

# TOW LINE

*Winter 1977-8*



# ON THE COVER—

**M**EASURING UP to acceptance in Moran's fleets is a superb product of the J. Ray McDermott Shipyard of Morgan City, Louisiana: tug *Dorothy Moran*. Shown here as TOW LINE's current cover, tug *Dorothy Moran* is undergoing builder's sea trials in the Gulf of Mexico.

Harbor tug *Dorothy Moran* entered Moran's Port of New York/New Jersey services last November and is soon to be joined by the recently launched tug *Harriet Moran*.

Built at Jakobson Shipyard in Oyster Bay, New York, tug *Harriet Moran* will be the first New York harbor tug equipped with an innovative steering Kort nozzle in place of the conventional rudder.

Since 1973, Moran's multi-million dollar tug building programs have introduced fifteen vessels of varied design into its deep-sea, East and Gulf Coast and harbor fleets.

We take real pride in offering our customers the services of a fleet that is *The Best in the Business*.



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# TOW LINE

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Jeff Blinn, Editor



**Five Tugs Join Moran's Port Services**

# Five '77-Built Harbor Tugs Join Moran's Port Services

**T**HE DECEMBER 13TH CHRISTENING and launching of tug *Harriet Moran* at Jakobson's Shipyard, Inc. in Oyster Bay, New York brought to a close five ceremonies held at two prominent shipyards for five harbor-class tugs constructed primarily for Moran's port services during the year 1977.

Tug *Harriet Moran*, named in memory of a sister of Michael Moran, founder of the Moran towing company in 1860, is also the fifteenth brand-new tug to join the Moran fleets since 1972.

Thomas E. Moran, president of the Moran Towing Corporation, initiated the largest multi-million dollar tug-building series in the company's history in 1971.

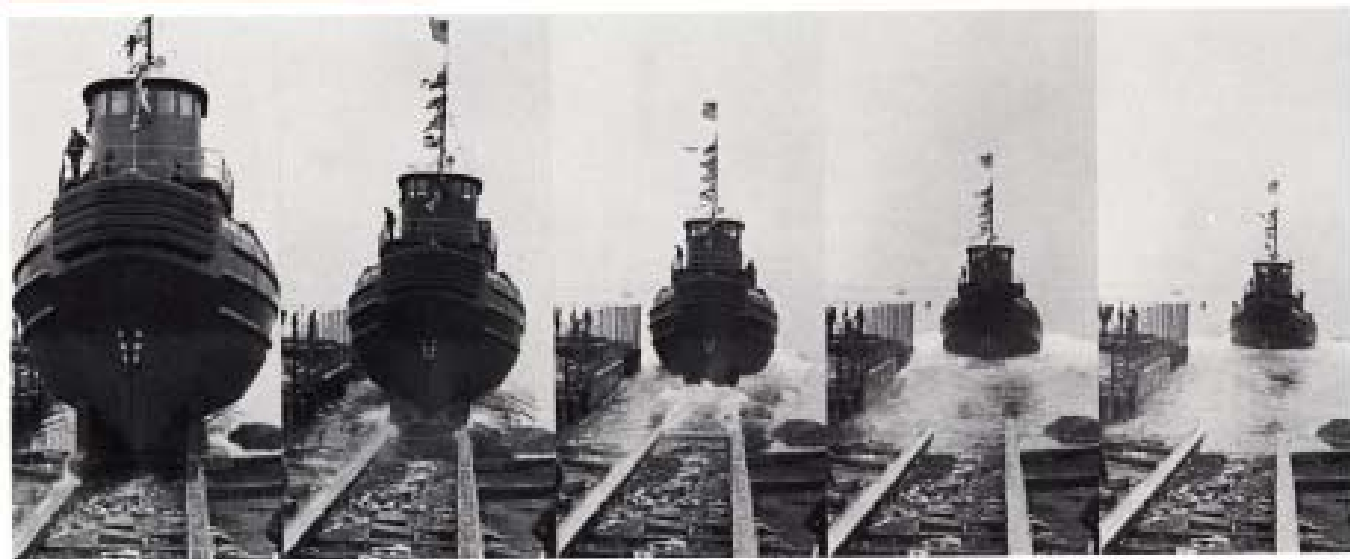
#### Port Assignments

Tug *Harriet Moran* joins tug *Dorothy Moran*, third tug in the newest series produced by the J. Ray McDermott & Co., Inc. shipyard in Morgan City, Louisiana, in Moran's Port of New York service.

Powered by one General Motors diesel engine which develops 2,365 horsepower, tug *Harriet Moran* is singularly efficient and maneuverable as the first and only New York harbor tug equipped with a newly-designed steering Kort nozzle in place of the conventional rudder.

Tug *Dorothy Moran* is a twin-screw, twin-engined vessel of 3,300 horsepower.

Sister McDermott-built tugs to the *Dorothy Moran*, tugs *Ann Moran* and *Mary Moran*, were assigned to the harbor fleets of the Moran Towing Company of Texas at Port Arthur and the Florida Towing Company at



Jacksonville, respectively.

Tug *Sewells Point*, Jakobson Shipyard's sister-tug to the *Harriet Moran* (But not equipped with the steering Kort nozzle) is at work in the Curtis Bay Towing Company of Pennsylvania's fleet in Philadelphia.

(For a detailed description of these five new harbor tugs see TOW LINE, Spring 1977 Issue.)

#### The Ocean-Class Series

Veterans already, with their names familiar along the Atlantic seaboard and in far-off places, are the four 1975 McDermott-built, and the single '76-built Jakobson 4,750 horsepower, ocean-class tugs: *Heide Moran*, *Alice Moran*, *Sheila Moran*, *Cape Lookout* and *Cape Cod*.

As this TOW LINE goes to press, tug *Heide Moran* is en route Puerto Cabello, Venezuela with barge *Genmar 104* in tow and tug *Alice Moran* with barge *Adelaide* is on the Atlantic coastal port run for the Atlantic Cement Company.

Tug *Sheila Moran*, with 475 feet long barge *Caribbean* loaded with grain, is bound for San Juan, Puerto Rico.

Having rescued a barge by name of *Poseidon* at sea, the Curtis Bay Tow-

ing Company Norfolk, Virginia-assigned tug *Cape Lookout* is on harbor duty awaiting a return to the coal barge *Maryland* run between Norfolk and Baltimore, Maryland.

Curtis Bay's sister 4,700 horsepower tug *Cape Cod* is "handling these big tankers" in Norfolk, according to the Chief Dispatcher, Bill Guess.

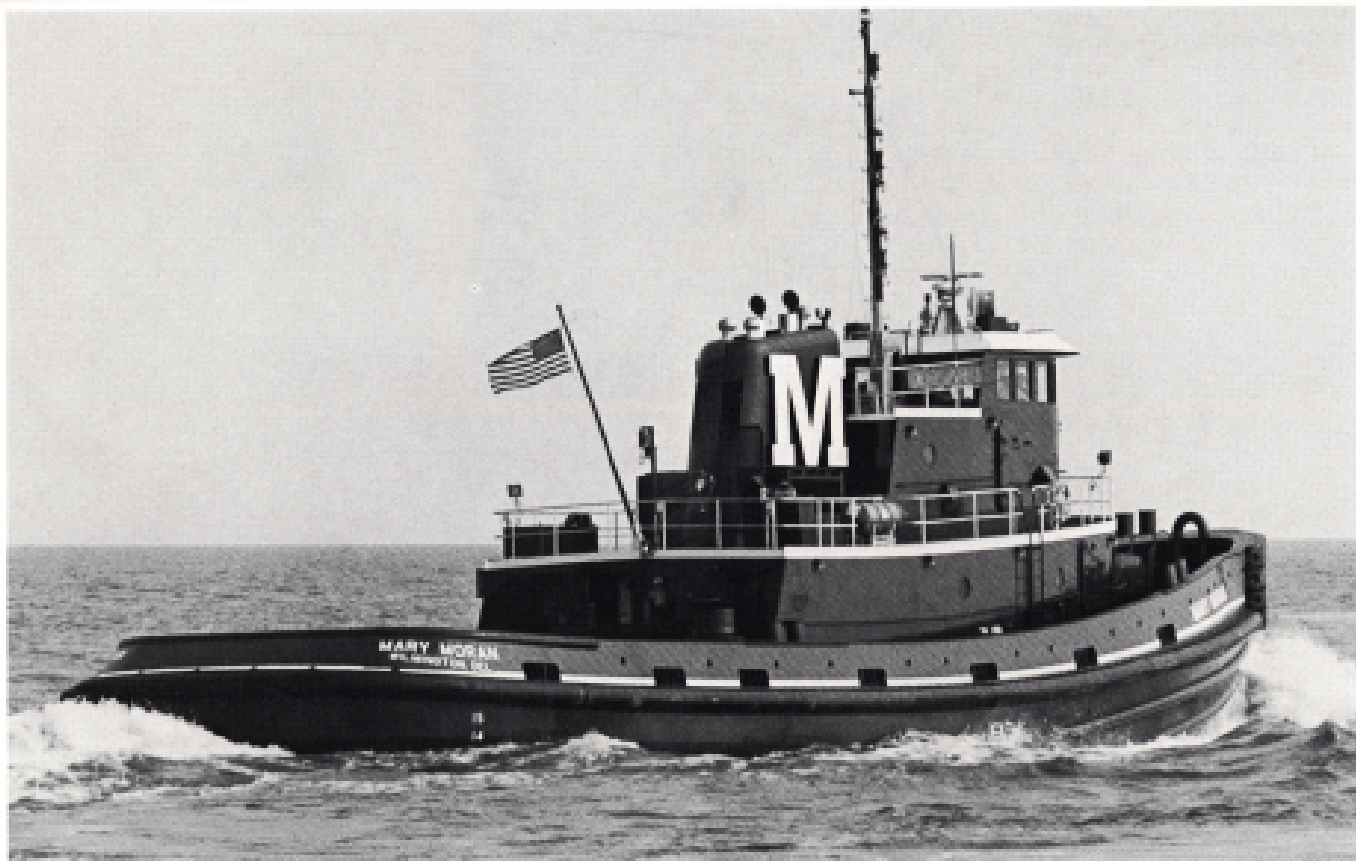
#### The Initial Five

The initial five tugs, awarded by

Thomas E. Moran to J. Ray McDermott & Co., Inc. in a single contract, were tugs *Judy Moran*, *Cape Charles*, *Amy Moran*, *Cape Henlopen* and *Cape May*.

These twin screw/twin rudder, air-conditioned, 3,300 horsepower diesel-engined tugs have all exercised their capabilities as "general purpose tugs capable of harbor duty, ocean towing and push towing" since

(Continued on Page 16)



# SHIPS in the NEWS



**P**ASSENGERS CROWD the decks of Costa Line's luxurious Eugenio C. in this aerial (photo, above) of the liner's maiden arrival in the Port of New York. Bound for Berth 3 at the New York City Passenger Ship Terminal on August 18th, the Eugenio C. was docked at 0745 hours by tugs Elizabeth Moran and Amy Moran. New York was a port o' call on the vessel's 26-day cruise from Genoa, Italy.

**I**N COMMEMORATION of *Stolt Sincerity's* maiden arrival, a pewter plate was presented to Captain Arnt Haukland by the Maritime Association of the Port of New York. Attending the bridge deck ceremony (photo, right) were Carroll N. Bjarnson, president, Stolt-Nielsen, Inc.; Mrs. Bjarnson; Susan McRoberts, Maritime Queen; Captain Arnt Haukland and daughter, Elisabeth; and John Bruder, Maritime Association representative.



**T**HE GALA ARRIVAL of Hapag-Lloyd's new containership *Stuttgart Express* in New York October 12th (photo, upper right) introduced the first of four mammoth containerships built specifically for the Line's North-Atlantic container service. Each sistership is capable of carrying in excess of 1,500 TEU's at a service speed of 21.5 knots. With the *Düsseldorf Express*' arrival in December and the subsequent arrivals of the *Nürnberg Express* and *Köln Express*, the Line's present jumbalzed North-Atlantic container fleet will join Hapag-Lloyd's new West Coast Trans-Pacific/Far East Service during 1978. In North America, General Agent for Hapag-Lloyd is United States Navigation, Inc.



**T**HIS COLORFUL VESSEL departing Barber Line's busy Brooklyn terminal is combo vessel *Tsu* (photo, center), the first of ten new combos building for the Barber Middle East Service and the Barber Blue Sea Far East/New York Service. The 21,260 dwt *Tsu* sisterships are: *Tarrier*, *Tennessee*, *Thermopulus*, *Taliman* and *Tyala*. The four new Blue Sea Line 21,242 dwt combo sisterships are: *Mamnon*, *Menelaus*, *Mefampus* and *Menesheus*. General Agents for the services is Barber Steamship Lines, Inc.



**P**ASSING THE STATUE OF LIBERTY is the 1974 built bulk carrier *Maria G.L.* Operated by Ceres Hellenic Shipping Enterprises, Ltd. of Piraeus, Greece, the *Maria G.L.* (photo, below) departs Erie Basin, Brooklyn in ballast after delivering a cargo of 26,119 tons of sugar from the Philippine Islands. Gannet Freightling, Inc. of 39 Broadway was local agents for the voyage.





# World War II Warships Towed To City Of Buffalo By Moran

**T**HE ARRIVAL OF A MORANTOW at its destination is not too often greeted with the amount of enthusiasm that was generated at Buffalo's double welcome for two Moran tugs and their tows in July.

On July 4th and on July 15th the Lake Erie city's waterfront echoed with cheers at the arrivals of tug *Judy Moran* with destroyer *USS The Sullivans* and tug *Sheila Moran* with guided missile cruiser *USS Little Rock*.

After individual 2,180 mile tows up the Atlantic coast and through the St. Lawrence Seaway, the two historic warships are now permanent major attractions at Buffalo's new Naval & Servicemen's Park.

## Warships Preserved

"We were particularly pleased that these warships were not scrapped," remarked captain Leonard G. Goodwin, Moran's Vice President of Operations, who has seen his tugs deliver numerous Naval vessels to the torch since World War II.

The two decommissioned warships were released late in June by Edward Hidalgo, an Assistant Secretary of the Navy, at a contract signing ceremony attended by Democratic Representative Henry J. Nowak and Buffalo City Court Judge Anthony P. LoRusso.

Of particular interest to historians

is destroyer *USS The Sullivans*, the last 'Fletcher-class' destroyer of World War II.

Commissioned in 1943, the *USS The Sullivans* was named in honor of five brothers from Waterloo, Iowa who were lost with the *USS Juneau* during the battle for Guadalcanal on November 13, 1942.

The guided missile cruiser *USS Little Rock*, former Flagship of the Sixth Fleet in the Mediterranean, was commissioned in 1945 and continued in active service until 1976.

"Cruiser *USS Little Rock* is in great shape," remarked Judge

*USS LITTLE ROCK* at anchorage in Montreal (photo, below) was met by Captain Leonard G. Goodwin, Moran's Vice-President of Operations, and Marine Superintendent George E. Mintos (photo, right) for final clearance by St. Lawrence Seaway inspectors.

LoRusso, Chairman of the Naval & Servicemen's Park Committee, "but *USS The Sullivans*, having been in 'mothballs' for some 15 years, is still lacking some equipment."

## A Civic Venture

City Court Judge LoRusso's original idea of creating a unique inland Navy museum as both a psychological and economic lift for the City of Buffalo culminated in definite plans in 1975.

Since the plans were made public, the project mushroomed with local interest with a sizable number of City and Erie County employees volunteering personal services.





One particularly courageous group served as necessary 'riding crews' aboard the warships for the ocean and seaway tow from the Philadelphia Navy Yard and as 'line handlers' through the seaway locks.

#### Met in Montreal

TOW LINE met Mike Bertini at the St. Lambert lock of the St. Lawrence Seaway in Montreal.

The cheerful iron-worker from Buffalo's Department of Engineering was shepherding a five-man line crew traveling lock-to-lock in a rented camper.

"We just have to be a *little* crazy," Mike admitted for all volunteers who were upwards of 50 years of age.

"This job is for younger men," he added with a grin.

Mike, who was waiting with his crew for the cruiser *USS Little Rock* to begin the Seaway transit, had already served in the riding crew of *USS The Sullivans* — doubling as First Mate and Cook.

For all the volunteers, who had worked 'round-the-clock' hours at sea and on the Seaway, it was "the experience of a lifetime."

#### *USS Little Rock Arrives*

Captain George Sadler, having berthed his tow of the destroyer *USS*  
(Continued on Page 12)

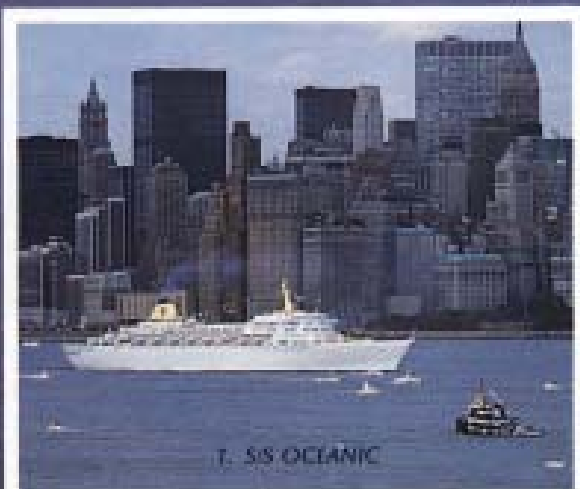
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*USS LITTLE ROCK* enters a St. Lawrence Seaway lock with tug *Judy Moran* pushing and exits with tugs *South Carolina* and *Oklahoma* under each bow. Tug *Shiela Moran* towed the missile cruiser by bow hawser between locks. *USS THE SULLIVANS* (photo, below) on Lake Ontario is towed by tug *Judy Moran*.

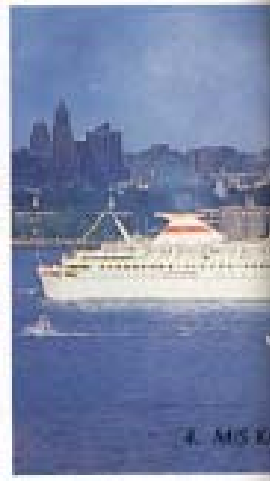
Photos by Joseph P. Gordon

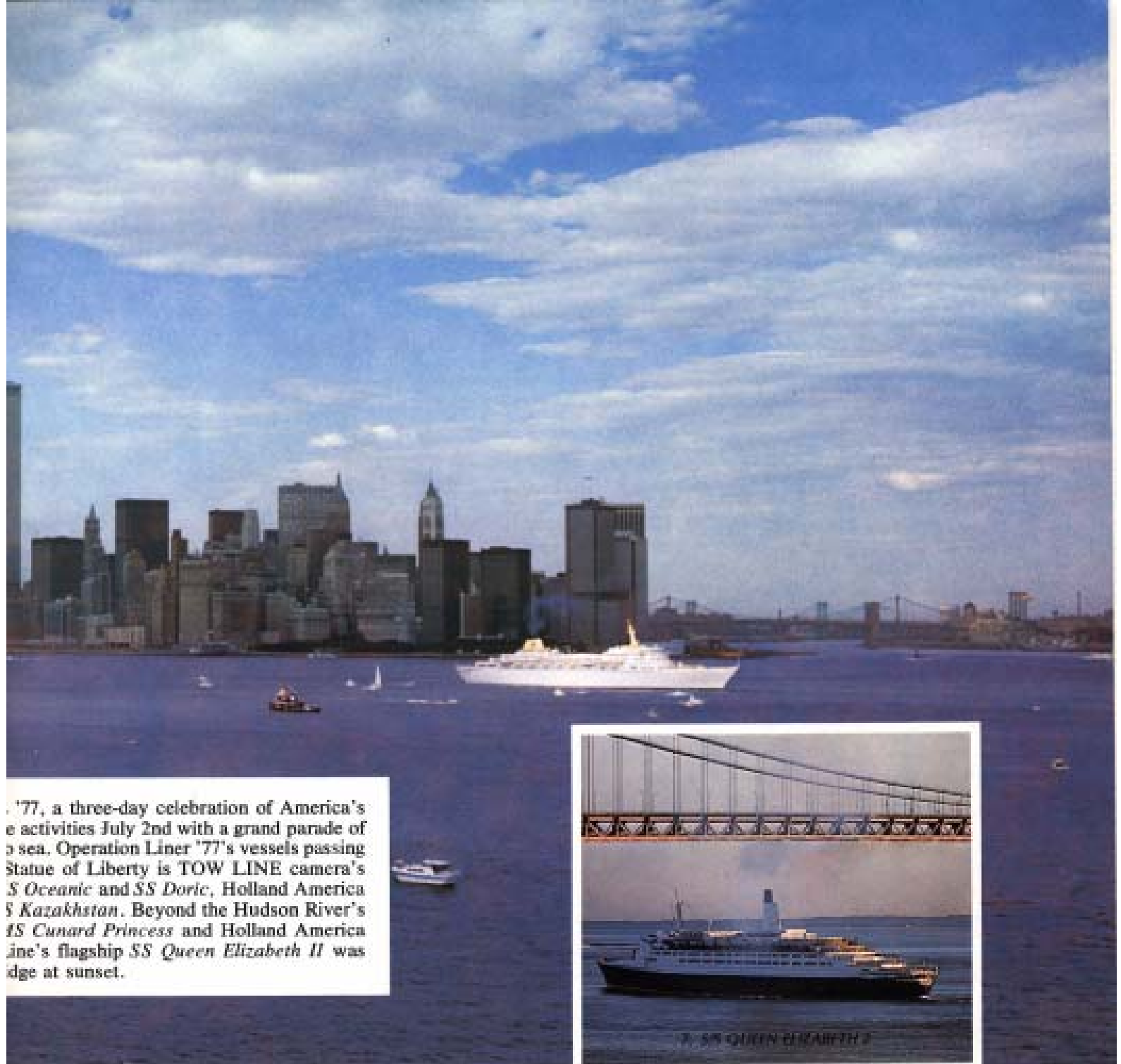


# Harbor Festival-'77



**N**EW YORK CITY'S HARBOR FESTIVAL Bi-Centennial Plus 1 Year, opened its many luxury cruise liners sailing in stately fashion on New York's skyline in this photograph — a vantage point — are, right to left, Home Line Cruises' *SS Rotterdam* and March Shipping's *MS K* bend, and not yet in view, are Cunard Line Cruises' *SS Statendam*. Sailing later, Cunard caught by camera at the Verrazano-Narrows





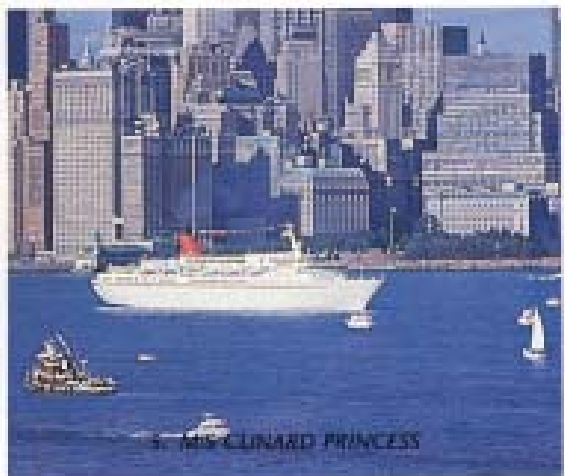
1977, a three-day celebration of America's 175th anniversary activities July 2nd with a grand parade of ships on the sea. Operation Liner '77's vessels passing the Statue of Liberty is TOW LINE camera's SS Oceanic and SS Doric, Holland America Line's SS Kazakhstan. Beyond the Hudson River's SS Cunard Princess and Holland America Line's flagship SS Queen Elizabeth II was at sunset.



7. SS QUEEN ELIZABETH II



5. SS KAZAKHSTAN



4. SS CUNARD PRINCESS



6. SS STATENDAM

## Tow To Buffalo

(Continued from Page 9)

The *Sullivans* at Buffalo July 4th, returned with tug *Judy Moran* via the Welland Canal, Lake Ontario and the St. Lawrence River to assist guided missile cruiser *USS Little Rock*.

For nearly a week, rough seas and considerable fog had followed the 4,730 h.p. tug *Sheila Moran's* progress up the Atlantic coast from Philadelphia with the *USS Little Rock*.

The less than ideal weather continued as tug and tow spanned the Gulf of St. Lawrence and entered the St. Lawrence River below Cape Chat.

Captain Bob Maynard noted in tug *Sheila Moran's* log on July 8th, "2205 hours, tug *Judy Moran* alongside *Little Rock*, seas rough, winds 20-25 knots."

At 2136 hours, July 10th, cruiser *USS Little Rock* arrived at Pont de Oux Trembles, Montreal and dropped anchor.

### Seaway Passage

Captain Leonard G. Goodwin, who had inspected both the *USS The Sullivans* and the *USS Little Rock* in the Philadelphia Navy Yard with



MIKE BERTINI, "line crew shepherd" and traveling camper at St. Lawrence Seaway's St. Lambert lock.

Louis J. Clabeaux, Buffalo's project coordinator, met the cruiser in Montreal.

Safe passage for the *USS Little Rock* through fifteen locks of the St. Lawrence Seaway (including eight locks in the Welland Canal section) from Montreal to Buffalo was now of prime concern.

On hand to assist was George E. Minton, Moran's Marine Superintendent, who had readied the vessels for tow in Philadelphia and had instructed each volunteer riding crew on safety and emergency procedures.

George supervised the *USS The Sullivan's* passage from Montreal to Buffalo.

FIRST OF SERIES — Flota Mercante Grancolombiana's new *Ciudad de Santa Marta* is a semi-container/break bulk vessel of 16,305 d.w.t. and first of a new series now building in Germany. New York maiden arrival was Sunday, September 11th — docking at Pier 3, Brooklyn.

"We had already cut the *USS Little Rock's* tall tripod masts down to 117 feet for verticle Seaway clearance and expected a tight fit in the locks," George began.

The maximum usable space for a vessel's locking through the St. Lawrence Seaway is 730 feet by 76 feet; the cruiser *USS Little Rock's* length is 610 feet and beam is 66 feet, 6 inches.

"With the tug *Judy Moran's* 107 foot length, made up in pushing gear astern," George continued, "and Great Lakes' tugs, *South Carolina* and *Oklahoma*, under the overhang on either side of the bow, we could fit in the locks."

Twin-screw tug *Sheila Moran* towed the *USS Little Rock* from a bow hawser, backing into each lock to shackle-in to the chain bridle after each locking.

Captain Goodwin "conned" the *USS Little Rock* for the entire Seaway tow to Buffalo.

### Dedication Finale

The *USS Little Rock* arrived in Buffalo near midnight, July 15th, and berthed astern of the *USS The*

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## Lief Hoegh & Co.'s "Man in New York"

ON THE OCCASION of Lief Hoegh & Co.'s 50th Anniversary, TOW LINE called upon a personal friend of Lief Hoegh and a veteran of more than 30 years in the company's service, Mr. Erik Borgen-Larssen.



Erik Borgen-Larssen

"It is now 2 o'clock in the afternoon in Oslo, as you know," Hoegh Line's Vice-President, Operations informs us at the start of our 9 A.M. visit to the Line's neat, modern and modest New York office in 80 Broad Street.

As theirs is the hub of Hoegh Line vessel operations along the Atlantic Seaboard, the Gulf and generally throughout North America, Erik Borgen-Larssen and his associates are always mindful of the exact hour of the day in the firm's home office in Norway.

Captain Egil Nygaard, Cargo Superintendent and Port Captain, is responsible for the Line's general cargo vessels calling at numerous ports from Nova Scotia to Texas.

Chr. Krohn Hansen is Marine Superintendent for all of Hoegh's tankers, bulk carriers and OBO vessels making port on this side of the Atlantic.

### Hoegh Group Services

"As you may well know, the Hoegh Group of companies is world-wide and quite diverse," Erik begins, "with constantly developing markets and new ship-buildings."

We learn that the company, which

JUNE 1, 1977

MR. ODD GOGSTAD  
LEIF HOEGH & CO. A/S

ALL OF YOUR FRIENDS AT MORAN JOIN WITH ME IN CONGRATULATING YOU AND YOUR ASSOCIATES AT LEIF HOEGH & CO. ON YOUR 50TH ANNIVERSARY.

VERY BEST WISHES FOR THE NEXT 50.

LLOYD R. GRAHAM

MORANTOWING NY

(Editor's Note: The above telegram commemorates Lief Hoegh's registering his first steamship company at the Oslo Stock Exchange on June 3, 1927. On January 1, 1928, he established his first office and in August received delivery of his first oil tanker, M/T Yarg, from A. P. Moller's Odense Staalskibsvaerft. From these beginnings, Lief Hoegh's integrity and boundless energy built a great company. His sudden death in 1974 deprived his company of a guiding light but his far-sighted policy of diversification in the shipping industry and his keen insight in selection of management led the organization, now known as the 'Hoegh Group,' to a prominence in world-wide shipping perhaps exceeding his own expectations.)

was founded upon oil transportation, sold its last conventional tanker in 1973. Their replacement by oil/bulk/ore carriers had grown by the late 1960's to huge vessels in excess of 68,000 d.w.t. and to quarter-million tonners by the early '70's.

"The company's first liquefied petroleum carrier *Hoegh Scout* of 3,227 d.w.t. was delivered in 1968," Erik smiles, "and today, our new LNG carriers are more than 20-fold larger.

In 1966, the transportation of automobiles became a major activity for Hoegh.

The Hoegh-Ugland Auto Liners (HUAL) was formed and, today, some half-million autos and trucks are transported by a sizable fleet of RO/RO's and car/bulk carriers in a world-wide operation.

### Prospects

"In continuation of Lief Hoegh's far-sighted expectations, perhaps," Erik, who knew his mentor well, suggests, "a great new series of bulk transports for a number of specific commodities are now in prospect."

Forest products, we're told, were a second cargo product for the car/bulk carriers for many years and now more sophisticated equipment has been developed.

Six open-hatch vessels of 44,000 d.w.t. and capable of handling all types of unitized cargo, including containers, have been ordered.

"We have also been very successful in transporting bulk cement with new specialized vessels," Erik continues, "which discharge their cargo through fully-closed, dust-free systems directly into shoreside silos."

It was also enlightening to learn that this great shipping group has a substantial interest in the cruise passenger trade both through its shareholding in the well-known Norwegian America Line and a 40% owner interest in the luxury liners *M/S Sagafjord* and *M/S Vistafjord*.

### Truckin' & Fishin', Too

"Do you know that Hoegh and the Norwegian America Line together own the largest and most modern trucking terminal in Norway — at Karjaugen, near Oslo?"

The Hoegh Group became a part of the Norwegian fishing industry with the establishment of *Gadus A/S* in 1967.

Today, the company's two factory/freezer trawlers, *Gadus II* and *Gadus III* provide fillets and fishflour, mainly for the British market.

"Of prime interest to me here in New York," Erik returns to his direct responsibilities to the Line's 'Round the World Service' cargoliners calling at New York, "was the jumboizing of the *Hoegh Opal*, *Hoegh Orchid*, *Hoegh Orris*, *Hoegh Pilot* and *Hoegh Pride*."

These, still relatively new, vessels for break-bulk cargos were lengthened some 85 feet, increasing tonnage from 15,000 d.w.t. to 18,000 d.w.t.

"By early 1979 our 'Round the World Service' should have two, new multi-purpose liners which have been ordered from Kawasaki Heavy Industries in Japan," Erik continues.

(Continued on Page 16)

# New York City's Harbor Festival '77

(Continued from Centerfold)

**O**N SUNDAY, July 3rd — the second day of New York City's 3-day Harbor Festival '77 — a smart foursome of US Naval Academy yawls tacked down the East River as vanguard to an armada of schooners, barquentines, brigantines, brigs, sloops and sundry craft. The colorful "Parade of Sail" rendezvoused off Throgs Neck and swept through Hell Gate in a tall-masted procession reminiscent of the great OPSAIL '76. After rounding Governors Island, the parade sailed up the Hudson River toward the George Washington Bridge. A number of vessels berthed at the Passenger Ship Terminal for public viewing.

As a filip to July 4th's festivities, Macy's mile-long display of Fireworks On-The-Hudson offered a spectacular salute to America's birthday. Prelude to the electronically-controlled, half-hour pyrotechnic display, was a parade of five Moran tugs — each pushing two sand scows lashed one behind the other with the lead scow rigged with fireworks — led by USCG tug *Manitu* from Pier 12, Brooklyn to sites in the Hudson River above Manhattan's 86th Street. The five tugs held the ten scows in position during the display.



Photo by J. GRUSZCZYNSKI-Macy's



## Operation Liner '77's Synchronous Sailings

**A**LTHOUGH THE NUMBER of liners sailing from New York's Passenger Ship Terminal on Saturday, July 2nd, was not at all unusual, it was their combined departures in a parade formation for Harbor Festival '77's Opening Day that called for expertise.

The morning of July 2nd, all liners arrived in port and were docked by Moran tugs between the hours of 6:30 A.M. and 8:00 A.M.

Ships' crews and shoreside staffs immediately began their individual "turn-around" tasks to prepare the vessels to meet the afternoon's inflexible sailing schedules.

Six luxury liners were assigned undocking times only fifteen minutes apart, starting 1615 hours (4:15 P.M.).

As coordinator of the carefully-timed departures, Captain Grover Sanschagrin worked by radio contact with three of his fellow senior docking pilots to place each vessel in the Hudson River at the proper moment.

Scheduled as lead vessel, the *Oceanic* sailed promptly at 1615 hours with Captain Sanschagrin directing tug *Elizabeth Moran* in the undocking.

At 1630 hours, Captain Ragnar (Whitey) Mattsson undocked the *Doric* with tug *Cynthia Moran* and Captain Carl (Bill) Morch followed at 1645 hours with the *Rotterdam* brought to mid-stream by tugs *Carol Moran* and *Claire Moran*.

The fourth liner to form in the parade was the Russian-flag *Kazakhstan*, which Captain Hubert (Bert) Prime sailed with the tug *Christine Moran* at 1700 hours.

With no loss of motion after sailing the *Oceanic*, Captain Sanschagrin returned with tug *Elizabeth Moran* to board the *Cunard Princess* which he sailed promptly at 1715 hours.

In a like motion, Captain Morch backed the *Statendam* away from the pier at 1730 hours with tugs *Carol Moran* and *Cynthia Moran*.

Cunard Line's *Queen Elizabeth II* was not scheduled to sail until 1845 hours. Captain Sanschagrin and tug *Carol Moran* brought the flagship to stream.



**MORMACDRACO HONORED** — Presented to Robert E. O'Brien, president and chief operating officer of Moore-McCormack Lines, Inc., the Citation of Merit plaque of the American Institute of Merchant Shipping and the Marine Section of the National Safety Council for "gutty performance" and "highly meritorious service" of the *Mormacdraco* and crew in a dramatic sea rescue. At the shipboard ceremony in September, a Special Citation was awarded also to Captain Anthony Quinto for "an outstanding performance of seamanship in the highest tradition of American seafaring" — his first voyage with the *Mormacdraco*, too. The dramatic rescue took place in the Bermuda Triangle area 100 miles southeast of Bermuda on December 2, 1976. In a wind-whipped, white-capped ocean the 665-foot-long *Mormacdraco* executed a "Williamson Turn" to pick up a young couple adrift 14 days in a rubber life raft. Among those attending the September ceremony aboard the *Mormacdraco* at 23rd Street, Brooklyn were: (in photo, left to right) Robert E. O'Brien, Captain Anthony Quinto, James Reynolds, president, American Institute of Merchant Shipping, and the rescued school teachers from Brookhaven, Long Island, Mr. and Mrs. Frank X. Fitzpatrick.

Photo by Flying Camera, Inc.

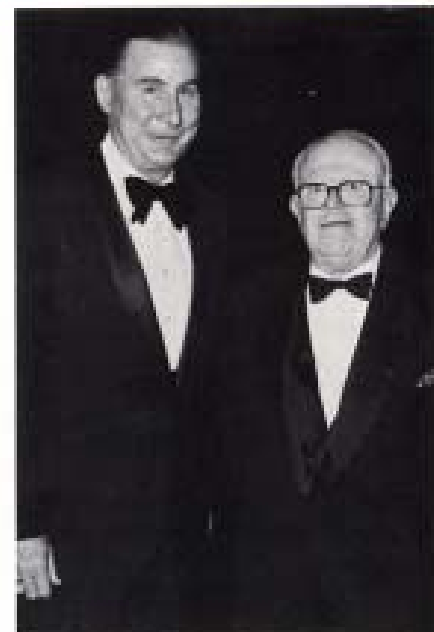
(Continued from Page 12)

*Sullivans*.

Sunday, July 17th, as tugs *Judy Moran* and *Sheila Moran* headed home, Buffalo's new Naval & Servicemen's Park was dedicated amid cannon salutes of the North-South Skirmish Team of Lockport and speeches by Mayor Stanley M. Makowski, Rear Admiral Gordon R. Nagler — a former Commander of the *USS Little Rock* — and others.

Two more MORANTOWs became history.

**HONORED** — Mr. James A. Farrell, Jr., American shipping industry's 1977 recipient of the cherished Admiral Of The Ocean Seas award, is congratulated by Lloyd R. Graham, Moran's vice-president, sales (photo, left) at ACTOS'S September 23rd reception and dinner in the New York Hilton.





## RECOMMENDED READING

*LIFE ALONG THE HUDSON* by Allan Keller. Published by Sleepy Hollow Restorations, Inc., Tarrytown, New York 10591, 1976. Price: \$10.00

ONCE YOU BEGIN READING *Life Along the Hudson* by Allan Keller you will not likely put it down until finished. Author Keller will take you on a vicarious voyage into this great river's human history and fascinate you at every bend in time. Sail with Captain Henry Hudson (an Englishman) aboard the *Half Moon* to where Albany took root up the 'North River' and live with the industrious Dutch in New Amsterdam for a half-century. Be a spectator as the multi-national nucleus of our nation forms, divides in revolution under British rule and grows in affluence with independence. Watch the "well rounded in the bow and high aft" Hudson River sloop bob in the wash of steam-powered "floating palaces" racing their passengers toward Albany, some towing ornate "safety barges". Marvel at the great shad runs in Spring and at men precariously harvesting Hudson's ice north of Kingston in Winter. Join the tumultuous grand opening celebrations of the Erie Canal and witness the railroad cut cruel swaths across the lawns of riverbank estates. Meet the "Dreamers, Doers, Shakers, and Others" who shaped our nation, some taking their pleasure at Saratoga Spa, the Catskill Mountain House or in leaving a legacy of art in prose, painting and engraving of the "Hudson River school". Visit those stately mansions "strung along the Hudson like gems in a magnificent necklace" of which a few remain in restoration today. Author Allan Keller has captured all this — and more, too — in something less than 300 pages replete with 100 superb illustrations gleaned from library, museum and historical society. A bibliography, an index and a plea for ecological preservation of this grand river completes this work. Sleepy Hollow Restorations, a non-profit educational corporation founded by John D. Rockefeller, Jr., — and publisher of this volume — maintains three historic sites spanning three centuries: the Van Cortlandt Manor at Croton-on-Hudson, the Philipsburg Manor, Upper Mills in North Tarrytown and Washington Irving's home *Sunnyside*. We urge you to purchase this book and visit these sites.

*TRANSPORTATION-LOGISTICS DICTIONARY* published by the Traffic Service Corporation, 815 Washington Building, Washington, D.C. 20005, 1977. Price: \$10.00

*FINANCE FOR TRANSPORTATION AND LOGISTICS MANAGERS* by Joseph L. Carinato. Published by the Traffic Service Corporation, 1977. Price: \$20.00.

*WAREHOUSING — A guide for Both Users and Operators* by Kenneth B. Ackerman. Pub-

lished by the Traffic Service Corporation, 1977. Price: \$15.00.

TOW LINE'S READERS must have responded favorably to previous mention in *Recommended Reading* of publications by the Traffic Service Corporation for here another trio have arrived at the reviewer's desk. While not attempting authoritative judgement of content, we 'recommend' your investigation.

*TRANSPORTATION-LOGISTICS DICTIONARY* is a handy desktop first edition reference of terms and abbreviations for those professionally involved. Included in its 459 pages are 4,320 entries under alphabetical listing, a section titled 'Rates — All Carrier Modes' and a comprehensive list of standard abbreviations. This small, hard-bound volume was compiled with the intent of aiding accurate communications within in transportation industry in view of the growing field of logistics management. The compilers of this first edition, fully aware of well-known terms securing new interpretations, do promise a continuous refinement and expansion in future editions. Meanwhile, you have the advantage of this initial effort. *FINANCE FOR TRANSPORTATION AND LOGISTICS MANAGERS* is, as the title suggests, for transportation and logistics managers who are not usually privy to the information supplied by financial departments to corporate headquarters. Not overwhelming in size, the book presents a logical sequence of financial analysis of the special problems of transportation and logistics useful to first line management with subject matter pertaining to small assets as well as large investment. A separately bound workbook is included with checklists of costs needed in consideration of specific investment projects. The author is Assistant Professor of Physical Distribution and Transportation at the University of Georgia. *WAREHOUSING — A Guide for Both Users and Operators* by a man who has spent his entire business career in warehousing, looks at warehouses as assembly plants where goods in storage are put together like an assembly-produced product for efficient distribution. From both the warehouse user and the warehouse operator viewpoint, this publication is an A-to-Z guide.

*THE DOG WATCH*. Hon. Co-Editors S.A.E. Sroom, T. E. Goldfinch. Published annually by the Shiplovers' Society of Victoria, Box 1169K, G.P.O., Melbourne, Australia, 3001. Price: \$2.50.

HERE'S A VALUABLE LITTLE PUBLICATION that a number of TOW LINE readers should make note of. Now in its 34th year of publication, *THE DOG WATCH* is full of surprises for those who would listen to tales of the sea. All the material is contributed gratis and only the editors judge its content which include first person revelations of voyages and experiences under sail, studies of tragedies as "The End of Queen Elizabeth" by Bradley J. Newell of Flushing, New York in the current issue, tidbits of ship lore, poetry and "Book Reviews". Many of *THE DOG WATCH* Photographs you would not see elsewhere. In 132 pages, almost any lover of the sea and ships can find a revelation. It is good fare and you may come across a shipmate or two.



PRESENTED — The Eugene F. Moran Award of a ship's clock to Midshipman Charles H. Tanner, Jr. for Small Boat Handling by Captain Russell G. McVay (photo, left) at the 1977 Awards Convocation of the U.S. Merchant Marine Academy at Kings Point.

(Continued from Page 13)

The 25,000 d.w.t. vessels will be lifton/lift-off type capable of handling 1,000 TEU's and have a cubic bale capacity of 1.3-million cu. ft.

Each vessel's gear includes two Stulcken heavy derricks of 450-ton capacity and several 25-ton capacity twin and single cranes.

Erik Borgen-Larssen takes great pleasure in talking about 'his' company and great pride in 'our' prospects.

"They have been so very good to me," he concludes.

Hoegh Line's 'Man in New York' keeps at his fingertips a world of information on the day-to-day activities of this port's shipping circle.

But, that's another story.

(Continued from Page 5)

the last vessel entered service in 1973.

Tugs *Judy Moran* and *Amy Moran*, primarily assigned to Moran's New York harbor service, have been off-shore as well.

The tugs *Cape May* and *Cape Henlopen*, assigned to the Curtis Bay Towing Company in Baltimore, Maryland and tug *Cape Charles*, assigned in Norfolk, Virginia complete the series of '77-built Moran vessels.

(A thorough description of these tugs is in TOW LINE, Fall 1972 Issue.)

**ASHORE****AND AFLOAT**

**T**OPPING THE LIST of eighty-nine Moran ashore & afloat employees receiving the coveted Moran Service Award in 1977 is Captain Robert C. (Bob) Nielsen, a senior docking pilot with forty-five years' service.

The tangible tokens of Moran's appreciation for the loyal and continuous service of company employees is an attractive piece of personal jewelry in the form of a yellow gold reproduction of the well-known block letter "M" on a tug's stack mounted on a white gold rhomboid bearing three jewels which denote the wearer's years of service.

Awarded yearly as employees reach five-year milestones in their careers, the 1977 Moran Service Awards represent 1,575 years of continuous service by the following recipients:

**Forty-five Years**

**Two Diamonds-One Emerald**

Robert C. Nielsen

**Forty Years**

**Two Diamonds-One Sapphire**

Earl H. Allen, Marie S. Uttendorfer

**Thirty-five Years**

**Two Diamonds-One Ruby**

Hans H. Haugk, Volney Lacy, Nora Lascari, Raymond Poissant, Clayton Westervelt.

**Thirty Years**

**One Diamond-Two Emeralds**

Einar Andersen, Richard Decker, Paul Gitje, William T. Hayes, Kenneth Johnson, Stanley Mikalsen, Carl Morch, Mitchel Sullivan, John L. Tedaldi.

**Twenty-five Years**

**One Diamond-Two Sapphires**

Egil Barro, John Becker, James Lewis, John A. Masi, John Olsen, Geneva L. Otey, Joseph Passarello, James Pearce, Reider Pilskog, Franklyn F. Woods.

**Twenty Years**

**One Diamond-Two Rubies**

John Canovas, Edward Christensen, Frederick R. Davis, Paulo De Barros, James N. Fagerstrom, Kjell Fane, Eileen Gaffney, Roy H. Locke, Frank Lunde, Ragnar Mattsson, Everett Merrill, Arthur

Moore, Stuart Mortensen, Paul Nazarenko, Roy Nicholson, Alvaro Valles, Ling Wei.

**Fifteen Years**

**Three Emeralds**

Leo Catarina, Okalene H. Evans, Arne Halvorsen, Knut Johansen, Patricia Mullally, Robert M. Loftus, Peder Pedersen, Thomas Valle.

**Ten Years**

**Three Sapphires**

John Akins, Ching Chang, John Cunningham, William E. Darling, James Donaghy, Thomas Evans, Margaret Gorman, William K. Gribbin, Eugene Healy, Oddvin Liseth, Joseph MacDonald, Richard McCracken, George Mason, James Naughton, Arnold Nordberg, Werner Olsen, Karl J. Placette, Thurston L. Powell, Rodin Schlosberg, George Stitik, Edward Velten, Arthur Weber.

**Five Years**

**Three Rubies**

Marion J. Adkins, William Auld, Andrea Bicchieri, Gloria Bryan, Lawrence Campbell, John Evans, Steven Giorgio, Angel L. Guzman, James D. McNicol, Byard W. Metcalf, Jose I. Mora, Marie Newton, Clinton Rankin, Richard Roe, Eben K. Scovill, Jr.

Congratulations!



MORAN SERVICE AWARD for 35 years with the company is presented to Nora Lascari, E.D.P. Manager, by Lee R. Christensen, Vice-President, Administration & Finance (photo, above) and a 40-year service award to Captain Earl H. Allen, Moran's Safety Director includes a hearty handshake from Thomas E. Moran, President, Moran Towing Corporation (photo, below).



## EMERGENCY IN BROOKLYN NINE HARBOR TUGS HELP

Thomas E. Moran, President  
Moran Towing & Transportation Co., Inc.  
One World Trade Center, Suite 5335  
New York, N. Y. 10048

Dear Mr. Moran:

I would like to express my appreciation and commend Moran Towing and, in particular the tugs *Marion* and *Diana Moran* for their efforts in controlling the M/T *Stuyvesant* when her mooring lines parted 1 July 1977. The response of your tug crews to the potentially destructive situation is a credit to themselves and to your organization. I personally witnessed their props churning white water and, in the midst of worrying whether we were going to be able to hold this 1,094 foot ship, felt a great sense of pride in these towboats and the men who man them. Their actions were wholly in keeping with the fine tradition of seamanship displayed in the Port of New York/New Jersey. It is this spirit of mutual helpfulness and cooperation that has established this port's fine safety record and averted disasters.

Please pass on to the crew of tugs *Marion* and *Diana Moran* my heartiest Well Done.

Sincerely,

J. L. Flaishell

Captain, U. S. Coast Guard

Captain of the Port New York

**T**HREE O'CLOCK IN THE MORNING of a midsummer day wind and strong tides combined forces to snap steel mooring lines holding the 1,094 foot long VLCC *Stuyvesant* in berth at the former Brooklyn Navy Yard.

Slowly, the 230,000 d.w.t. Seatrain Shipbuilding tanker, drawing over 40 feet of water, began to slip from berth



**SEE CRUISE** — Dubbed WET (Week-End Training), members of the Military Sealift Command unit at Fort Schuyler, The Bronx saw New York's harbor at work from the deck a worker, tug *Cynthia Moran* last July 16th. Captain Charles M. Renick, U.S.M.S., of the academy at Kings Point, was in charge. Lt. Cmdr. Paul J. Quinn (Moran Sales Dep't) is Operations Officer of the unit. (In photo, left foot forward)

into the East River.

Calls went out for assistance from the shipyard crew working aboard the *Stuyvesant* — pumping water for tank tests, at the time.

In traditional New York Harbor fashion, commercial tug company dispatchers "shook loose" available tugs to help as the Coast Guard emergency message was received at 0315 hours.

Nearly neck to neck, harbor tugs *Marion Moran* and *Steven McAllister* arrived at the scene to lend their power to re-berth the huge vessel.

Fully realizing the destructive potential of the situation in the East River, Moran tug dispatcher Charlie Marshall drew another tug away from an assignment. Tug *Diana Moran* had pilot Captain Ray Carella aboard, and a pilot was sorely needed.

Moran's Captain Carella arrived

with tug *Diana L. Moran* and took charge of the situation at 0400 hours.

### More Help Arrives

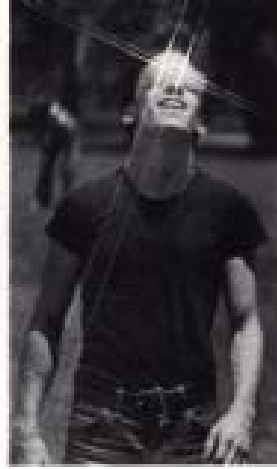
During the next five hours, six additional commercial tugs added their push and were relieved as the *Stuyvesant* slowly regained her berth at the pier: tugs *Providence*, *Port Jefferson* and *Crusader* from Red Star Towing; the *Curtis Reinauer* of Reinaur Transportation; the *Gowanus* of Gowanus Towing, and Mobil Oil Company's tug *Mobil 2*.

The U.S. Coast Guard's tugs *Mahoning* and *Manitou* were on the scene a total of 10 hours, 20 minutes — even their Utility Boat #32328 added its small push.

Nearly nine hours after the first mooring line was snapped on the giant VLCC *Stuyvesant*, the vessel was again secure and the emergency over.

U.S. Coast Guard Photo





### MORAN'S 27TH ANNUAL STAFF PICNIC-DINNER

**F**UN FOR EVERYONE — Five score and more toddlers, teen-agers and elder brethren romped, relaxed and renewed their *joie de vivre* under bright, sunny skies again this year at Nassau County's incomparable Eisenhower Park in East Meadow, Long Island on June 24th. Moran Towing's World Trade Center office staff, families and friends were all company guests at this day-long fete, replete with many tempting things to eat and followed by even finer fare at the famous Milleridge Inn in nearby Jericho during the evening hours. In fun clothes and fancy frocks, friends found new friends and good fellowship flourished. Bouquets to the host, and this year's committee: Ed Balicky, Mary Castaldo, Nora Lascari, Muriel Lewis, Fred Morgana and Marie Shanshan.



