

# TOW LINE

*Summer 1981*



## ON THE COVER—



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**A**FTER SAILING from Moore McCormack Lines' efficient 23rd Street Terminal in Brooklyn, N. Y., *Mormacargo's* bow is turned seaward by Moran's newest of eighteen tugs built during the decade of the '70's: tug *Margaret Moran*.

*Mormacargo*, the initial "Constellation-class" unitized cargo and container vessel, was hailed as America's first fully-automated cargo ship in 1964.

Anticipated, is the addition of a new midbody section to the *Mormacargo* in the near future, a modernization which has increased the container-carrying capacity of sister-ships *Mormacdraco* and *Mormacaltair* to 521 TEUs.

On regular scheduled sailings from U.S. East Coast ports, Moore McCormack Lines' fleet serves the East Coast of South America and South & East Africa including the Malagasy Republic.

Moran serves Moore McCormack Lines



COMMANDING from flagship *HNLMS De Ruyter* (806), Commodore J. J. Leeftland of the Netherlands led a multi-national squadron of seven NATO warships under the Verrazano-Narrows Bridge on July 2nd to participate in New York's celebration of America's Independence Day.

*Moran's European Agents:* ENGLAND: James A. McLaren & Co., Ltd., Baltic Exchange Chambers, 28 St. Mary Axe, London, EC3A 8DE; SCOTLAND: Heery Abram, Ltd., 17 Sandylford Place, Glasgow, G3 7NB; NORWAY: Henning Astrop A/S, Fridtjof Nansens plass 4, Oslo; Birger Gjestland A/S, Kong Oscars Gate 42, Bergen; FINLAND: O. Y. Lars Krogius A.B., Helsingfors 13; GERMANY: Ernst Glessel, Gebh. Altherwall 21, P.O. Box 103465, 2800 Bremen 1; DENMARK: Danish Maritime Service, Analliegade 33, 1256, Copenhagen K; HOLLAND: F. A. Voigt & Co., Soxen Weimarlaan 58, Amsterdam; SPAIN: Joaquin Davila & Cia., S. A., Hermosilla 30-2, Madrid; ITALY: Paolo Scemi, Piazza Portello 10, P. O. Box 1857, Genoa; IRELAND: Leinster Shipping Company, Ltd., 23 Fitzwilliam Square, Dublin 2.

# TOW LINE

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*Jeff Blinn, Editor*



*Cunard Line's Queen Elizabeth 2 in New York*

# The United States Lines A Total Transport System

**U**NITED STATES LINES, from world headquarters offices at 27 Commerce Drive, Cranford, New Jersey is honing to a peak of efficiency a dynamic, dependable total transport system of intermodal cargo movement to and from Europe, North American East and West Coast ports, Panama, Hawaii, Guam and the Far East.

A 15,000 mile *Sea Bridge* of coordinated container service is maintained by United States Lines' fleet of 19 American-built, high-speed full container vessels augmented by additional chartered break-bulk and feeder fleets to serve ports beyond regular call in Europe and the Far East.

Fast door-to-door intermodal transport of cargo with minimum handling and maximum monitoring is the "name of the game" in United States Lines' offer of a combined ship, truck and / or rail rate on a through Bill of Lading.

## U.S.L.'s Total Effort

A telephone call and "your goods will be in good hands . . . delivered on time", says a U. S. Lines advertisement.

The "good hands" include more than 3,000 transportation and intermodal experts employed by United States Lines in nearly 100 divisional offices in more than 20 countries around the world.

Key to fast transit time at sea is United States Lines' containership fleet, designed, engineered and built in American yards to the specific size, speed and cruise radius required of its great cargo-carrying capacity.

Its fleet of American-built vessels also include eleven break-bulk ships

under time charter to the Military Sealift Command.

Key to meeting the cargo-carrying needs of the shipper is United States Lines' huge inventory of more than 30,000 standardized and custom-made containers: Hi-Cube dry cargo reefers, temperature controlled open tops, half-heights, tanks for liquid cargo, industrial yarn beams, Garmentainers, Uni-bulk for bulk cargo and a variety of custom-made containers developed by the U.S. Lines' research department to fit shippers' special needs.

Key to maximum mobility are tens of thousands of wheeled chassis maintained at high-speed, fully-wheeled terminals in major ports for careful one-step handling of containers.

*SS AMERICAN TRADER* - Dwarfed only by the huge expanse of New York's Holland Hook Marine Terminal, the *SS American Trader* prepares to sail in the United States Lines' Far East service. The largest of eleven, 22-knot, full-containerships in this service, the *SS American Trader* is 820' in length with a capacity of 1,858 TEU's of containers.



At the huge Howland Hook Marine Terminal in New York with its vast marshalling area and half-mile wharf, a trio of U.S. Lines', 32,000 ton containerliners may be loaded and unloaded simultaneously.

At the Le Havre terminal in France, the new fully-wheeled facility is used exclusively for U.S. Lines' container service. At all terminals loading and off-loading is quick and efficient.

Key to keeping the cargo moving, accelerating the considerable paperflow for shippers and consignees, and in providing consistently updated answers to inquiries about container movements, vessel bookings and Bills of Lading is United States Lines' own non-stop computerized on-line monitoring system.

#### Tri-Continent Service

United States Lines offers port-to-port, port-to-inland city or door-to-door service anywhere to and from Europe, the United States, Canada, Panama, Hawaii, Guam and the Far East by seabridge, minibridge or microbridge.

In U.S.L.'s express service to Europe are the fast, full-containerships *American Accord*, *American Ace*, *American Alliance*, *American Archer*, *American Argosy*, *American Leader*, *American Legacy* and *American Legend*.

Two of these vessels depart each week from the Howland Hook Marine Terminal in New York and once a week sail from Boston, Philadelphia, Norfolk, Savannah, Jacksonville and Charleston.

In United States Lines' Far East-Southeast Asia and United States' intercoastal service are the fast, full containerships *American Apollo*, *American Aquarius*, *American Astronaut*, *American Lancer*, *American Lark*, *American Legion*, *American Liberty*, *American Lynx* and *American Trader*.

Recently added were the *American Marketer* and *American Merchant*.

These full containerships depart

#### UNITED STATES LINES FLEET

Containerships	Gross Registered Tons	Service Speed (Knots)	Length Overall	Container Capacity (TEU's)
<b>Europe Service</b>				
American Accord	15,827	20.0	661'	1013
American Ace	15,827	20.0	661'	1013
American Alliance	15,864	20.0	661'	1013
American Archer	15,864	20.0	661'	1013
American Argosy	15,864	20.0	661'	1013
American Leader	15,864	20.0	661'	1013
American Legacy	15,864	20.0	661'	1013
American Legend	15,864	20.0	661'	1013
<b>Far East Service</b>				
American Apollo	19,127	22.0	700.6'	1346
American Aquarius	19,127	22.0	700.6'	1362
American Astronaut	18,876	22.0	700.6'	1306
American Lancer	18,864	22.0	700.6'	1252
American Lark	18,876	22.0	700.6'	1322
American Legion	18,764	22.0	700.6'	1266
American Liberty	18,876	22.0	700.6'	1306
American Lynx	18,876	22.0	700.6'	1322
American Marketer	19,329	22.0	669.3'	1358
American Merchant	19,355	22.0	669.3'	1358
American Trader	26,456	22.0	820'	1858
<b>Break Bulk Cargo</b>				
American Racer	11,202	21.0	544.0'	-
American Ranger	11,202	21.0	544.0'	-
American Reliance	11,202	21.0	544.0'	-
American Champion	11,105	21.0	560.0'	-
American Courier	11,105	21.0	560.0'	-
American Chieftain	11,105	21.0	560.0'	-
American Challenger	11,105	21.0	560.0'	-
American Charger	11,105	21.0	560.0'	-
American Corsair	11,105	21.0	560.0'	-
Pioneer Contender	11,164	21.0	560.0'	-
Pioneer Moon	11,164	21.0	560.0'	-

from the North American East Coast ports of Boston, New York, Philadelphia, Baltimore, Norfolk, Charleston, Savannah and Jacksonville and the West Coast ports of Long Beach and Oakland with minibridge service from Toronto, Montreal and the Gulf ports of New Orleans and Houston. Regular calls are also made at Panama.

**SS AMERICAN MARKETER** - On her very first voyage in the Far East service for the United States Lines, the *SS American Marketer* sails from San Francisco with nearly her full complement of 1,358 TEU's of containerized cargo.



# Farrell Lines' New Giant Vessels Built to Serve Five Trade Routes

**S**INCE FARRELL LINES' acquisition of "all vessels, trade routes and other assets" of the former American Export Lines in 1978, the pioneering American-flag line has emerged utilizing the best of the combined fleet and has added new, giant capacity vessels to serve five major trade routes.

The combined Farrell and AEL fleet of 44 vessels in 1978, which were of an average age of 12 years, has been pared to a fleet of 19 newer and larger capacity vessels with an overall average age of a little more than 6 years.

Unprofitable and overtonnage services were terminated in favor of those with the greatest growth potential, cargo volume and opportunities for diversification.

A highly centralized management structure was totally reorganized to place divisional responsibility with each of Farrell's five trade routes.

## Farrell's Five Trade Routes

Today, with the most modern fleet of any American carrier, Farrell Lines has substantially increased its cargo carrying capacity and service on the five trade routes it selected for continued market stability and flexibility.

Headquartered at One Whitehall Street in New York City, Farrell

Lines' 21 domestic offices and 320 agents in 120 countries serve shippers on five major trade routes.

*U.S. East Coast to Mediterranean* — Full containerships *Export Patriot*, *Red Jacket*, *Export Freedom*, *Resolute*, *Defiance* and *Argonaut* provide this direct bimonthly service from Boston, Philadelphia, Savannah, Baltimore, Norfolk and New York.

Through the ports of Norfolk and Savannah, landbridge and mini-bridge service is offered from Seattle, Portland, San Francisco, Los

**ON HER MAIDEN VOYAGE**, Farrell Lines' newest \$78-million full containership *Austral Puritan* dominates the impressive skyline of Sydney, Australia. Sailing from United States East and Gulf Coast ports via the Panama Canal in a fortnightly service to Australia and New Zealand, the *Austral Puritan* and three vessels of the same class - the *Austral Entente*, *Austral Envoy* and *Austral Pioneer* - have each a 1,708 TEU capacity and the largest refrigerated capacity of any American-flag vessel.



Angeles, Houston and New Orleans.

*U.S. East & Gulf Coasts to Australia/New Zealand*— Full containerships *Austral Pioneer*, *Austral Puritan*, *Austral Envoy* and *Austral Entente* provide fortnightly service from New Orleans, Charleston, Norfolk, Philadelphia and New York with overland service to and from Toronto, Montreal, Boston, Baltimore, Savannah and Houston.

These advanced C-8 containerships, with a capacity of 1,708 TEU's, have the largest refrigerated cargo capability (828 units) of any vessel registered in the United States.

*U.S./Canada West Coast to Australia/New Zealand*— LASH vessels *Austral Moon*, *Austral Rainbow* and *Austral Lightning* provide a bimonthly service from Tacoma, Vancouver, Portland, San Francisco and Los Angeles to Tahiti, American Samoa and Sydney, Melbourne, Burnie, Newcastle, Brisbane and Auckland from which overland services are offered to other major ports.

These 29,800 dwt, 820-foot LASH vessels can each carry 50 barges and 766 20-foot containers at a service speed of 20 knots.

*U.S. East Coast to South Asia*— Containerships *Defiance*, *Argonaut*, *Red Jacket*, *Export Freedom*, *Great Republic* and *Young America* provide three sailings a month from Boston, Philadelphia, Savannah, Baltimore, Norfolk and New York to India, Pakistan, Bangladesh and Sri Lanka.

*U.S. East Coast to West Africa*— Breakbulk/container vessels *Export Banner*, *Export Challenger*, *Export Champion* and *Export Commerce* provide fortnightly service from Boston, New York, Philadelphia, Baltimore, Norfolk, Charleston, Savannah and Jacksonville to Dakar, Conakry, Freetown, Monrovia, Buchanan, Abidjan, Tema, Lome Lagos/Apapa, Douala and Matadi.

Landbridge and minibridge services are available to West African ports from the West Coasts of the United States and Canada and from U.S. Gulf Coast ports.

## Characteristics of Farrell Lines Fleet Vessels

	Gross Tonnage	DWT Tonnage	Year Built	Service Speed (knots)	Length Overall	Breadth	Container Capacity (Std. 20 ft. Equiv.)
<b>Containerships (12)</b>							
AUSTRAL ENTENTE (A)	30,990	28,207	73/77	22	813.2'	90'	1708
AUSTRAL ENVOY (A)	30,990	28,207	72/77	22	813.2'	90'	1708
AUSTRAL PIONEER (A)	30,685	27,706	79	22	813.2'	90'	1708
AUSTRAL PURITAN (A)	30,685	27,706	80	22	813.2'	90'	1708
<hr/>							
EXPORT FREEDOM (B)	17,904	16,230	72	20	610'	78'	1070
EXPORT PATRIOT (B)	17,904	16,245	73	20	610'	78'	1070
ARGONAUT (B)	17,902	16,203	79	20	610'	78'	1070
RESOLITE (B)	17,902	16,205	80	20	610'	78'	1070
<hr/>							
RED JACKET (C)	11,757	15,697	69	22	601.5'	90'	834
DEFIANCE (C)	11,757	15,694	69	22	601.5'	90'	834
GREAT REPUBLIC (C)	11,757	15,697	69	22	601.5'	90'	834
YOUNG AMERICA (C)	11,757	15,696	70	22	601.5'	90'	834
<hr/>							
<b>Lash (3)</b>							
AUSTRAL MOON (D)	26,456	29,749	73	20	820'	100'	766 plus 50 Barges
AUSTRAL LIGHTNING (D)	26,456	29,820	71	20	820'	100'	766 plus 50 Barges
AUSTRAL RAINBOW (D)	26,456	29,749	72	20	820'	100'	766 plus 50 Barges
<hr/>							
<b>Breakbulk/Container (4)</b>							
EXPORT BANNER (E)	10,609	12,629	61	18	490'	73'	267
<hr/>							
EXPORT CHALLENGER (F)	11,000	10,965	63	18	490'	73'	440
EXPORT CHAMPION (F)	11,000	10,990	63	18	490'	73'	444
EXPORT COMMERCE (F)	11,000	10,937	63	18	490'	73'	444

**CONTAINERSHIP ARGONAUT**— In Farrell Lines' U. S. East Coast to Mediterranean service, the full containership *Argonaut* completes a voyage at the huge Holland Hook Marine Terminal in New York and initiates a new voyage by calling at Savannah, Georgia, Baltimore, Maryland, and Norfolk, Virginia before returning to New York to sail overseas. *Argonaut's* Voyage #19 began June 20th.



# Costa Line's New "Costacarriers" Herald New Dimension of Service

*Dott. Emanuele Costa - "We believe in the continuous growth of the firm and also confirm the commitment of the group to the Port of New York."*



Dott. Emanuele Costa

Dott. Nicola Costa

*Dott. Nicola Costa - "The addition of the two, new sophisticated RoRo ships will definitely benefit the trade and the Port of New York."*

**C**OSTA LINE'S CARGO SERVICES to the American shipping community now include the vast and varied cargo-carrying capabilities of two brand new combo-vessels proudly dubbed "Coastacarriers" by the Costa family-owned firm.

Described by Costa as "the most modern vessels now in the United States North Atlantic/Mediterranean Service", sister-ships *Ro Ro Manhattan* and *Ro Ro Genova* were accorded the traditional fireboat-water display welcome New York City reserves for distinguished new arrivals last February.

Berthing at the modern Northeast Marine Terminal in Brooklyn, each of the new vessels has a capacity of 187 forty-foot trailers - or an equivalent cargo of mobile construction, agricultural or industrial equipment -, 850 TEU's of containers, 120 automobiles and 800,000 cubic feet of breakbulk cargo.

On a fortnightly service between the United States' ports of Baltimore, Philadelphia and New York and the Mediterranean ports of Genoa, Naples, Barcelona and Leghorn, the "Coastacarriers" will serve other Mediterranean port as well.

All freight destined for other than Costa-served ports in the Mediterranean area will be quickly transhipped, according to Dr. Nicola Costa, Executive Vice President of Costa Amatori - the Genoa-based parent company of Costa Line Cargo Services, Inc.

## Costa, a Family United

Since Giacomo Costa founded an edible oil concern in Genoa in 1860, three generations of his descendents have been enterprising, energetic and imaginative in building one of Italy's largest privately-owned conglomerates.

The firm of Giacomo Costa fu Andrea is the multi-faceted Costa family-owned organization with major interest in shipping, vegetable-oil refining, textiles, construction and real estate. Its annual sales figures now touch the \$600-million mark.

An active group of twenty-one direct descendents of Giacomo Costa are shareholder-managers of their

NEW YORK WELCOMES RO RO GENOVA ON FEBRUARY 12, 1981





company's sixteen operating units.

At present, the senior Costas in the firm are Giacomo III, Mario, Lorenzo and Andrea. One non-Costa member is Emanuele Romanego who heads the family interests in construction projects in Italy, Arabia and the United States.

Titles have been of little concern to this closely knit Costa family but recent adjustments aimed at a more traditional corporate structure named Giacomo III and Nicola Costa as Chief Executive Officer and Executive Vice President of Costa Amatori, respectively.

In all, ten male members of the Costa family and about 50% of the total Costa enterprise is directly involved in the cargo-carrying and passenger ship business.

### Costa' Shipping Arm

Costa's shipping interests began in 1924, eight years after Giacomo Costa bequeathed his successful edible oil business to his three sons: Federico, Eugenio and Enrico.

The firm then known as Ditta Giacomo Costa fu Andrea purchased the 1,148-ton cargo ship *Ravenna*, followed it in 1928 with the *Langano* and managed to add six additional vessels before the start of World War II.

The Costa fleet was devastated during the war, including the *Caterina C.* which was the first Costa-built freighter and which was launched in Genoa in 1942. At the war's end only the *Langano* survived.

Eight sons of Federico Costa and Eugenio Costa headed the firm in 1946 when the rebuilding of the Costa fleet began. With the *Langano*



COSTA LINE'S EUGENIO C. ON A CALL IN NEW YORK

*gano* as a nucleus, the Costa fleet again numbered nine vessels within a year's time.

The early Costa fleets provided only a "to and from Italy" service for its freight and passengers. This has since changed dramatically.

Costa Amatori, the shipping arm, now provides a greatly expanded and varied service in four "to and from" areas: the Mediterranean, North America, Central America and South America.

Through a 46% ownership in the Saudi National Lines, Costa offers services from North America to the Red Sea area and "Contship" services from the United Kingdom and North Europe to the Red Sea area and Pakistan.

### Costa' Cruise Arm

One of today's largest and most successful passenger cruise fleets in the world grew from a far-sighted and astute decision made by the Costas in 1948.

Costa introduced the first post-

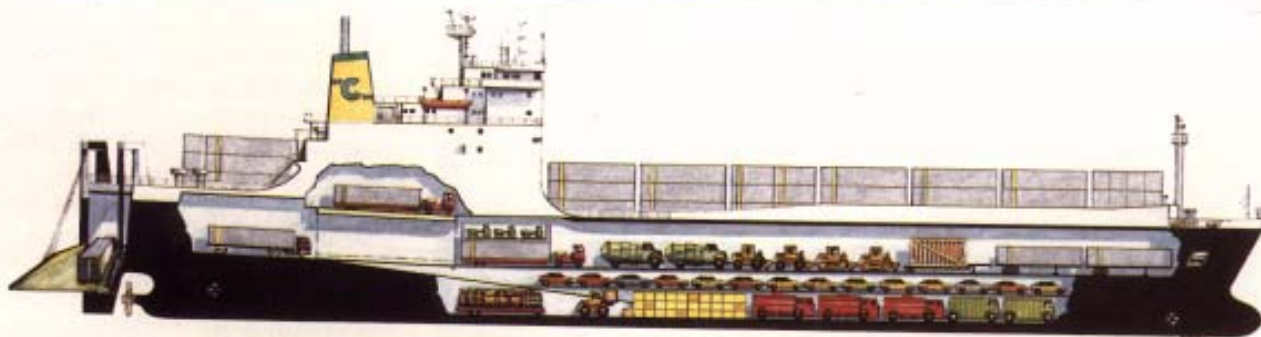
war, air conditioned luxury Italian passenger ship on a voyage to South America in 1948.

This successful voyage of the *Anna C.* was followed by the acquisition of two additional passenger ships within a six-month period: the *Andrea C.* and the *Giovanna C.*

The first passenger vessel to be built by Costa was the *Federico C.* in 1958. Costa's first cruise program in the United States began with the *Franca C.* in 1959.

After establishing the revolutionary air/sea concept of cruise travel, Costa Line, Inc. was created in 1968. Corporate offices were established in New York, Miami, Chicago, Los Angeles, Toronto and San Juan.

Today, the firm of Costa Line, Inc. owns seven passenger cruise ships and charters four additional vessels in order to accommodate their large following of travelers in the three basic marked areas of the Caribbean, the Mediterranean and South America.



RORO GENOVA RORO MANHATTAN

# SHIPS



M/V JO CLIPPER—Odfjell Johnson Chemical Tankers



M/V SEKI ROKAKO—North American West African Line



M/V KOREAN WONIS SEVEN—Korea Shipping Corporation

M/V JO CLIPPER—The most advanced and sophisticated chemical carriers in the world are being added to the Odfjell/Johnson fleet. This 33,700 d.w.t. *Jo Clipper*, shown on its maiden arrival in New York February 28, 1981, will be followed by five additional 17,200 d.w.t. to 38,600 d.w.t. new buildings in Copenhagen and Bergen by 1983 to complete an 8-vessel construction program. The Odfjell/Johnson world-wide fleet will then number 21 vessels. A. Johnson & Company, Inc. of 70 Pine Street in New York is General Agents.

in

M/V SEKI ROKAKO—North American West African Line (NAWAL)'s new *Seki Rokako* arrived in New York April 22, 1981. The 17,362 g.r.t. *Seki Rokako* has a container capacity of 372 TEU's, 4,335 lane feet in two 19 ft. high interior decks for Ro/Ro breakbulk/project cargo and extra large hatches for long length cargoes. The *Seki Rokako* is one of five Ro/Ro's in NAWAL's biweekly service to West African ports from the U. S. East & Gulf coasts and Canada. Agents for the line is Atlantic Overseas Corporation, Five World Trade Center, New York City.

M/V KOREAN WONIS SEVEN—Built in Korea by Hyundai Shipbuilding Corp., this giant, full-containership *Korean Wonis Seven* arrived in New York one month after delivery to the Korea Shipping Corp., April 30, 1981. This 25,744 g.r.t., 21-knot vessel has a container-carrying capacity of 1,662 TEU. Sailing every 7/8 days, the KS Line fleet serves ports on the U. S. East and West coasts, the Canadian ports of St. John's, New Brunswick and the Far East ports of Hong Kong, Taiwan, Korea and Japan. Korea Shipping America, Inc. (Mr. T. J. Steven president), 71 Broadway, New York is General Agents.

**M/V MANILA**— Bearing the proud name of the first vessel to sail in the Maritime Company of the Philippines' Far East/U. S. trade route in 1959, the "new" *Manila* called at New York January 20, 1981. Boasting a 150 ton capacity heavy-lift boom and 170 TEU's of container space, the 14,436 d.w.t. *Manila* joined MCP's regular and direct all-water service between U. S. Atlantic, Gulf and Pacific ports and the Philippine Islands. General Agents for Maritime Company of the Philippines is North American Maritime Agencies of 100 Battery Place, New York City.



M/V MANILA—Maritime Co. of the Philippines

the

**M/V GLORIOUS ACE**— The brand new Japanese pure auto carrier *Glorious Ace* arrived in New York March 16, 1981. Owned by Mitsui O.S.K. Lines, Ltd. and Baba-Daiko Steamship Co., Ltd., the *Glorious Ace* is 627 feet in length, 17,743 d.w.t. and has space to carry 5,688 automobiles. Built by Hitachi Zosen, the impressive auto carrier maintains a service speed of more than 19 knots on its route to and from Japan, North America and Europe.



M/V GLORIOUS ACE—Mitsui O.S.K. Lines

## NEWS

**M/V RIJEKA EXPRESS**— Jugolinija's new all-containership *Rijeka Express* arrived in New York April 27, 1981 to join the *Susak*, *Reljin* and *Jadran Express* in the line's Adriatic/Mediterranean/United States service. Built in 1981, the *Rijeka Express* is 580 feet in length, 19,876 d.w.t. and has a container capacity of 938 TEU's. General Agents for Jugolinija in the United States is Crossocean Shipping Co., Inc. of Suite 2045, One World Trade Center, New York 10048.



M/V RIJEKA EXPRESS—Jugolinija

# Berthing Barges for U. S. Navy Towed from Wisconsin to Coasts

**T**HE FIRST FOUR of a series of 16 YRBM(L) berthing barges being built in Marinette, Wisconsin for the Naval Sea Systems Command were safely delivered by Moran tugs to the U. S. East coast ports of Portsmouth, New Hampshire and Norfolk, Virginia and to the West coast port of Long Beach, California.

Marinette Marine Corporation, a major supplier of defense-related marine equipment and custom-engineered commercial vessels, is building the five-story-tall barges at its shipyard in Marinette, Wisconsin.

Each 146-ft. long berthing barge is equipped to accommodate a complement of 257 officers and crew, including complete laundry services, class-rooms, recreation rooms, machine and electrical shops, galley and mess areas, and office and stores space.

## November Tow

Snow, sleet, rain and gale-force winds accompanied the initial tow of YRBM(L)31 and YRBM(L)32 through the Great Lakes, the Welland Canal, the St. Lawrence Seaway and into the North Atlantic in November.

Destined for ultimate delivery to Long Beach, California, the YRBM(L)31 and YRBM(L)32 were nearing completion late in October when weather conditions in the Great Lakes became an important factor in the towing equation.

Captain Leonard G. Goodwin, Moran's vice president of operations, assigned the 4,700 h.p. ocean tug *Heide Moran* to tow the two barges in tandem and named tug *Margot Moran* to assist through the Great Lakes, the Welland Canal and the St. Lawrence Seaway.

## Gale Warnings

Tug *Margot Moran* (Captain Chet McDonald), having delivered barge *Loveland 1723* to Green Bay, Wisconsin from New Brunswick, New Jersey, arrived at Marinette October 28th and departed the following day with barge YRBM(L)31.

Tug *Heide Moran* (Captain Robert Maynard), with gale warnings raised

troit, Michigan.

At Port Colborne, Ontario near the eastern end of Lake Erie, tugs *Heide Moran* and *Margot Moran* combined their tows, locked-through the Welland Canal into Lake Ontario and entered the St. Lawrence River near midnight November 6th.

## Foul Weather Continues

"Snow, sleet and rain stayed with us all the way through the St. Lawrence Seaway", reported



George Minton, Moran's marine superintendent, "and more gales were predicted as the *Heide Moran* departed Murray Bay, Quebec with the two barges November 10th."

George Minton had supervised the rigging of YRBM(L)31 and YRBM(L)32 for towing at Marinette and again rigged the two barges for sea towing at St. Catherine Wharf after seeing the tows safely through the lakes and waterways.

After rounding the Gaspe Peninsula, Captain Maynard sought shelter in Chaleur Bay as gale force winds and heavy seas were predicted for the Gulf of St. Lawrence.

"The berthing barges towed very well", Captain Maynard later related, "but the weather forced us to shelter several times on our way to Norfolk where one barge was scheduled for finishing touches at a shipyard".

Arriving at Norfolk, Virginia November 21st, both the YRBM(L)31 and YRBM(L)32 remained there until the sixth of January when Captain Maynard, now assigned to *Heide Moran's* 4,700 h.p. sister-tug *Sheila Moran*, resumed the tow via the Panama Canal to Long Beach, California.

#### Spring Tow - Two Ports

The YRBM(L)33 and YRBM(L)34 were assigned by Moran's Captain Leonard G. Goodwin to the 2,360 h.p. tug *Maira Moran*. Delivery would be to Portsmouth, New Hampshire and Portsmouth, Virginia.

Captain Bob Maynard, again in command, was delayed at Marinette, Wisconsin by 30-knot winds blowing across Lake Michigan. He departed Marinette at 2025 hours June 5th.

Thunderstorms, strong gusty winds and fog enveloped the *Maira Moran* and tow as it reached Port Huron, Michigan June 7th but by June 11th the second berthing barge tow had crossed Lake Erie, transited the Welland Canal and crossed Lake Ontario and passed-through all locks in the St. Lawrence Seaway with the assistance of tug *South Carolina* of the Great Lakes Towing Company.

June 19th, the YRBM(L)34 was safely secured in an assigned berth in Portsmouth, Virginia.



**R**ED HOOK CONTAINER TERMINAL - Tow Line's photograph of the brand new Red Hook Container Terminal shows the Brooklyn facility in its created expanse of 40 acres and one of the two 45-ton Paccoci cranes in place. Operated by Universal Maritime Service Corp. who invested some \$10-million in equipment, the \$40-million terminal can handle Ro/Ro, containership and breakbulk vessels with a 980 ft. container berth, a 660 ft. Ro/Ro berth and 1,390 ft. of breakbulk accommodations. This joint venture of the Port Authority of NY & NJ, the City of New York and Universal Maritime is ideally situated within sight of the Verrazano-Narrows Bridge with a 40' channel and berth depth.



**MAINE TO FLORIDA** — Tug *Esther Moran*, on the towing wire of the sizeable 93,323 dwt tanker *Golden Dolphin* is met by Florida Towing Company tugs prior to navigating the St. Johns River to the facilities of the Jacksonville Shipyard near the heart of the city. The 6,300 h.p. tug *Esther Moran*, under the command of Captain Robert Maynard, completed the 1,150-mile tow from Portland, Maine in six days, three hours and fifty-four minutes on September 6, 1980.

## "Gems of the Sea" In Philippine Trade

**G**ALLEON AGATE, 18,500 d.w.t. and a combination capacity of 935,821 cu. ft. or 538 TEU's of container space, joined other "Gems of the Sea" in New York on April 4, 1981.

Galleon Shipping Corporation has now added nine, new multi-purpose vessels to its original fleet of conventional ships in regular service between the Philippine islands and major U. S. West, Gulf and East coast ports and Eastern Canada.

Continuing to grow to meet all types of trans-Pacific shipping needs, Galleon Shipping was originally organized in 1977 to transport wood products of the Sta. Ines Melale Forest Products Corporation who joined in the shipping venture with the Construction Development Corporation of the Philippines.

The nine, new combo ships were designed to provide a more efficient container and breakbulk service in addition to unitized cargo, rolling stocks and heavy lifts.

Keyed to the export of products of



M/V GALLEON AGATE—Galleon Shipping Corporation

Philippine industry, regular ports of call include not only Manila, Keelung and Kaohsiung but Philippine outports such as Davao, Bislig, Iligan, Masao and Cebu.

Trans Asia Marine Corporation of 60 Broad Street in New York City is

general agent for the Eastern, Gulf and continental United States and Eastern Canada.

Trans Pacific Transportation Company, with offices in San Francisco and Los Angeles, represent Galleon Shipping on the U. S. West coast.

## Concorde Line's Caribbean Service

**I**NAUGURATED this past January, Concorde Line's new "Atlantic Service" from New York, Baltimore, Savannah and Saint John, New Brunswick to the Caribbean islands is a direct-call movement of dry and specialized containers to Haiti, Jamaica, Trinidad and the Dominican Republic.

The Ro/Ro vessel *Larimar*, with a container capacity of 296 TEU's, is typical of the Concorde Line's fleet of new vessels in this service.

Concorde Line, which began its Caribbean service in 1977 between Haiti and Miami, Florida, now offers a weekly service out of the Port of New York/New Jersey with its three, 3,800 d.w.t. to 5,964 d.w.t. vessels calling at Global Terminal in Jersey City.

Mr. George Spiotta, formerly of Grace Line and of Seatrain Lines, is



M/V AMBAR—Concorde Line

Concorde's executive vice-president in charge of this new service.

In New York, general agents for Concorde-Atlantic Service is Norton,

Lilly & Co., Inc. of 90 West Street. The Line's Canadian agents is Aquatiner Ltd. with offices in Toronto and Montreal.

**Most Interested in  
Ships and Shipping**



**Y**OSHITATSU FUKAWA caught this striking scene of Cunard's *Queen Elizabeth II* in Yokohama. "Yoshi" is an official in the Real Estate Management Section, Port and Harbor Bureau of the Tokyo Metropolitan Government and has been an avid collector of ship memorabilia for the past quarter century. He is Japan representative of the World Ship Society and a member of the Steamship Historical Society. His collection of ship photographs - his own excellent photographs and others - is one of the finest in Japan and frequently illustrate articles in magazines, newspapers and special museum events. His dream is to one day publish a fine book based upon his collection and toward that end he continues to seek photographs of vessels built during the '40's, '50's and '60's. Yoshi lives at 1231 Hiratsuka, Hiratsuka-shi, 254 Japan.

**EUGENE F. MORAN AWARD 1981**

Mr. W. Anthony Watt  
Construction & Repair Dep't

Dear Mr. Watt:

I feel highly honored to have been selected from my class as the recipient of the *Eugene F. Moran Award*. I want to take this opportunity to express my appreciation to you and (The Moran Towing Corp.) for making this possible. No measure of words can express my gratitude and pride upon receiving this award. I shall endeavor to live up to the kind of ideals and performance symbolic of the award. Thank you very much.

Respectfully,

Jude F. Brown  
Sandusky, Ohio

ALLAN LITTY's Flying Camera, Inc. is now located at 106 Fulton St., N. Y. 10038. Call (212) 619-0808.



*M/V ZIM KEELUNG— Zim Container Service*

*M/V ZIM KEELUNG*— The arrival of the *Zim Keelung* in New York, the first of three, 1,700 TEU capacity container ships scheduled for delivery within nine months, prompted Mr. Matty Morgenstern— president of Zim-American Israeli Shipping Co., Inc. and Zim Container Service-North America— to announce a "precision service" sailing schedule. Fixed day-of-the-week calls at Hong Kong, Kaohsiung, Keelung, Osaka and Yokohama will enable importers and shippers to plan trans-Pacific shipments well in advance. *Zim Keelung* is shown in this photograph taken May 18, 1981 at the Elizabeth/Port Authority of N. Y. & N. J. Marine Terminal.



*M/V NEDLLOYD ROUEN M/V NEDLLOYD ROTTERDAM—Nedlloyd Lines*

**NOW THERE ARE FOUR** — Nedlloyd Lines' four-deck, *ra/ro Nedlloyd Rotterdam* and three-deck, *ra/ro Nedlloyd Rouen* (Shown in this May 18, 1981 photo at Global Terminal) and the four-deck, *ra/ro Nedlloyd Rochester* were joined by the 29,218 d.w.t., three-deck, *Nedlloyd Rosario* in June to step-up the frequency of the Line's United States to Middle East Service. The regular U.S. ports-of-call are New York, Houston, New Orleans, Charleston, Portsmouth and Baltimore. The Nedlloyd Group in the Netherlands recently merged with the Royal Netherlands Steamship Company which was founded in 1856.

# ASHORE



# AND AFLOAT

**M**r. THOMAS E. MORAN was elected Chairman of the Board of Directors of the Moran Towing Corporation at the Board's 1980 year's end meeting on December 29th.

Mr. Thomas E. Moran, who has been president of the company since relinquishing his post as vice president of the Marine Transport Lines in 1964, succeeds Rear Admiral Edmond J. Moran who has been chairman since 1961.

A fourth generation towing company executive, Mr. Moran immediately initiated the largest single tugbuilding program in the history of the 104 year old company and has seen eighteen brand-new, high-powered tugs added to the fleet during the 1970's.

Admiral Edmond J. Moran, his father, continues his long and distinguished leadership and service to the Moran organization as a member of the Board of Directors.

At the same year's end meeting of the Board of Directors, Captain Russell G. McVay was elected a vice president of the Moran Towing & Transportation Co., Inc.

Captain McVay was formerly manager of the operating company's New York Harbor operations and manager of the Seaboard Shipping Company, a Moran subsidiary fuel barging operation.

In the operations of the Seaboard Shipping Company, Mr. James J. Sheeran succeeds Captain McVay as its manager and Steven Giorgio, a former harbor tug dispatcher, was named assistant manager.

Miss Catherine M. Tarpey, a Seaboard Shipping Company stalwart since 1960, was appointed administrative assistant to Mr. Sheeran.

In a move from harbor tug dispatching, Bruce Richards was ap-

pointed assistant contract administrator of Moran's fleet of bulk-carrying barges *New York, Caribbean, Florida, Maryland and Texas.*

In the Curtis Bay Towing Company's sales offices in New York, Mr. Robert S. Wilson was named a vice president of the company by Malcolm W. MacLeod, president.

Mr. Wilson was appointed Curtis Bay's sales manager in New York in 1962.

IRVING W. MILLER, Assistant to the Manager of Moran's Construction & Repair Department, spanned nearly a half-century in his devotion to the ashore & afloat sides of the marine towing business before hanging up the 'phone for the last time here at Moran Headquarters.

"Irv" began his long career at the age of 16 with a shovel, a strong back and more than a passing fancy for tugs. He started as a fireman on the *Dauntless*, an early coal-burning tug in the Dauntless Towing Line fleet which then operated on inland waterways, the New York State Barge Canal and along the Atlantic seaboard.

On his 21st birthday in 1936, Fireman Miller had earned his license to drop the shovel. As Chief

#### MASSACHUSETTS MARITIME CADET OBSERVES MORAN TUG IN ACTION

Mr. Francis D. Collins, Manager  
Construction & Repair Department

Dear Mr. Collins:

I would like to thank you for giving me the opportunity to observe the operation of tug *Esther Moran*. The experience familiarized me with the maintenance and routine of shipboard operation in the presence of two very qualified engineers.

The opportunity furthered my interest to obtain a position sailing aboard a tug within your company. Once again, thank you and I hope to hear from your office in the near future.

Sincerely,

Randall H. Macy  
Gales Ferry, CT



MORAN SERVICE AWARD — Billing supervisor Margaret Craig marked her 40th year with the Moran Towing & Transportation Co., June 16, 1981. A Downtown Athletic club luncheon was followed by a "two diamonds and a sapphire" award pin presentation by Thomas E. Moran, president (left) and best wishes by Lee R. Christensen, vice president, finance (right).





Irving W. Miller

Engineer in steam and diesel, Irv logged almost a decade on the water before being tapped for his first shoreside position in the Dauntless office in 1945.

Dispatcher, paymaster, purchasing agent and port engineer were added to his shoreside experience for another decade before the Moran organization acquired the Dauntless Towing Line in 1955.

Irv continued to apply his talents at the old 17 Battery Place headquarters of Moran, serving for a number of years as Moran's fleet personnel manager prior to joining the very active Construction & Repair Department in 1967.

**CAPTAIN EARL H. ALLEN**, Moran's Safety Director, closed a 43-year, 15-day career as a boatman and shoreside administrator with his year's end retirement.

Captain Leroy H. Allen, Sr., his father, was already a distinguished boatman when Earl signed-on as deckhand in coastal and inland waterway tugs in 1937. His paternal grandfather was also a tug master in the New York area. Young Earl followed in family footsteps when he became a Master of tugs in 1944.

Captain Earl Allen served 17 years in coastwise towing service

POLING Transportation Corp., after 72 years in lower Manhattan, is now located at One Edgewater Plaza, Staten Island according to A. T. Pouch, president of Pouch Terminal Enterprises.

for Moran, including the first Navy "Texas Tower" tow to Georges Bank as Master of tug *M. Moran*, and 11 years as a New York Harbor Docking Pilot before being called ashore as Safety Director and Marine Superintendent.

Carrying-on in the family tradition, Captain Earl's four sons are marine oriented: Captain Bruce Allen is Mate in Moran's newest tug *Miriam Moran* and an Apprentice Docking Pilot; Captain Paul Allen is Master of tug *Cheyenne*; and Glenn H. Allen and Gene R. Allen are in the U.S. Navy.

**CAPTAIN CARL W. (Bill) MORCH** signed-on with Moran in 1947 as Mate on tug *Nancy Moran* (the "old" *Nancy*), which at that time had the non-glamorous task of towing mud scows to sea out of New York harbor.

Captain Bill, a licensed tug master since 1938, a pilot since 1939 and a senior docking pilot in the Port of New York/New Jersey at his retirement at the close of 1980, possesses a broad experience in the varied capabilities of a tug to perform service.

A U.S. Navy-man from 1942 to 1946, Captain Morch served 16 months in the Aleutian Islands and 13 months in the South Pacific on the ATF fleet tug *USS Ute*.

In and out of New York harbor for Moran, including towing the sentenced-to-be-sunk British tanker *Alva Cape* after its collision with the *SS Texaco Massachusetts* on July 3, 1966, Captain Morch earned the respect of fellow boatmen and ship masters. He has handled the docking and sailings of such favorite liners of the past as the *Queen Mary*, *Queen Elizabeth*, *United States* and *France*.

Today, Captain Bill Morch keeps his hand in on New York harbor's development as a civilian advisor on the U.S. Coast Guard's board developing a vessel traffic system for the Port of New York/New Jersey.

**CAPTAIN ROBERT C. NIELSON**, coastal pilot and a senior docking pilot in the Port of New York/New Jersey, retired at the close of 1980 after a career begun in 1932 with the Dauntless Towing Line.

Since signing-on as a deckhand in

## Best Wishes to Retirees



Capt. Earl Allen - Martin J. Carroll, vice president, Moran Towing Corporation



Capt. Leonard G. Goodwin, vice president, Moran Towing & Trans. Co., Inc. - Capt. "Bill" Morch - Al Cornette, president, Local 333



Capt. Russell G. McVay, vice president, Moran Towing & Trans. Co., Inc. - Capt. "Bob" Nielson

tug *Dauntless #6* and earning his initial license as a pilot in 1943, Captain "Bob" continued to expand his pilotage expertise to include first-hand knowledge of most harbors and tributaries extending from Portland, Maine to Philadelphia, Pennsylvania.

Captain Nielson served in various managerial positions with the Dauntless Towing Line until the company was acquired by the Moran organization in 1955.

Over the past 25 years, Pilot-Captain Nielson has been dedicated to the safe docking and sailing of aircraft carriers, battleships, today's huge containerships and sundry commercial vessels in the great variety of berths in the Port of New York/New Jersey as an "office pilot".

Captain "Bob" in his 48 years as a boatman has made many friends, and many a ship master among them wishes - as we do - smooth sailing in his retirement.



Cecilia E. McNulty - Robert S. Wilson, vice president, Curtis Bay Towing Company

CECILIA E. McNULTY, Secretary in Curtis Bay Towing company's New York sales office, retired after fifteen and a quarter "lovely" years which began in 17 Battery Place when Joseph B. Moore was in charge. "Ceil", who now devotes much of her time to children as a volunteer with the Association for the Blind, was relieved of duties by Eileen Gaffney, former secretary in Moran's Construction & Repair Department.

**FIFTY-TWO** Moran employees received the coveted Moran Service Award in 1980. Captain Hubert S. Prime, Master of Moran's newest, 3,300 h.p. tug *Miriam Moran* (and a Senior Docking Pilot) heads the list with 40 years' service.

The Moran Service Award is presented yearly as employees reach 5-year milestones. For men and women, the Award is symbolized in personal jewelry adorned with precious stones indicative of years of service.

Congratulations to the following:

**Forty Years**

*(Two Diamonds & One Sapphire)*  
Hubert S. Prime

**Thirty-five Years**

*(Two Diamonds & One Ruby)*  
George Ahern, Avarid C. Evans,  
John B. Hurley and Charles P. Sheridan.

**Thirty Years**

*(One Diamond & Two Emeralds)*  
Walter J. Anglim, James W. Lewis  
and Einar Thomassen.

**Twenty-five Years**

*(One Diamond & Two Sapphires)*  
Thomas Andreasen, Howard J. Blinn, Frederick S. Boyce, George H. Carlson, James N. Fagerstrom, Leif Koppen, Alfred Lotz, Arnold Nilsen, Henry Ronneberg and Odd Vinnelrod.

**Twenty Years**

*(One Diamond & Two Rubies)*  
Robert Boehme, Joao Gonsalves  
and Catherine M. Tarpey.

**Fifteen Years**

*(Three Emeralds)*  
Raymond Aulik, Vincent Borello,  
Thomas G. Campbell, Silvano Gelcich, James Graney, William J. Hahne, Felix M. Havers, Jr., John P. Richards, William Robbins and James M. Syvertsen.

**Ten Years**

*(Three Sapphires)*  
Charles P. Brogan, John E. Leighton, Martin Rossini and Charles V. Sheridan.

**Five Years**

*(Three Rubies)*  
David A. Beardsley, John Blair,  
Dennis Calain, Francis D. Collins,  
Frank De Luca, Francis A. Hussey,  
Philip Joseph, John K. Knutsen,

Erling Kristiansen, Vincent Milotta, Jr., Gerard G. Molina, Francisco Monteiro, Frank Moskal, Louis W. Parady, Jr., Paul J. Quinn, Stephen R. Singer and Anna C. Sullivan.



SUSAN ABRAMS is General Counsel and Corporate Secretary of the Moran Towing Corporation. She is a member of the New York Bar as well as being a Barrister-at-Law in England and Wales. Falling within her jurisdiction are the corporate legal matters generated by the Moran family of companies, a considerable responsibility. Susan was awarded a Master of Laws Degree by the University of Michigan Law School in 1971 and a Bachelor of Laws Degree by University College, London, England in 1970. Employment by a law firm in Nairobi, Africa and practice in maritime law with the Manhattan firm of Lord, Day and Lord, preceded her joining the Moran organization in June 1979.

Born in Kitale, Kenya where her father was in the British colonial service until that new African country became independent in 1963 (He then worked for the newly-formed Kenya government.), Susan departed for Europe and law studies at London University in 1966 at the age of 18. With Swahili already her second language, a sojourn of nine months in France added fluency in French.

A new dimension was added to her life while continuing studies in law in Ann Arbor, Michigan. Susan Abrams met Robert Greig, a young lawyer seeking a PhD in economics.

Today, the law-oriented couple live in a comfortable brownstone in Brooklyn Heights with daughters Katherine, age 5, and Fiona, age 2.



## MORAN'S 30th ANNUAL HEADQUARTERS PICNIC

**A** FULL DAY OF FUN under fair skies on forty acres of neat facilities at Forest Lodge in Warren, New Jersey found favor with family and friends of Moran's office employees on July 10th.

At the attractive Watchung Mountain setting, it was a day of softball, volleyball, basketball, horseshoes, ping pong, sunning, shading and swimming for oldsters and youngsters with the tiny tots taking in the pony rides, go-carts and the cool wading pool.

Non-stop hot dogs, hamburgers, corn-on-the-cob, baked beans, salads, little neck clams, watermelon and other delights preceded a grilled-on-the-spot sirloin steak and trimmings dinner at 6:00 P.M.

A salute and special thanks to Ann Sullivan and Dennis Cummingsand, to our host, Moran.



