

# TOW LINE

*Winter 1980*



## ON THE COVER—

**T**HE POWERFUL, NEW TUG entering New York Harbor under the graceful Verrazano-Narrows Bridge in this TOW LINE cover photograph is the *Miriam Moran*.

Tug *Miriam Moran* was christened November 10th at the Morgan City, Louisiana shipyard of J. Ray McDermott & Co., Inc. and immediately assigned to service in the Port of New York & New Jersey.

The decade of the 1970's saw eighteen new harbor and ocean-going tugs built for the Moran fleets.

We are proud of our tug-building program.

We are proud of the crews who man all our tugs.

We are proud to serve the maritime industry.

We intend to remain "The Best in the Business".



TUG MIRIAM MORAN IN NEW YORK HARBOR



### IN THIS ISSUE—

On the Cover.....	2
S.S. Oriana in New York.....	3
Three New Moran Tugs.....	4
Hellenic Lines' Founder Expires.....	7
Floating Hospital's 113th Sailing Season.....	8
Ships in the News.....	Centerfold
Tug Eugenia Moran's Crew Cited.....	12
Recommended Reading.....	16
Ashore & Afloat.....	17

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# TOW LINE

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S.S. Oriana in New York



# Three New Moran Tugs Top Off Building Program of the '70s

**T**HE NOVEMBER 10th CHRISTENING of tug *Miriam Moran* at the active shipyard of J. Ray McDermott & Co., Inc. in Morgan City, Louisiana marks the second of three additional *Dorothy Moran*-class tugs to be built during 1979.

Named in honor of Mrs. Thomas E. Moran and christened at the shipyard ceremonies by her daughter, Suzanne Schwind, the new twin-rudder, twin-screw, twin-engined, 3,300 horsepower *Miriam Moran* was immediately assigned to service the Port of New York.

The *Dorothy Moran*-class tugs include the *Cape Romain*, christened September 22nd and assigned to the Port of Baltimore, Maryland, the *Ann Moran*, assigned to Florida Towing Company in the Port of Jacksonville in 1977, the *Mary Moran*, assigned to Moran Towing of Texas at Port Arthur in 1977, the *Dorothy Moran*, assigned to the Port of New York in 1977, and the *Margaret Moran*, scheduled for christening at the McDermott shipyard in December and assigned to the Port of New York.

All six *Dorothy Moran*-class tugs were constructed in the J. Ray

McDermott & Co., Inc. shipyard at Morgan City, Louisiana.

## Eighteen of the Finest

Eighteen of the finest, high-powered tugs ever built for the harbor





MIRIAM MORAN's wheelhouse control console with dual lever-type steering replacing tug's traditional wheel (Photo, left) and, directly aft, the spacious chart table and communication and navigation electronic equipment (Photo, right).

and ocean tugs fleets owned and operated by the Moran organization were placed in service up and down the Atlantic and Gulf coasts of the United States in the decade of the '70's.

Initiating this decade of building, Thomas E. Moran, president of the Moran Towing Corporation, placed an order for "five tugs capable of harbor duty, ocean towing and push towing" with the shipbuilding division of J. Ray McDermott & Co., Inc. in Morgan City, Louisiana.

This tug-building order, placed in December 1971, was the largest single contract ever awarded by the family-owned company for new tugs in its history.

The five tugs were designed by the New York firm of John J. McMullen Associates, Inc. and are 107'2" in length on a molded breadth of 31'.

Each vessel is powered by two General Motors Model 12-645-E2 diesel engines capable of producing 3,300 horsepower. All have twin propellers and twin rudders for in-

creased maneuverability and are air-conditioned.

Identified as the *Judy Moran*-class the new fleet includes the *Cape Charles*, which was assigned harbor duty in Norfolk, Virginia, the *Cape Henlopen* and *Cape May*, assigned to the Port of Baltimore, Maryland, and the *Judy Moran* and *Amy Moran*, both assigned to Moran's Port of New York fleet.

All five *Judy Moran*-class tugs were in fleet service in 1973.

### Ocean Tug Series

In 1974, Thomas E. Moran again placed a multi-million dollar order for "four tugs capable of long-haul towing, ocean rescue and tug/barge operations".

The J. Ray McDermott & Co., Inc. shipyard in Morgan City produced an entirely new class of ocean tug for the Moran deep-sea fleet, the *Heide Moran*-class.

Superior in design and power plant to many of the ocean-going tugs made famous in Moran's nearly one hundred twenty year long history of world-wide towing, the *Heide Moran*-class immediately proved itself.

The first assignment for the new series of tugs was *Heide Moran's*

trans-Atlantic tow from New York to Piraeus, Greece of Ingres Line's former flagship *Victoria*, a delivery to new owners.

"Without a doubt, this is an ideal sea tug... her performance was excellent", commented Captain Leonard G. Goodwin, Moran's vice president of operations, upon tug *Heide Moran's* return to New York December 30, 1975.

This new class ocean tug is 126' in length on a molded beam of 34'. Powered by two General Motors Model 12-645-E7, turbo-charged diesel engines which deliver some 4,730 horse-

(Continued on Page 6)

MIRIAM MORAN's engine room control station showing a totally new computer-controlled automation panel designed by Moran's Construction & Repair Department.



NAMED IN HONOR of Mrs. Thomas E. Moran, tug *Miriam Moran* is christened by her daughter Miss Suzanne Schwind (Top photo, Page 4) at the J. Ray McDermott & Co., Inc. shipyard in Morgan City, Louisiana, November 10th. Mr. and Mrs. Thomas E. Moran (Left) and Mr. H.W. Bailey stand clear of the swing. Attending the ceremonies (Bottom photo, Page 4, left to right) were Mr. and Mrs. (Mary Lou) M.J. Carroll, Mrs. (Kathy) William Finger, Mr. and Mrs. (Miriam) Thomas E. Moran, Miss Suzanne Schwind, Miss Eileen Yaranka, Mr. and Mrs. (Rita) Andrew Barada, Mrs. (Fran) Francisca San Miguel, Mr. and Mrs. (Ann) H.W. Bailey, Mr. and Mrs. (Gloria) V.J. LeBlanc, Mr. Francisca San Miguel, Mr. George Carlson, Miss Carrie Matherne and Mr. R.J. Metcalf.

COOPER-HEWITT MUSEUM'S current "Smithsonian" exhibition in New York includes a 1938 model of tug *Thomas E. Moran*.

(Continued from Page 5)

power to twin propellers, the new tugs are well suited for their assignments.

Tug *Alice Moran*, the second christened, was assigned to Atlantic coast runs calling at ports from Boston to Jacksonville with the 420' long, 19,500 ton barges of the Atlantic Cement Company in addition to unique tows and rescues. In March 1978, tug *Alice Moran* relieved tug *Esther Moran* (6,300 h.p.) on Moran's Texas City, Texas/Tampa, Florida scheduled voyages of the 30,000 ton petroleum products barge *New York*.

Tug *Cape Lookout*, after relieving tug *Cape Hatteras* of the 23,000 ton coal-carrying barge *Maryland* on its regular run between Norfolk, Virginia and the giant Sparrows Point steel mill of the Bethlehem Steel Corporation near Baltimore is now handling large tankers in Norfolk and available for sea rescues.

Tug *Sheila Moran*, the last of the new ocean tug class to begin service in 1975, initiated the General Dynamics' shuttle tows of 120' diameter spheres carried on deck barge *Hercules* from a fabricating and assembly plant on the Cooper River above Charleston, South Carolina to Quincy, Massachusetts.

Constructed for installation in the General Dynamics' new, huge *Aquarius*-class LNG tankers—still building in Quincy,—five of these LNG stowage spheres are required in each vessel. Up to the present time, forty-one voyages have been completed by *Heide Moran*-class tugs.

Tug *Sheila Moran* has now been assigned to towing the 17,500 ton, dry cargo barge *Caribbean* on the steady Norfolk/Baltimore/San Juan, Puerto Rico run—having relieved tug *Elizabeth Moran* (4,290 h.p.).

#### Jakobson-built Tugs

During the years 1976 and 1977, Jakobson Shipyard in Oyster Bay, New York—builders of many fine tugs for the Moran fleets since the early 1930's—produced three distinctive tugs for Moran.

Tug *Cape Cod* was built primarily for tug/barge operations. In its own class, tug *Cape Cod* is 114' long on a molded breadth of 32'. The powerful



DOROTHY MORAN-CLASS, TWIN-SCREW/RUDDER, 3,300 H.P. TUG



HEIDE MORAN-CLASS, TWIN-SCREW/RUDDER, 4,730 H.P. TUG



JUDY MORAN-CLASS, TWIN-SCREW/RUDDER, 3,300 H.P. TUG

(Continued from Page 6)

tug is equipped with two General Motors Model 12-645-E7, turbo-charged diesel engines capable of producing 4,700 horsepower.

Having the maneuverability of twin-screws and twin-rudders, the *Cape Cod* is presently assigned to the large tanker service in Norfolk, Virginia.

Sister-tugs *Sewells Point* and *Har-*

## HELLENIC LINE'S FOUNDER

**M**R. PERICLES G. CALLIMANOPULOS, president and founder of Hellenic Lines Limited, passed away in New York on September 20, 1979. As a maritime leader who formed and built Hellenic Lines Limited into one of the foremost shipping companies in the world, Mr. Callimanopoulos will be sorely missed by the industry. His passing at the age of 88 years ends a constantly active career which began in 1911 in Alexandria, Egypt where he emigrated from his native Patras, Greece. Called to serve in the Transportation Corps of the Greek Army in World War I, the energetic Mr. Callimanopoulos continued his career after the war by becoming a coal merchant and acquiring his first vessel. In 1934, he founded Hellenic Lines Limited and established regular cargo service between the Black Sea, the Mediterranean, London and Northern Europe. World War II cost his company 8 of its 9-vessel fleet but he acquired new tonnage in the United States in 1945. In 1978, Mr. Callimanopoulos saw the Hellenic Valar, the 3rd, huge Container/Ro-Ro vessel to be built by his order, welcomed to New York to join Hellenic's service to the Middle East. Today, Hellenic Lines Limited operates 39 cargo vessels in regular liner service covering over half the globe. Mr. Callimanopoulos' 68-year career has been marked by numerous honors including the Gold Medal of the Greek Merchant Marine and decorations from the Governments of Jordan, Italy, Belgium and The Netherlands. He is survived by his wife, the former Anna Sismanoglou, three daughters, Catherine Mazarakis of Athens, Mary Fay and Donna Stanton of Manhattan and son, Gregory, who now heads the great shipping firm he founded. Mr. Pericles G. Callimanopoulos will be long remembered.



HARRIET MORAN-CLASS, SINGLE-SCREW, 2,365 H.P. TUG

*riet Moran* were built for harbor service with single General Motors diesel engines capable of 2,365 horsepower.

While each of these new tugs is approximately 100' in length, the *Harriet Moran* was equipped with a newly-designed, steering Kort nozzle—the first of its kind in Moran's New York Harbor fleet.

Assigned to Curtis Bay Towing, tug *Sewells Point* is presently at work in the Hampton Roads area of Virginia and tug *Harriet Moran* is seen daily in the Port of New York.

### On-Going Building

Since the white, block letter "M" was first seen on a tug in New York harbor in the 1860's, Moran has continually up-graded its fleets of tugs, both by acquisition of new vessels and by planned construction based upon experience.

The decade of the 1970's produced some 65,000 in new horsepower for the fleet represented in 18 of the best tugs the state of the art can develop.

It is the intention of the Moran towing organization to remain "The Best in the Business".



HELLENIC LINES LIMITED's *Hellenic Valar* joined the *Hellenic Explorer* and *Hellenic Innovator* in December 1978 to complete the trio of huge, ro/ro containerships in Middle East Service.

# 1979 Sailing Season Marks Floating Hospital's 113th

**N**EW YORK'S SHIP OF HEALTH, the *Floating Hospital* began its 113th annual 'Sailing Season' moored firmly to the south side of South Street Seaport Museum's Pier 15 on the East River under Manhattan's downtown skyscrapers.

The sparkling white, multi-decked *Floating Hospital* would not show its ship-like profile on New York harbor's rivers and bays until the end of June because of the boatman's strike, a tug is its motive power.

Undaunted, the *Floating Hospital's* staff personnel began the sailing season's opening program, the Senior Citizens Health Fair, aboard the barge at dockside for some 5,500 'passengers' seeking health care.

"Many of our senior citizens became so involved in the health activities", stated Elayne Weinbaum, a Program Director, "that they actually thought we were sailing".

At the arrival of tug *Christine Moran* for the first summer sail of the season on June 28th, cheers rose from the several decks of *Floating Hospital*.

## A 'Ship' With Heart

"A health feast is the only way to describe the multitude of programs that exist during any typical summer



A Helping Hand "Rings the Bell for Health" aboard *Floating Hospital*

sail day", acknowledges Susan Jeffers, PH.D., Executive Director, The Floating Hospital, Inc.

*Floating Hospital's* summertime weekday cruises around New York Harbor entice the needy from frustrated neighborhoods in the five boroughs to accept medical and dental care, education in nutrition and disease prevention and assistance in social services with the added fillip of visual and physical relief from the city's streets.

'Family Sail Days' follow the 'Senior Citizen's Health Fair' program and are daily affairs during the months of July and August. They are joyfully anticipated by children and parents alike and strongly reflect the exuberance and enthusiasm *Floating Hospital's* 120 staff members have for their work.

TOW LINE joined a typical 'Family Sail Day' on Monday, August 13th.

## A 'Line' With Hope

They begin to arrive early. The mothers, fathers and teenagers-many pushing strollers or carriages, others with babes-in-arms and a special care few in wheelchairs-gather in the shadow of South Street Seaport Museum's four-masted ship *Peking*, moored on the north side of Pier 15, East River.

Aboard *Floating Hospital*, the barge's crew is conducting a routine fire drill for staff members who arrive even earlier.

The line of people on the dock

*Floating Hospital* and tug *Christine Moran* in New York Harbor





swells and lengthens to several hundred when word comes to board. In orderly fashion they file up the gangplank in restrained anticipation of the well-organized series of medical, educational and spirit-raising events soon to start.

Captain Joe Fernandez, Master of *Floating Hospital*, gives the order and First Mate Linda O'Leary and her 7-man 'ship's' crew cast off mooring lines; Captain Artie Biagi on tug *Christine Moran* moves *Floating Hospital* into the tide of the East River.

### A Place for Each

Sharron Border, MSW,CSW, Program Director, orients our view of the functional areas of *Floating Hospital* as staff members direct each 'passenger' to the center of his or her specific interest or need.

The activities, the areas in which they take place and the times of scheduled events are listed on a mimeographed program sheet distributed to help each family plan its day aboard.

Labeled vertically from top to bottom, *Floating Hospital's* decks are designated as BROWN, BLUE, YELLOW and RED. Each deck has its apportioned areas for activities which occur simultaneously.

Passing through the fully-enclosed Crib & Toddler Area at the bow on



Special Care Passengers Receive Special Help

YELLOW DECK, where infants and the very young are responding to the attentions of a trained staff-freeing parents to seek attention for themselves-, we visit the Clinic Area.

*Floating Hospital's* Medical Clinic operates with an acute understanding of the frustrations of the urban poor, allowing no minor complaint to be ignored.

The staff of the Medical Clinic includes an Internist, a Pediatric Nurse Practitioner, a Physician's Assistant, a Paramedic, and a Podiatrist.

The Dental Clinic, which operates the year 'round, is actually equipped with knee-high sinks for the benefit of children's oral hygiene instruction.

In the Speech & Hearing Depart-

ment, which recently received a gift of a sound treated booth, employs the services of a full-time Audiologist, a Speech Clinician and graduate speech students in diagnosing hearing loss and speech difficulties.

Problems other than physical are counseled in the Medical Clinic by at least one full-time social worker. Additional information and referral to various community agencies is available in the Adult Education Center.

### An Educational Center

*Floating Hospital's* medical, dental and social service assistance continues throughout the summer but each sailing week's Health Education

(Continued on Page 13)

*Floating Hospital's* passengers boarding New York's Ship of Health from Pier 15 on August 13, 1979.



# SHIPS in t



M/V DANA AMERICA - DFDS Nordana Line



M/V PADANG - P.T. Trikara Lloyd



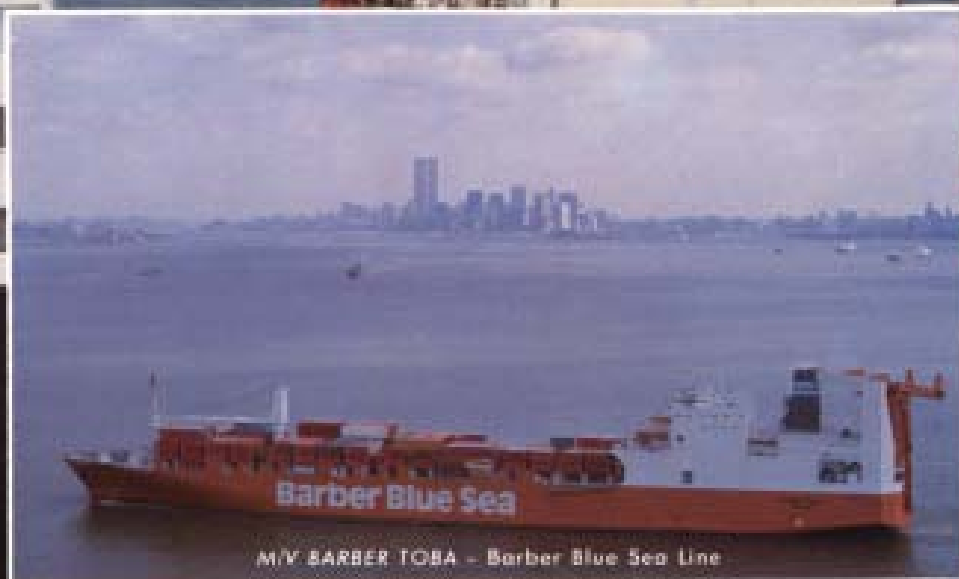
M/V JALA GODAVARI - Scindia Line



# the NEWS



M/V TURBO - Standard Fruit & SS Co.



M/V BARBER TOBA - Barber Blue Sea Line

**N**UMBERED AMONG SOME 400 vessels arriving in the great Port of New York/New Jersey for the first time over the first six months of 1979 were many seasoned carriers as well as brand new vessels on their inaugural voyages.

TOWLINE, in highlighting but a handful of these maiden arrivals, heartily welcomes ALL and wishes them good sailing and many return voyages.

M/V Dana America, docked at Berth 57, Port Newark by tug Claire A. Moran on July 17th, is the first of a new fleet of four multi-purpose carriers introduced in DFDS Nordana Line's di-



Liv Ullmann Christens M/V Barber Tail

(Continued on Page 14)

# Tug *Eugenia Moran's* Crew Cited In Fiery Rescue of Eleven Men



THE PROPELLER CLUB of the United States' National Maritime Essay Contests with ocean and river cruises for high school winners and cash prizes for college level winners close March 1, 1980. Theme for the high school level is "Our Merchant Marine, Ocean, Great Lakes and River Vessels / For Energy and Trade". Themes for the college level are to be chosen by contestants based on maritime related objectives stipulated by The Propeller Club. Contact your local Propeller Club NOW!

**I**mmediate let go the *Rhode Island* and proceeded to the stricken vessel", states Captain McGowan's log on the *Eugenia Moran* for January 25th, "arriving approximately 2220 hours (10:20 P.M.)."

Thirty minutes before receiving a "Mayday" from the tug *Christine E*, Captain McGowan arrived at the Bowline Point electric generating plant of Orange & Rockland Utilities with the loaded, 64,000 bbl. capacity oil-carrying barge *Maine* after a 7-hour tow up the Hudson River from the Port of New York.

It was while shifting and anchoring the unloaded Seaboard Shipping Company sister barge *Rhode Island* from the plant's terminal for a return trip south that the call came.

Tug *Christine E* was southbound in



**PROUD MOMENT**—Thomas E. Moran, President, Moran Towing Corporation, accepts congratulations from Captain James L. Fleishell, USCG, Captain of the Port of New York for the heroic actions of Master and Crew of tug *Eugenia Moran*, looking on are Kenneth Capel, Mate; Bryan McGowan, Master; LCR Michael Oliva, Operations Officer, Captain of the Port's Office and CWO Jesse Rowe, Commanding Officer, USCG tug *Mahoning*.

the Hudson with the 465 foot barge *Nepco 142* when a fire engulfed the tug's engine room. Light of cargo and containing a potentially explosive mixture of crude oil, naphtha and gasoline fumes, the barge was in danger of igniting at any moment.

Unable to control the fire aboard his tug or to release the barge under tow, Captain G.W. Ansell chose to abandon ship for the safety of his crew.

"Within 10 minutes of my arrival, all hands (aboard tug *Christine E*) were aboard *Eugenia Moran* unharmed", continued Captain McGowan's log, "and I returned to stand by barge *Maine* and *Rhode Island* on account of the possibility of fire spreading on the water."

The barge *Nepco 142* was grounded and the tug *Christine E* eventually burned to the waterline.

"At 0340 hours (3:40 A.M.) USCG tug *Line* took crew off", Captain McGowan concluded, "and we started shift of barge *Maine* to dock."

January 31, 1979

Captain Bryan McGowan,

I, as Master of the tug *Christine E* am very pleased to join my entire crew in expressing our deepest and heartfelt thanks in your prompt action taken on January 25, 1979.

Without regard for your own safety, and under extremely hazardous conditions, you brought your vessel alongside the Barge *Nepco 142*, and stayed there until all members of my crew were safely aboard your vessel.

My crew wanted to sign this letter along with me, however not being together at this time, I sincerely hope you will consider my signature as being representative of the crew of the tug *Christine E*.

With deepest regards, and the most heartfelt thanks, I remain,

Sincerely,

G.W. Ansell

Master, Tug *Christine E*



**HEROIC CREW**—Moran's Harbor Operations Manager, Captain Russell G. McVay (right) congratulates tug *Eugenia Moran's* crew: Francisco Monteiro, Cook; James Richardson, Chief Engineer; Bryan McGowan, Master; Kenneth Capel, Mate; Edward Tikkanen, Deckhand; Richard Pullen, Deckhand.

## Floating Hospital...

(Continued from Page 9)

Program is developed around a theme: For the week of August 13th it is "Body Awareness & Physical Fitness".

Truly a "health feast" for adults, teenagers and children, the multitude of programs utilize nearly every inch of area on the three, full-length decks of *Floating Hospital*.

We join the Children's Theatre presentation in the Auditorium on RED DECK for "Checking Out the Inside", a play directed by Susan Mondzak.



Actors Brian Kosnick and Kimberly Greenwood "Check Out the Inside"

Actress Kimberly Greenwood, cast as a visitor from outer space, wants to know what makes actor Brian Kosnick, an earthling, 'tick'. The 'explanation' of the body's functions through music, word, gesture and graphic illustration ('A real skeleton sits upon a chair!') both delighted and impressed its pre-teenage audience.

In the adjoining Teen Center, an innovation this year, the presentation and 'rap sessions' on subjects of special interest to today's teenager—peer pressure, careers, drugs, sexuality—was so well received that a strong request was made for an after-school program. (This pilot project is underway.)



The Crib & Toddler Area on 'Yellow Deck'



ADVERTISING AWARD—Moran's full-page, black & white advertisement depicting tug Dorothy Moran and the World Trade Center in the March 1979 issue—the issue surveyed by the noted market research group, John T. Fosdick Associates, Inc.—headed their list of readership response. (A Moran subsidiary, Curtis Bay Towing Company, held second place). Mr. Lawrence S. Lawler, Publisher, *Marine Engineering/Log* (Photo, center) and John F. Lockett, Sales Manager, presents the Award Plaque to Mr. Lloyd R. Graham, Vice President, Moran Towing & Transportation Co., Inc. (Photo, left).

The Adult Health Education Center on YELLOW DECK has in the past been attended mostly by women for whom programs stressed the maintenance of family health by the proper use of nutritious foods, self breast examination and discussion of subjects of interest to their sex. Now, a new Men's Group has been formed by the influx of fathers accompanying their families.



Games for Children on 'Blue Deck'

On BLUE DECK, the Children's Health Education Area occupies nearly half of the full deck. A play by staff members titled "Come and Meet Myrtle" emphasized the advantages of not over-eating, that a fat person is really very nice but could have more fun if slim. In other classrooms other teachings were through participation, games and educational aids.

The Body Shop, an open-air covered area at the stern of BLUE

DECK, is for everybody. Exercises, instruction sessions on physical fitness, health games, slimnastics, creative dancing, tumbling, a talent show for everyone and music fill the day's program.

An Arts & Crafts Center, a Vision Screening Center, a Special Care Center for the Handicapped and a plethora of smaller programs complete the Health Education effort.

### A Rest Center

Some of the 32,000 of New York City's needy who sailed on *Floating Hospital* during the 1979 summer season came to enjoy the visual and physical rest available in the open-air seating areas aboard.

For many, the daily cruise is a first view of the metropolis from its encompassing waterways and Captain Joe Fernandez welcomes visitors to his pilothouse on BROWN DECK or to the uppermost seating area behind the 'stack'.

Regardless of how they use their free tickets—available through over 500 social service and health agencies throughout the five boroughs of New York City—the deserving poor receive attention as very special individuals and carry a measure of 'belonging' with them as they descent the gangplank at the end of each sailing day.

# SHIPS in the NEWS

(Continued from Centerfold)

rect ro/ro service to the Mediterranean from U.S. Gulf ports with a call at New York. Inbound service includes additional calls at Caribbean and Central American ports. Especially constructed to handle extra heavy cargo and employing several cargo handling systems, the new \$60 million fleet will soon include *M/V Dana Africa*, *M/V Dana Caribia* and *M/V Dana Arabia*. General agents in New York for the 113 year old Copenhagen shipping company is Barber Steamship Lines, Inc. of 17 Battery Place, New York.

## M/V PADANG

*M/V Padang*, docked at Pier 5, Brooklyn by tug *Juan Moran* on August 6th, joins P. T. Trikora Lloyd's fleet of nine owned vessels (*M/V Surakarta*, *M/V Tegal*, *M/V Surabaya*, *M/V Asahan*, *M/V Blitar*, *M/V Langkoeas*, *M/V Yogyakarta* and *M/V Pinalua*) in liner service between Indonesia, Europe, Japan and the United States. A progressive firm, Trikora Lloyd has grown apace since founding in 1964. Licensed in Indonesia to perform stevedoring, warehousing, lightering and forwarding, Trikora Lloyd has grown to 11 branches. The firm's shipping and agency activities have expanded to include representatives in Hamburg, Tokyo and Singapore. In North America, the Kerr Steamship Company, Inc. of 90 Washington Street, New York is agents for the line.

## M/V JALA GODOVARI

*M/V Jala Godovari*, docked at Pier 9A, Brooklyn by tug *Diana Moran* on July 27th, is owned and operated by the Scindia Steam Navigation Co., Ltd. of Bombay. Built in 1979 by the Hindustan Shipyard Ltd., the 532' general cargo vessel can also carry 344 TEU's of containers in its liner service from all coasts of the United States and Canada—including the Great Lakes—to India, Bangladesh, Far East and Mid East. Three sister-ships to the *Jala Godovari* are now under construction and are expected to join the service beginning in 1980. United States Navigation, Inc. of 17 Battery Place, New York is agents for the Indian-flag line.



M/V NESTOR - Royal Netherlands S.S. Co.

## M/V TURBO

*M/V Turbo*, docked at Pier 42, East River by tugs *Harriet Moran* and *Dorothy Moran* on July 10th, is a carrier of refrigerated cargoes for the Standard Fruit & Steamship Company, a subsidiary of Castle & Cook. Built in Japan in 1979, the *M/V Turbo* made one 'round the world voyage prior to her maiden arrival in New York. At Pier 42, the 497', ultra-modern vessel discharged a cargo of 180,000 boxes of bananas from Central America. Commenting on the new vessel with admiration, Captain Nino Pupatti—Standard Fruit's East Coast Terminals Manager—emphasized the cleanliness of the *M/V Turbo*. "It is a self-cleaning, anti-pollution vessel that incinerates all its own waste."

## M/V BARBER TOBA

*M/V Barber Toba*, docked at Berth 59, Port Newark by tugs *Dorothy Moran* and *Harriet Moran* on March 14th, is the harbinger of a series of six giant 'SuperCarriers' built for Barber Blue Sea—a consortium service of Norwegian, British and Swedish firms formed in 1974. All are now plying North American trade routes to and from the Middle East, Southeast Asia and the Far East. *M/V Barber Toba*, *M/V Barber Taif* and *M/V Barber Tonsberg* are owned by Wilh. Wilhelmsen of Oslo, *M/V Barber Priam* and *M/V Barber Perscus* by Ocean Transport and Trading Ltd. of Liverpool and the *M/V Barber Nara* is owned by Brostroms Shipping Co., Ltd. of Gothenburg. Each vessel is

capable of carrying 1,800 TEU's of containers or nearly 2¼-million cubic feet of non-containerized cargo including 400 unboxed automobiles on special decks, heavy lifts of up to 400 tons and all types of rolling stock. The 32,000 dwt 'SuperCarriers' join another fleet of 10 multi-purpose and combo vessels built by Barber Blue Sea in 1977 in a \$400 million, two year upgrading program for the entire fleet. General agents for Barber Blue Sea in the United States and Canada is the Barber Steamship Lines, Inc., 17 Battery Place, New York.

## M/V NESTOR

*M/V Nestor*, neat, tidy and fresh from her builder's yard in Makkum, Holland, arrived in New York June 7th. The trim vessel joins the U. S. /Caribbean liner service of the Royal Netherlands Steamship Company (Antilles) N. V. *M/V Nestor's* 148' x 44' hold, her 37 ton capacity rotating crane and 17 ton capacity derricks allow this multi-purpose vessel to carry project or bulk cargoes in addition to breakbulk and containers. The handy size, 5,090 dwt beauty is the first of a series of three sister ships coming to the Dutch K.N.S.M. Group N.V. by the close of 1979.

MOORE MC CORMACK LINES has named Laurence A. Fred'hamme Vice President, Planning & Control, it was announced by Robert E. O'Brien, President and Chief Executive Officer of Moore McCormack Lines, the ocean shipping subsidiary of Moore McCormack Resources, Inc.

## Ships in the News...

### M/V AMSTEL STRAND

*M/V Amstel Strand*, the first of three multi-purpose vessels for the U.S.-Southeast Asia service of Trikoron Lloyd, arrived in New York October 30th. The new vessels, built by Marine Industries Ltd., Sorel Quebec, are 17,400 d.w.t. and equipped to carry bulk and breakbulk cargo as well as 396 20-foot containers or their equivalent. The second sister-ship, *M/V Amstel Straat*, arrived in New York November 27th, and the last of the trio, *M/V Amstel Stroom* is scheduled for arrival December 18th. The Kerr Steamship Company, Inc. of 90 Washington Street, NYC is agents for the line.

### M/V KOREAN LEADER

*M/V Korean Leader*, owned by Korea Shipping Corporation (Republic of Korea), is headed for docking at Global Terminal by Moran tugs under the direction of docking pilot Captain Artie Biagi, Sr. in this photo taken September 25th. Since leaving her builder's yard in France in 1972, the 769 feet long *Korean Leader* has traveled more than 1-million miles and has carried 1.5 million tons of cargo. Ports of call include the U.S. Atlantic and Pacific coasts, Japan, Korea, Taiwan and Hong Kong. The vessel, with a capacity of 722 40-foot containers, has a gross registered tonnage of 22,936 metric tons. Korea Shipping America, Inc. of 71 Broadway, New York City is General Agent for the line.

### M/V AMERICA

*M/V America*, the first of three combination breakbulk/reefer/container vessels built by Equitable Shipyards in New Orleans for the American Atlantic Line, docked at 23rd Street terminal in Brooklyn at 0600 hours, November 15th. Described as "the most technologically advanced vessel of its size (2,000 d.w.t.) in the U.S. merchant marine, the *M/V America* and sister-ships *M/V Amazonia* and *M/V Antillia* will serve the Caribbean, Central America and South America from U.S. Atlantic and Gulf ports. General Agents for the American-flag vessels is Chester, Blackburn and Roder (NY), Inc., One World Trade Center, New York City.



M/V AMSTEL STRAND-Trikora Lloyd



M/V KOREAN LEADER-Korea Shipping Corp.



M/V AMERICA-American Atlantic Line

## RECOMMENDED READING

*SHIPWRECKS AROUND NEW ENGLAND (Illustrated) by William P. Quinn. Published by The Lower Cape Publishing Co., P.O. Box 901, Orleans, Massachusetts 02653, 1979. Price: \$30.00.*

EXCELLENT PHOTOGRAPHS WITH INFORMATIVE CAPTIONS are at the heart of this outsize volume of 230 pages with 294 illustrations, alphabetically listed in the forepart. In his selection of photographs, gathered from private collections and other sources states-wide, the author has avoided the familiar views of the more prominent wrecks of the late 19th century and early 20th century in favor of 'new' material. His chronologically arranged twelve chapters span a century of mishaps, notable for their diversity, and reach into 1979. While the photo captions tell a story of their own, the author's easy prose sets the marine disasters in the context of their times, supplies entertaining anecdotes and reports on much of which is not covered photographically. A freelance photographer in the field of television news for the past 25-years, William P. Quinn has produced a volume which will pique the interest of those who follow the sea. This reviewer as well as many who still man the tugs in the Port of New York recall vividly a number of these tragedies. Tugs of the Moran Towing & Transportation Co., Inc. are mentioned in some instance in the rescue of ships and personnel. We recommend purchase of *Shipwrecks Around New England* as an addition to your library.

*HARBOR & HAVEN, An Illustrated History of the Port of New York by John G. Bunker. Published by Windsor Publications, P.O. Box 1500, Woodland Hills, CA 91365, 1979. Price: \$25.00*

HERE IS A WORD AND PICTURE STORY of the greatest modern port in the world: The Port of New York. This is a treasure of illustration and prose compiled and written by a mariner, newspaperman and historian with a special interest in New York's port. Profusely illustrated in color and black and white, this history begins in 1609. Roughly chronological, its 16 chapters and over 300 pages in outsize format treat individual subject matter viz. explorers, traders, ships, immigrants, etc. in an illuminating, high-

lighting fashion that rekindles awareness in this port's history. It is lavishly illustrated with many never before published photographs-including several from the Moran Towing & Transportation Co., Inc. files-and contains profiles of firms and organizations which "form the very foundation, the strength, and the sustenance of our harbor and haven-today and tomorrow". An oversight, we feel, omitted the Moran Towing Company which was formed in 1860. But Harbor & Haven is indeed a volume which any maritime library would be incomplete without.

*MARINE FIRE PREVENTION, FIREFIGHTING AND FIRE SAFETY published by Robert J. Brady, Co., A Prentice-Hall Company, Bowie, Maryland 20715, for the National Maritime Research Center, 1979. Price: Not Listed.*

THIS OUTSIZE PAPERBACK MANUAL of some 400 pages was compiled "to fill a long-standing need for comprehensive source material in the specialized field of prevention, control, and extinguishment of fires aboard commercial vessels-in the safest and most expeditious manner" according to the preface. It is written by several experts in the field, including a number of active and retired officers of the Fire Department, City of New York, and was reviewed by the Maritime Training Advisory Board. The manual exhaustively treats its three primary subjects in 16 chapters, each with its own bibliography. In citing histories of recent shipboard fires-some in which Moran tugs figured prominently in the rescue of seamen-, the conclusions reached may aid in averting future disaster if note is made through study of this manual. Thorough is its coverage of fire-extinguishing equipment available today, its "Protection of Tugboats, Towboats and Barges" and "Offshore Drilling Rigs & Production Platforms" and its chapter on "Emergency Medical Care". Printed particularly for present and future shipboard personnel and the shoreside executive in the marine industry, this manual is invaluable.

*FARRELL LINES PRESIDENT, James P. Horn, announced the implementation of a new weekly United States/Mediterranean container schedule. The new 60-annual sailing service extends complete container service throughout the Mediterranean, utilizing seven American-flag container vessels. Its conventional break/bulk services to the Mediterranean have been terminated.*

*DIESEL, THE MAN & THE ENGINE by Morton Grosser. Published by Atheneum, 122 E. 42nd St., New York, 1978. Price: \$8.85*

A REMARKABLE AMOUNT OF INFORMATION, much of it distilled from tomes of archival material in original German, is contained in a hundred fifty pages of text and forty pages of graphic illustration in this dual biography and history of Rudolph Christian Karl Diesel and the revolutionary engine that bears his name. The author, recipient of a Master's degree in mechanical engineering from the Massachusetts Institute of Technology, a Doctorate in history of science from Stanford University, a postdoctoral fellowship in the National Institutes of Health at U.C.L.A. and a Stegner Creative Writing Fellowship at Stanford has met the challenge of presenting a technically difficult subject to lay readers with clarity and absorbing prose. The book does not end with Rudolf Diesel's death in 1913 but continues discussion of the engine's applications up to the present day. Dr. Morton Grosser, a member of a family of longtime shipping buffs, has effectively introduced us to Diesel, the man and the engine.

*THE SHIP'S MEDICINE CHEST AND MEDICAL AID AT SEA. Published by the U.S. Department of Health, Education, and Welfare, 1978. Available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Stock Number 017-029-00026-6, Price: \$10.25.*

BROUGHT TOGETHER IN ONE VOLUME this edition represents a major effort by many professionals to bring together the very latest principles of medical diagnosis and treatment for the use of Masters and medical attendants aboard ship. The 474 page outsize volume is profusely illustrated and plainly written and printed in easy to read type set in two, 19 pica wide columns. It also contains a manual for securing medical advice by radio, including a complete medical signal code and a chapter on helicopter evacuation at sea. The appendices list hospitals, outpatient clinics, regulations governing medical care, foreign quarantine and the code of regulations on controlled substances for vessels. In 1790, legislation provided for the placement of a medicine chest on each American-flag vessel over 150 tons and navigated by a crew of 10 or more. In 1881, a medical handbook was prepared. We recommend this hard cover book be placed on all vessels, large and small.



# ASHORE



# AND AFLOAT

**L**EADING THE LIST of seventy-six employees receiving the Moran Service Award in 1978 for their years of continuous service to the company are five men who have served the finest tug fleet in the world for thirty-five years.

Receiving the coveted yellow gold miniature of a Moran tug smokestack bearing the famous block letter "M" mounted on an attractive piece of personal jewelry with jewels denoting their service years were: Captain Grover A. Sanschagrin, Nick Bodlovic, Danny Grandone, Fred Morgana and Terrence G. O'Connor.

Jewels—rubies, sapphires, emeralds and diamonds,—set into the white gold rhomboid bearing the Moran tug stack insignia, identify the wearer's length of service.

Awarded yearly as employees reach each five-year milestone in their careers, the 1978 Moran Service Awards went to the following men and women:

### Thirty-Five Years

*(Two Diamonds & One Ruby)*

Grover A. Sanschagrin, Nick Bodlovic, Danny Grandone, Fred Morgana, Terrence G. O'Connor.

### Thirty Years

*(One Diamond & Two Emeralds)*

Edward Balicky, Reidar Hovland, Joseph J. Pagluico, Einar H. Stange, Vaughn Tilghman.



TO MARK THIRTY—Fred J. Casaglia, Moran's Purchasing Agent (Photo, right) received his 30-year Moran Service Award from the hand of Lee R. Christensen, Moran's Vice President, Finance, on February 3, 1979 and congratulations summa cum laude.

### Twenty-Five Years

*(One Diamond & Two Sapphires)*

Torris Andersen, Henning Andren, William Hennessey, Jack Peterson, Richard N. Yorke.

### Twenty Years

*(One Diamond & Two Rubies)*

Russell La Bombard, Charles Lang, Thomas E. Lee, Robert V. McLane.

### Fifteen Years

*Three Emeralds*

Sydney Anderson, Nazario A. Battipaglia, Lee R. Christensen, Larry G.

JOSEPH N. BARBERA, president of Global Terminal & Container Service, Inc., announced the acquisition of 10 additional acres at Port Jersey to be used for maintenance & inspection of containers, parking and storage for 921 units. Now covering 94 acres, the largest privately owned marine containerport in the United States parks and stores 7,140 TEU's. Columbus Line, Dart Containerline, Hansa Line, Italian Line, Korea Shipping Corp., Nedlloyd Line and Orient Overseas Container Line are among the users of this terminal on Upper New York Bay.

Eaves, Lee Eysturliid, Clayton Gillikin, Lawrence M. Pinckney, Andrew F. Schelling, James J. Sheeran, Sigmund Simonsen, Hilmar Stronstad, Tonnes Tonnessen, David Wood.

### Ten Years

*Three Sapphires*

John J. Barros, Blanca I. Cardoza, James Faulkenberry, Thomas Ferrara, Michael Furlong, Eric W. L. Heeley, Albert Iversen, Frederick B. Jensen, Manuel J. Jesus, Peter Laue, Kaare Log, Walter Log, James Milton, Thomas Rasmussen, Kenneth Ruiz, Dennis J. Sanschagrin, David C. Thomas, George Thomas.

### Five Years

*(Three Rubies)*

Sam Apostolou, Julio Avakos, Bernard J. Avery, Ernest H. Burt, Jr., William E. Clifford, Joseph A. DeAngelo, Ira F. George, Harold Hansen, Richard Hilser, Vincent J. Hilser, Denis Hynds, James N. Jenkins, Haakon Jensen, Ode Jensen, Elmer Johnson, William F. Kennedy, John Kniess, Merida Lopez, Ronald W. Lotz, Charles H. Marshall, Wing Hong Pau, John F. Pearson, Stanley J. Petro, Jr., Timothy K. Sheppard, George Sussex, Jr., Lawrence B. Young.



NICK BODLOVIC

DANNY GRANDONE

FRED MORGANA

T.G. O'CONNOR

G. SANSCHAGRIN



A MORAN MAN'S HOLIDAY is on a ship, of course. Aboard Holland America Cruises' S.S. Rotterdam at her New York terminal are Mr. and Mrs. Wolfgang Dietzel with daughters: Camille, Kristiana, Liene. Wolf, a salesman of tug services for Moran, personally witnessed the popular vessel's smooth departure for Nassau and Bermuda. Wish you were here?



EUGENE F. MORAN AWARD—Midshipman Alexander Smigelki was the winner of a handsome, engraved ship's clock for "greatest proficiency in small handling" at the Class of '79 Awards Convocation on June 22nd at the U.S. Merchant Marine Academy. Mr. William (Tony) Watt, Assistant Manager of Seaboard Shipping Company—a Moran subsidiary—made this year's presentation.



**F**IFTY BOYS & GIRLS representing some 20,000 school children from 14 countries experienced a tug ride on September 26th in New York's harbor to the Colgate-Palmolive Company's toothpaste factory in Jersey City as a part of their prize in a "Know Your Body" poster contest sponsored by the American Health Foundation. In this photo, Everett W. Merrill, Assistant Manager of Harbor Operation for the Moran Towing & Transportation Co., Inc. and Baseball Immortal Willie Mays join a representative group on the bow of tug Dorothy Moran.

HOLLAND AMERICA CRUISES has 85 New York/Nassau/Bermuda 7-day cruises scheduled for SS Rotterdam, SS Statendam and SS Valendam between April & November 1980.



Kenneth Heskestad aboard *Inflation I* in Lockport, Nova Scotia, August 14th.

**K**ENNETH HESKESTAD, a 44-year-old Moran tankerman assigned to Seaboard Shipping Company's 41,770 bbl. capacity oil barge *Seahorse*, circumnavigated New England this summer in a 12-foot rubber raft.

On June 16th, the Norway-born mariner headed up the Hudson River in *Inflation I* from the Seaweed Yacht Club at Stony Point, New York to return from the south on September 9th.

Heskestad figures it actually took him 31 days to urge his 28 h.p. outboard engine-powered craft up the Hudson River to Lake Champlain, across into the St. Lawrence River, around Quebec and Gaspé, south along the New Brunswick coast into the Bay of Fundy, down the New England coast and into the Cape Cod Canal, through Long Island Sound to the East River, down and around The Battery and back up the Hudson River.

"I just took the shortest route back", commented the Master of *Inflation I* on his 2,700 mile voyage.

We suggested it wasn't the fastest but with the tugboat strike coming to a close on June 28th, Kenneth was forced to synchronize his two-weeks-on/two-weeks-off work schedule on the *Seahorse* with his 'steaming time' on *Inflation I*.

"Three different times I had to fly home for work", he admits, probably thinking about the \$5,000 the venture cost, "and three times punctures threatened to deflate *Inflation I*."

Plans for an encore?

"I'd like to make an inflatable voyage from Bermuda to New York. But not in *Inflation I*", he adds.

## IN TOW LINE 30 YEARS AGO

January 11, 1949—Six Moran tugs dock the new Cunard—White Star luxury liner *RMS Caronia* on her maiden arrival from Southampton, England.

February 1949—"Tampa-to-Beaumont Shuttle" of four dry-dock section completed by tugs *Eugene F. Moran*, *Gay Moran* and *Kevin Moran* under Captains Hugo A. C. Kroll, Nelson L. Proctor and Leonard G. Goodwin, respectively.

February 1949—Captain Earl Allen, skipper of tug *Margot Moran* has just purchased a home in Lafayette, Rhode Island.

January 24, 1949—Just arrived (at 5:32 A.M.) Mary Florence O'Connor, 7 lbs. & 3 oz., first daughter to Mrs. Terrence G. O'Connor.

April 22, 1949—Arrived in New York Harbor, tug *Grace Moran*, first of five 1,750 h.p. Diesel-electric additions to the Moran fleet. (Captain Frank Hughes brought her up from the builders' yard in Orange, Texas.)

July 27, 1949—Completely renovated since her troop-ship duties, French Line's flagship *Ile de France* returns to the Port of New York under Captain Joseph C. Calloce for trans-Atlantic service.



IN GOOD HANDS—Farrell Lines' giant container ship SS *Austral Entente* (Shown here approaching the Newark Bay drawbridge) was Captain Robert (Bob) Nielson's docking assignment July 6th. A Moran-man since 1932, Captain Bob has been "riding ships" some thirty-six years and remains undaunted by the size of them today. Truth is, his assisting tug power has grown also.



TUG HEIDE MORAN was featured with model plans by James Pottinger of Aberdeen, Scotland in a British publication titled *Model Boats* in August 1978. The above photograph is Mr. Pottinger's own model.



CAPTAIN "BOB" NIELSON



UNDER SUNNY SKIES the Sixth Annual Governor's Cup Race for sailboats was held September 15th with 128 entries from the Deep Creek, Miramar, Sheephead Bay yacht clubs and the Norton Point Sailing Club. According to E. Virgil Conway, Chairman and President of the Seamen's Bank for Savings— co-sponsor of the race with the Seamen's Church Institute of N.Y. & N.J. and the Battery Park City Authority—, "a beautiful vantage point" was afforded VIP's and press from the Moran Towing & Transportation Co., Inc. tug *Dorothy Moran*. Congratulations to the Division A to J winners!

