joseph Baviello	Michael Franks	Robert Leach	Paul Russom	Stanley Walker
Gessler Bennett	Bruce Freyermuth	Donald MacNeil	Ernest Smith	Kevin Walsh
Benjamin Brooks	Clifton Gordon	Rodney Magwood	Reid Sprague	George Wargo
John Cooper	Michael Groover	Bobby Miller	Steven Stafford	Jackson Williams
Robert Davis	William Juliano	David Missroon	Bobby Stubbs	Steven Wynn
Michael Debolt	Peter Keyes	John Missroon	Ricky Tillman	

20 Years of Service ★★★★

Thomas Craighead	Douglas Siple
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25 Years of Service ★★★★★

Robert Cowling	Perry Fant	Stephen Kelly	Frank Reinbold
Boyd Dillingham	Stephen Holt	John Lukac	Mark Underwood
Jonathan Dye	Chester Jackson	Harry Nicholson	Timothy West

30 Years of Service ★★★★★

Thomas Chumley	Lon Schlekewy	James Zenos
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35 Years of Service ★★★★★

Martin Rossini	Bart Turecamo
----------------	---------------

40 Years of Service ★★★★★

Vincent Borello

Tug skipper's security check earns praise

A MORAN tug captain who recently sent a high-ranking Coast Guard officer back to his car to find his missing identification has been singled out for praise by both company officers and by the Coast Guard captain.

"I'm really grateful that your people are helping to enforce the law," said Capt. Steve Garrity, captain of the port for Maine and New Hampshire.

Garrity, along with Adm. David Pekoske, head of the First Coast Guard District, was asked for ID before stepping aboard the MORAN tug *Mary Coppedge* at Portsmouth,

N.H. in late December, 2004.

Although the admiral was able to reach inside his exposure suit to produce an ID card, Capt. Garrity embarrassedly declared himself to be without means of identification.

He was asked by

tug skipper Lawson Doughty to climb back over three other nested tugboats and return to his car to retrieve his missing ID card.

"I tried to soften the request by reminding them that they would need ID to get aboard the inbound gas tanker which we were going to meet," said Lawson, a 27-year



Lawson Doughty, left, captain of the MORAN tug *Mary M. Coppedge*, shows what it takes to get aboard his tug in Portsmouth, N.H.



MORAN employee. "But the reality is that we are required to check the identification of absolutely everyone who comes aboard no matter how high-ranking they appear to be."

The Coast Guard captain said he had locked his wallet in his car when donning his exposure suit prior to approaching the tug. He said he felt a twinge of embarrassment as the incident unfolded in front of his somewhat amused commanding officer, Adm. Pekoske, but that both he and the admiral expressed admiration for the tug skipper for sticking by the rules.

As a result of the recently-enacted Maritime Transportation Security Act, MORAN tugs in Portsmouth and other ports have implemented security plans which include such identification checks.

"It was a good situation, and Capt. Doughty should be commended for doing the right thing," said Capt. Garrity.



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