

# TOW LINE

*Summer 1982*



## ON THE COVER—



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**U**NDER TOW OF TUGS *Esther Moran* and *Shiela Moran*, the celebrated World War II aircraft carrier *USS Intrepid* arrived in New York February 25th — victorious in a three-year battle for survival waged by the Intrepid Museum Foundation, Inc.

As the world's first International Aerospace and Naval Memorial Museum, the *Intrepid* will be permanently berthed at Pier 86 South, New York City and initially opened to the public July 4, 1982.

Too few of the Nation's heroic fighting ships have been preserved.

Since TOW LINE first reported World War I battleships *USS Idaho* and *USS Wyoming* towed to scrap by Moran tugs in 1947, our ocean tugs have surrendered scores of proud ships. Remember the *Enterprise*, *Tennessee*, *South Dakota* (Battleship X)?

We wish the *Intrepid* a long life.



LEAVING ATLANTIC'S BLUE WATERS, *USS INTREPID* is met by Moran harbor tugs for docking at the Military Ocean Terminal in Bayonne, N.J. where conversion work will be done by Bethlehem Steel's Marine Division prior to a final move to a permanent berth.

*Moran's European Agents:* ENGLAND: James A. McLaren & Co., Ltd., Baltic Exchange Chambers, 28 St. Mary Axe, London. EC3A 8DE, SCOTLAND: Henry Abram, Ltd., 17 Sandyford Place, Glasgow, G3 7NB; NORWAY: Hensing Astrup A/S, Fridtjof Nansens plass 4, Oslo; Birger Gjestland A/S, Kong Oscars Gate 62, Bergen; FINLAND: O.Y. Lars Kroglus A.B., Helsingfors 13; W. GERMANY: Mensell & Co., Schiffmakler, Bremen, Altenwall 21, P.O. Box 10 33 04, 2800 Bremen 1; DENMARK: Danish Maritime Service, Analligade 33, 1256, Copenhagen K; HOLLAND: P.A. Voigt & Co., Sozen Weimarlaan 58, Amsterdam; SPAIN: Joaquin Davila & Cia., S.A., Hermosilla 30-2, Madrid 1; ITALY: Paolo Scarni, Piazza Pertello 10, P.O. Box 1857, Genoa; IRELAND: Leinster Shipping Company, Ltd., 23 Fitzwilliam Square, Dublin 2.

The background of the cover is a photograph of a tugboat in the water, spraying large jets of water from its monitors. In the background, the two towers of the World Trade Center are visible against a clear sky. The title 'TOW LINE' is printed in large, bold, orange letters across the top of the towers.

# TOW LINE

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Jeff Blinn, Editor

**Brooklyn's Red Hook Terminal** (Page 4)

**New Tugs & Barges** (Page 6)

# Brooklyn's All New Terminal An Intermodal Containerport

**R**ED HOOK CONTAINER TERMINAL, the brand new intermodal containerport built on a prime site long favored by ocean commerce, has in its first few months of operation become the facility of choice for eight progressive ship lines' containerships, ro/ro vessels and conventional cargo liners serving five continents.

It is still growing.

Planned and built by the Port Authority of New York & New Jersey at a cost of some \$40-million shared by the City of New York, the State of New York and its terminal operator, Universal Maritime Service Corporation, who has invested \$10-million in operational equipment, the new Red Hook Container Terminal accepted its first cargo July 1, 1981 and was officially dedicated September 23, 1981.

This prime site, the historic Atlantic Basin area on the Brooklyn shore side of Buttermilk Channel, at present encompasses 41 developed acres and has the potential for future expansion to 70 acres.

## Physical Attributes

Ocean vessels calling at the new Red Hook Container Terminal — directly accessible to Ambrose Channel and the sea — are accommodated in three, spacious and distinct berthing areas.

Large containerships (or small) berth at a 980' long, marginal wharf fronting directly on the 40' deep Buttermilk Channel. Two, brand-new, 40-ton Paceco Portainer gantry cranes serve the length of this berth.

Ro/ro vessels berth along a 660' stern-loading area adjacent to the marginal wharf with a low water depth of 35'.

Conventional break-bulk cargo liners berth along a 1,390' quay on which stands the terminal's 200,000 sq. ft. covered consolidation and break-bulk shed.

Over-the-road cargo arrives and departs through a multi-gate truck complex at the Foot of Hamilton Avenue — a stone's throw from the Brooklyn-Battery Tunnel and the Brooklyn-Queens Expressway.

The New York Dock Railway's tracks serve the consolidation shed and the break-bulk area with connections to Con-Rail and the nation's railroads.

Railroad piggy-back cargo trucked to Red Hook Container Terminal is subsidized by the New York State Department of Transportation.

Completely paved upland and dockside areas allow the terminal a yearly capacity of 40,000 containers or 1.5-million tons of general cargo.

## Tools of Terminal Operation

A half-century of stevedoring experience and two decades of intermodal expertise of the Universal Maritime Service Corporation allowed the selection of the most efficient and modern new equipment available for cargo handling.

Giant Paceco 40-ton, Portainer gantry cranes with 20' and 40' telescoping spreaders and an outreach of 120' over containerships berthed at the 980' marginal wharf were selected. Two of these multi-million dollar cranes are in present service.

Container yard work, including

**ACCESS** — Over-the-road cargo arrives and departs at the multi-gate complex (top photo) while the New York Dock Railway's tracks serve the consolidation shed and the break-bulk area (bottom photo).



the mounting and dismounting, is handled by 5, new Kalmar diesel-powered Model 42-1200 top loaders equipped with automatic expandable spreaders. Each has a 92,000 lb. load capacity. In addition, 4 new Clark Model C500-Y-300D forklifts provide a 30,000 lb. lifting capacity, each.

Containers on chassis and various wheeled ro/ro cargos are efficiently moved by 10, new diesel-powered Champion Model 400 hustlers.

For handling break-bulk and other cargo, 40, new gasoline-powered Caterpillar Model T-50-B units and 25, new Caterpillar Model T-70-C forklifts were purchased for the terminal.

This \$10-million of new equipment provided by Universal Maritime was supplemented by them with a considerable amount of support units brought from other Universal-operated terminals in the port.

Universal's Electronic Data Processing system and pneumatic tube document transfer speeds the handling of trucks and cargo and records all movements on a daily basis.

An enormity of mechanization is required to operate today's full-service intermodal terminal.

#### Unique Terminal Rental

Further expansion of Red Hook Container Terminal is predicated upon the success of Brooklyn's newest intermodal containerport.

A unique contract with the Port Authority of New York & New Jersey and the City and State of New York provides that all revenues, with the exception of certain operating costs to the P-A and some payment in lieu of taxes to the City, go directly into a development fund at the end of each operating year.

The effect of this rental clause will be the continued development of Red Hook Container Terminal commensurate with its success.

Partners at this point in its development are: Ivaran Lines; Empresa Lineas Maritimas Argentinas S.A.; Companhia Portuguesa de Transportes Maritimas; P.T. Trikorá Lloyd; Naviera Neptuno; Costa Line Cargo Services, Inc.; Flumar Paraguaya Line, S.A.; Saudi National Lines.



# New Tugs & Barge Buildings Join Moran Services in '82

**N**OW ON BUILDER'S WAYS at the Galveston Shipbuilding Company yard in Texas is Hull #137, a new design ocean barge capable of lifting 25,000 short tons of coal for delivery nearly anywhere by a power-matched Moran tug. And, nearing completion at the J. Ray McDermott Shipyard in Morgan City, Louisiana are Hulls #269 and #270, two second generation *Heide Moran*-class ocean tugs with added power to serve Moran's growing fleet of superbarges.

Scheduled to begin service in 1982, the new barge and the two new ocean tugs will join Moran's fleet of superior barges which include the recently built *Texas* and *Florida* (130,000 bbl. capacity), the New York (250,000 bbl. capacity), the coal barge *Maryland* (28,000 ton capacity), the *Caribbean* (19,000 ton capacity) and eighteen of the finest ocean and harbor tugs newly-built for the fleet in the 1970's.

## The *Virginia*

Hull #137 at Galveston Shipbuilding's yard will be christened *Virginia* and will bear the Maltese cross designation of the American Bureau of Shipping for unrestricted ocean service.



**NEW BOW LOOK** — The new *Doris Moran*, shown here on McDermott ways, displays well the individual components of the vertically-hung bow fender system.

Designed by naval architects of the J.J. Henry Company, who drew upon their previous plans for the construction of Moran's highly successful dry bulk products barge *Caribbean* in 1966, the new *Virginia* will be larger and superior to the *Caribbean* in many respects.

The Galveston Shipbuilding Company is employing the latest techniques of modular construction in building the *Virginia*. Eleven steel modules, fully coated inside and out against deterioration will comprise the whole of *Virginia's* length of 522 feet, width of 85 feet and depth of 40 feet.

Completely rigged for ocean towing and notch pushing in moderate seas, the *Virginia's* single stern module will provide a 30' wide,

**VIRGINIA'S YARDSTICK** — Moran's newest barge *Virginia* may be compared with the 475' long barge *Caribbean*, shown here undergoing sandblasting during a bi-annual drydocking at the Jacksonville Shipyard, or with the 508' long Moran petroleum products barge *New York* (in the foreground) except that the new *Virginia* will be 522' long.



especially reenforced pushing notch compatible with all *Heide Moran*-class tugs. This notch conforms with those of barges *New York*, *Texas*, *Florida*, *Maryland* and the five petroleum barges operated by the Seaboard Shipping Company, a Moran subsidiary.

The *Virginia*'s four expansive holds, providing a total of 1,083,000 cubic feet of cargo space, will be served by eight hatches, each equipped with MacGregor-Commarain hydraulically operated hatch covers.

Self-contained electro-hydraulic units will operate each of the *Virginia*'s six mooring winches.

The barge's electrical system which provides power to the hydraulics, activates the ballasting pumps and the anchor windlass, will match the electrical system of all *Heide Moran*-class tugs. If needed, back up electrical power to the *Virginia* may be supplied by the towing tug.

To conform with various sea towing conditions, the *Virginia*'s two, huge 38', skeg-type rudders may be manually adjusted and an automatic anchor drop system on the barge may be radio-controlled from the towing tug.

The two, more powerful, second generation *Heide Moran*-class tugs building at J. Ray McDermott's yard will precede the anticipated October 1982 launching of the *Virginia*.

#### "Ideal" Sea Tugs

"Without doubt an ideal sea tug", was Captain Leonard G. Goodwin's comment, confirmed to Moran's vice president of operations by the Master and crew upon the return of tug *Heide Moran* to New York following a 5,189 mile voyage ending December 30, 1976.

Moran's newest sea tug had towed the Inces Line's former passenger flagship *Victoria* from New York to Piraeus, Greece under severe wintry sea conditions.

All four of the original *Heide Moran*-class tugs, which include the *Alice Moran*, *Joan Moran* and *Shiela Moran* have compiled remarkable sea towing records since entering service in 1975/76.

Hulls #269 and #270, to be named



*Doris Moran* and *Marian Moran*, will retain the clean, sharp lines of their already familiar predecessors — the high fo'c'les, ample deck areas and wieldy length of 126 feet —, but will exceed them in power and state-of-the-art changes.

#### Highlights

Francis D. Collins, manager of Moran's Construction & Repair Department which worked closely with the architects and builders, believes these new tugs will be unmatched in mechanical performance. He has served as chief engineer of the *Shiela Moran* and has a high regard for the machinery of this class tug.

Each of the new, twin-screw, twin-rudder sea tugs will be rated at 5,000 h.p., an increase of 300 h.p. over the previous *Heide Moran*-class tugs. Providing this power will be two, new model 645-12-E7B General Motors diesel engines.

Among the engine room improvements will be the use of centrifugal fuel oil purifiers in addition to media-type filters. This will allow the complete use of fuel with no loss due to impurities.

A new type Sperry, 16-valve steering gear system will control the tug's twin rudders.

To minimize the sound of the powerful engines, all decks and overheads of crew spaces will be acoustically insulated and a vestibule will be added between the tug's galley and engine space.

For further creature comfort, a new-type air condensing/air conditioning system will better control the atmosphere in all living and navigation spaces.

In the pilothouse, where dual radar and LORAN-C navigational aids will be installed, new, spinner-

**NEW BARGE IN SIGHT** — To the same specifications as barge *Alexandra* (photo, in tow of tug *M. Moran*) and barge *Adelaide*, the Atlantic Cement Company is building a third, 420' long, 17,638 long-ton capacity barge to be named *Maria T.* Scheduled for delivery by Avondale Shipyard in New Orleans in 1982, the *Maria T.*'s building was prompted by Atlantic's recent "launching" of a new production facility in Sparrows Point, Maryland. At the new facility a product called "newsem" is produced from the slag of Bethlehem Steel's giant "L" blast furnace. A superior cement product may be made by mixing newsem with portland cement. Atlantic produces portland cement in its Ravena, New York plant. Both products will be carried to Atlantic's network of deep water terminals from Boston, Massachusetts to Port Everglades, Florida in the three huge barges. A smaller barge, *Becraft*, serves the Connecticut and New York harbor areas.

type windshield cleaners will improve window visibility.

As protection against corrosion and, at the same time, to provide sure and attractive footing, the steel interior decks will receive an epoxy resin, terrazzo-type coating.

Two changes will visibly distinguish the newest from the older *Heide Moran*-class tug when viewed from outboard. A protective, 14-inch, D-type heavy rubber fender will surround the hull at waterline and the individual components of the hard rubber bow fender will be vertically (instead of horizontally) hung. This innovative change is judged to be better suited for pushing a barge at sea.

Below the waterline, the tugs' keel coolers — a circulating system designed to convey hot jacket water from the main engines along the cool hull — will be recessed rather than protrude as in previous tugs.

In 1973, the *Judy Moran*-class tugs (Includes the *Cape May*, *Amy Moran*, *Cape Charles* and *Cape Henlopen*) were the first Moran tugs to use this efficient cooling system.

# Harbor Tugs Save Barges Fire Destroys Tie-Up Piers

**I**N THE DARK NIGHT, Sunday, August 23, 1981, an intense fire consumed Bush Terminal Company Piers 5 & 6 in Brooklyn as heroic harbor tugs methodically pulled burning petroleum products barges to safety, one after another. No barge and no man was lost.

Tug *Patricia Moran*, one of seven Moran Towing & Transportation Co., Inc. tugs alerted to the fiery scene by night dispatcher Gerald Sattel, was the first to arrive.

"As we headed to the Brooklyn shore from Bay Street, Staten Island, we could see the mounting flames", *Patricia Moran*'s Captain Rod Schlosberg told us the morning following as we photographed the piers' remains.

"We quickly realized the peril faced both by the barges and by the bargemen aboard them", he added.

## Chock-a-block Barges

Five, large petroleum transporting barges owned by the Bouchard Transportation Co. and a small trap rock barge were berthed for the night on the north and south sides of Pier 5. Barge *Delaware*, owned by the Seaboard Shipping Co., (A Moran oil transportation subsidiary), was berthed on the south side of Pier 6.

Piers 5 & 6 are (or were) shed-covered, finger piers extending some 1,000 feet into N.Y. Harbor's Upper Bay.

At the head of the slip in the innermost berth on the north side of Pier 5 was the 95,000 bbl.-capacity Bouchard barge *B-95*. The trap rock barge was secured in an outer berth.

On the south side of Pier 5 from the inner to the outer berths were Bouchard barges *B-80*, *B-25*, *B-85* and *B-55*. The *B-85* and *B-55* were made fast abeam in the outermost berth.

## Lines & Hoses Afire

"Driven by the flames to the outermost barge (*B-55*), bargemen were signaling us with flashlights as we approached", Captain Schlosberg



**FIRST OF SEVEN** — Tug *Patricia Moran* was the first of seven Moran tugs on the scene.

continued, "and we could see that the inner barge's (*B-85*) dock lines had already burned through."

*Patricia Moran*'s deckhand Vincent Milotta tossed a line on the *B-55* and the tug began hauling both barges to safety.

Just as the burning intermediate lines between the barges parted, Captain James Naughton arrived with the tug *Margaret Moran*. He caught the *B-85*.

While tugs *Helen McAllister* and

**MORNING AFTER** — Tow Line's camera caught this view of the remaining twisted steel skeleton which supported Pier 5's shed. Under the intense heat of the spectacular blaze, Bush Terminal's Pier 6 fared no better.



*Eric McAllister* fought fire aboard the *B-85*, tug *Margaret Moran* towed the endangered barge to an anchorage.

Meanwhile, tugs *Miriam Moran* (Captain Artie Biagi), *Harriet Moran* (Captain Ray Poissant) and *Cynthia Moran* (Captain Frank Venhorst) arrived to hose-down the hot barges as they were extricated from the burning piers, relieving tug *Patricia Moran* of the *B-55*.

Tug *Patricia Moran* returned to the flaming middle berth on the south side of Pier 5 to remove the *B-25*, a particularly dangerous maneuver as her most recent cargo had been light petroleum product.

## Fast Action Required

Mindful of the danger of explosion, *Patricia Moran*'s chief engineer Tom Rasmussen and cook Manuel Jesus manned the tug's fire hoses to pour water on the *B-25* as deckhand Vincent Milotta stepped aboard to drop the tug's line in a chock.

Captain Schlosberg quickly backed away with the *B-25* made fast to the *Patricia Moran*'s bow line.

With tugs *Margaret Moran* and *Margaret McAllister* watering-down deck fires and cooling the hot



windlass, the *B-25* was brought to mid channel and anchored.

Tug *Cynthia Moran* stood by the *B-25* as the two *Margarets* returned to the fire.

### Peril at the Pierhead

Tied up in the innermost berths on the north and south sides of Pier 5, barges *B-80* and *B-95* were now hardly visible in the smoke and flames.

Tugs *McAllister Brothers* and *Margaret McAllister* succeeded in removing the *B-80* from the south inner berth of Pier 5 as word was received that two bargemen and a half-dozen firemen were isolated by flames on the *B-95*.

The firemen, from New York City Fire Department's shore-based companies, had boarded the *B-95* in their efforts to stem the fire from engulfing the barge and were caught aboard.

As Bouchard's tug *Evening Tide* removed the trap rock barge blocking access to the inner berth, tug *Patricia Moran* darted in to place a line in *B-95*'s Panama chock.

Stern first, the *B-95* was pulled out of the smoke and flames spanning the slip between the burning piers. While tug *Margaret Moran* removed the firemen to return them ashore, *Patricia Moran*'s deckhands Vincent Milotta and Frank Connors climbed aboard the very hot barge to drop the anchor.

Tug *Dorothy Moran* (Captain Ragnor Mattsson) later made-up to the *B-95* and towed her to Constable Hook.

### Final Barge

New York City fireboats *Firefighter* and *McKean* made their initial attack on Pier 5 while tug *Lester Gillen* was transporting Bouchard bargemen from barge to barge to drop anchors and tug *A.J. McAllister* was standing by the *B-85*.

Quenching embers and deck fires on Seaboard's barge *Delaware* with CO<sub>2</sub> bottle, bargeman Bill Staats was more than ready to receive a rescue line from tug *Maureen Moran* (Captain J. Colomara).



The *Delaware*, berthed on the south side of Pier 6, was the last to be removed from the conflagration before fireboats *Harvey* and *Archer* moved up the slip.

### "Everything Clicked"

Almost from the moment the fire alarm sounded from Firebox 1405 (1st Ave. & 45th St., Brooklyn) at 2125 hours, an array of harbor tugs were underway to the fire to lend a hand. "Everything clicked" was the consensus of the tugmen who worked against time and congestion to extricate the barges and their crews.

"It couldn't have taken much

INITIAL ATTACK — NYC fireboat *Firefighter* made the first attack on Pier 5. Built in 1939, *Firefighter* is still the most powerful fireboat around with a 20,000 gallons-per-minute pumping capacity. While twin, General Motors diesel-electric engines provide 3,000 h.p., *Firefighter*'s twin screws and twin rudder provide maneuverability. The crew of nine include firemen with marine licenses but all are firefighters.



SCULPTURE IN ICE — Well nearly, when Seaboard Shipping Company's 24,000 bbl. capacity clean petroleum barge *Delaware* appeared briefly below the windows of *Moran*'s One World Trade Center offices on January 26, 1982. Tug *Maureen Moran* was between trips towing the *Delaware* from Constable Hook to the Shell Terminal in Fall River, Massachusetts with cargoes of naphtha.

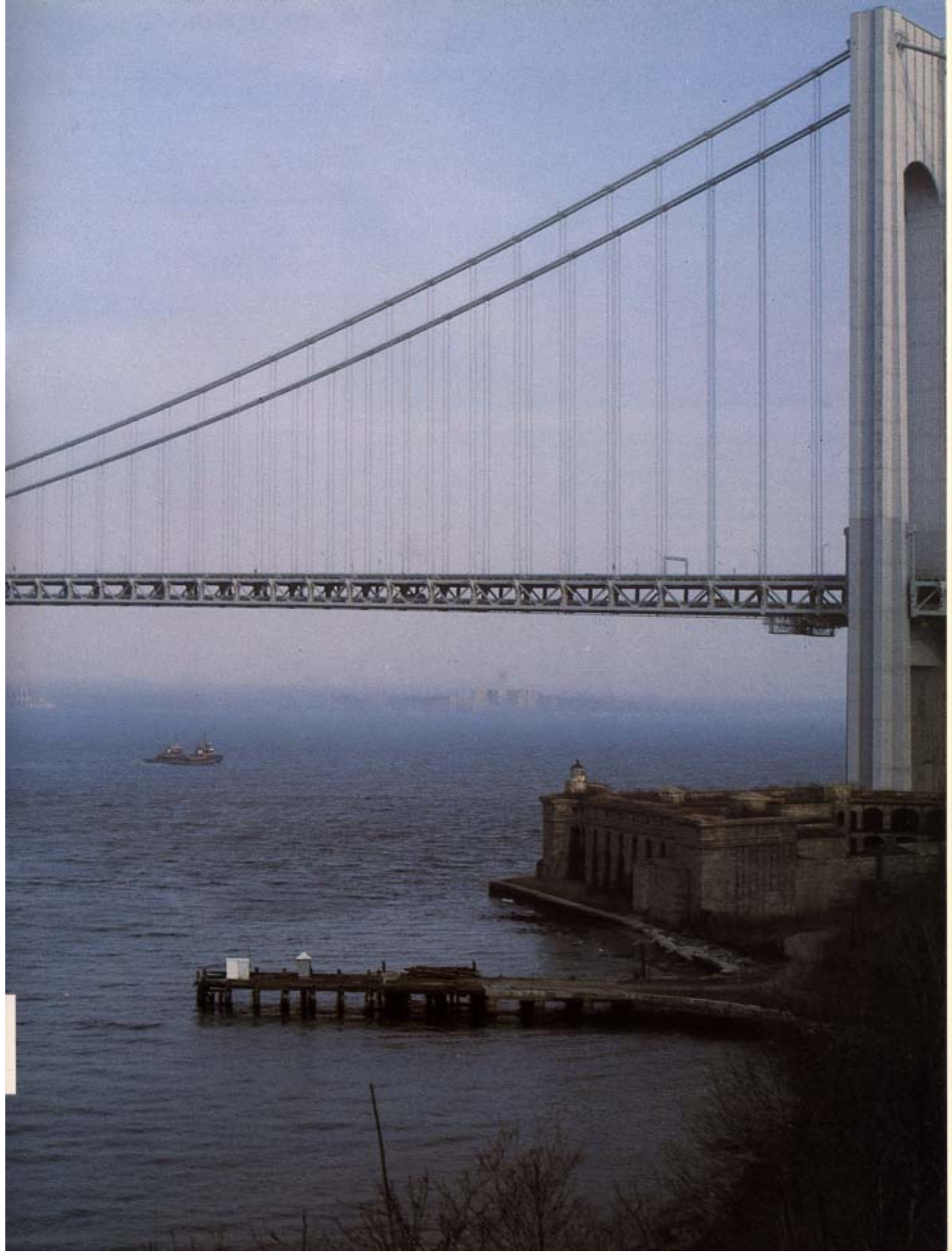
more than a half-hour to yank all the barges out of the fire", Captain Schlosberg said later, "but it took time to put out the fires on them and tow them away afterwards."

At one o'clock in the morning the fire was declared under control but fireboats remained at the scene extinguishing spot fires until 0830 hours.

# SHIPS in the NEWS



**USNS POLLUX** — Under tow of seatugs *Esther Moran* and *Judy Moran*, the *USNS Pollux* (ex. *Sea-Land Market*) passes under New York's Verrazano-Narrows Bridge April 17, 1982. The *USNS Altair* (ex. *Sea-Land Finance*) was first to depart on tow lines of tugs *Sheila Moran* and *Grace Moran*. Both were followed by *USNS Denebola* (ex. *Sea-Land Resource*), towed by tugs *M. Moran* and *Esther Moran*, on May 25th. The three, giant containerships were towed to Philadelphia, Pennsylvania to be placed in "Ready Reserve Fleet Status" under care of the Maritime Administration for the U. S. Navy. (Continued on Page 12)





**READY TO MOVE** —Tugs *Sheila Moran* and *Grace Moran* have towing lines made-up to *USNS Altair* on the north side of Pier 88. That's Home Lines' cruiseliner *Oceanic* across the slip.

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Photo by John Watson

**SHAPING UP** — Tug *Dorothy Moran* assists *USNS Altair* to a down-river heading. Tugs *Sheila Moran* and *Grace Moran* are amidship ready to stretch their tow lines.

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Photo by John Watson

Photo by John Watson



**MIDSTREAM** — *USNS Pollux* is midstream in the Hudson River with tugs *Esther Moran* and *Judy Moran* taking a strain on their tow lines after sailing from the south side of Pier 88.

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**M/V ATLANTIC** — "Crest of the New Wave in Cruising" is Home Lines' introduction to the brand new flagship *Atlantic* which arrived in New York to a traditional harbor welcome April 14th. According to Frangiskos Stafilopatis, Home Lines' president, the \$100-million vessel "will spell the end of standardized cruise ship design" with its variety of environments built around passenger comfort, both material and mental. The *Atlantic's* Saturday-to-Saturday, New York to Bermuda cruises will be followed by Autumn and Winter cruises to the Caribbean from Florida. Home Line Cruises, Inc. in New York is located in the One World Trade Center building, Suite 3969, Zip 10048.

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**M/V ROYAL VIKING STAR** — First of the three Royal Viking Line's luxury cruisers to be lengthened at A.G. Weser Shipyard, Bremerhaven was the *Royal Viking Star*. With more staterooms, more public rooms and more amenities, the *Royal Viking Star* called at New York April 8th to be berthed at Pier 90, North River and sailed at 1950 hours by Pilot-Captain Grover Sanschagrin in charge of Moran tugs. Sister ships *Royal Viking Sky* and *Royal Viking Sea* are expected to be lengthened along similar lines. With vessels that "want to do something different", the Oslo-based, Norwegian-flag Royal Viking Lines offer adventurous cruises world wide from their New York offices at 630 Fifth Avenue. F.W. Hartmann & Co., Inc. of 17 Battery Place is New York agents for the line.

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**M/V HOEGH TRADER** — One of the largest RO/RO vehicle carriers in the world, the *Hoegh Trader's* maiden voyage in the Hoegh-Ugland Auto Liner fleet departed New York on April 24, 1982. "High & Heavy" cargo in addition to cars and light trucks was carried to Mediterranean, Red Sea and Arabian Gulf ports. The 698.85 ft. long, 26,100 dwt vessel has an interior ramp system and movable decks which allow a maximum cargo height of 20 feet and a load capacity of 240 metric tons on ramp. HUAL's newest fleet for High/Heavy cargo maintains a three-week service from the Port of New York and Wilmington, Delaware to the Mediterranean and Middle East. Autoliner, Inc. of 100 East 42nd Street, New York City is U.S. General Agents.





**M/T EASTERN RANGER** — Built in 1981 to the latest tankship standards, the *Eastern Ranger* is chartered to Scallop Petroleum as an efficient carrier of its product from the Caribbean to the U.S. east coast. On December 24, 1981 (see photo) the *Eastern Ranger* sailed from Con Ed's Hudson Avenue power station with assistance of tugs *Patricia Moran* and *Dorothy Moran*. A subscriber to MARISAT, the *Eastern Ranger* may be reached directly by telephone from Scallop's offices at One Rockefeller Plaza, New York,

## SHIPS

**VLCC MASSACHUSETTS** — Operated by Bay Tankers, Inc., the huge 264,073 deadweight-ton tanker *Massachusetts* was docked at Columbia Street, Brooklyn by Moran tugs on July 28, 1981. After a short lay-up, the American-flag VLCC was undocked by Moran tugs early in September to carry Government cargoes under the Strategic Petroleum Reserve program. Several voyages were made under the program to insure against an oil supply interruption similar to the Arab embargo in 1973.



in the



## NEWS

**M/T RAGNHILD BROVIG** — The first of three, new 55,000 dwt motortankers to be delivered to Th. Brovig, Farsund was the *Ragnhild Brovig*. The new vessel, with a full cargo of No. 6 fuel oil, anchored at Stapleton on her maiden arrival in New York on February 5, 1982. Next day, tugs *Maureen Moran* and *Patricia Moran* under the direction of Pilot-Captain Grover Sanschagrin docked the Norwegian tanker at Consolidated Edison's Hudson Avenue terminal. Smith & Johnson Shipping, Inc. have been general agents for Th. Brovig for a half century.



SEA-LAND MARKET — Final view of container ship *Sea-Land Market* before becoming the *USNS Pollux*. November 19, 1981, Moran tugs towed the big, 946' vessel from Berth 96, Port Elizabeth to Pier 88, North River with Moran Pilot-Captain Grover Sanschagrín in charge. (See Tow Line centerfold)

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M/V KARIN — New York's fireboat salute welcomed Jeco Shipping Line's new cargo carrier *Karin* on her maiden arrival December 14, 1981. On a fortnightly service between West African and U.S. East and Gulf coast ports, *Karin* is designed to carry a wide variety of break-bulk and containerized cargo. Fitted with two 40-ton capacity cranes which may be used for a combined 80-ton lift, the *Karin* has a container capacity of 381 TEU's. Smith & Johnson (Shipping) Inc. acted as Northeast regional agents under the direction of Combined Maritime Agencies, Inc., general agents for Jeco Shipping Line.

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M/V ISLA DEL ATLANTICO — Box Caribbean Lines' (29 Broadway, New York City) *Isla del Atlantico*, 182 TEU capacity, and *Kathleen*, 212 TEU capacity provide a direct, fortnightly service for containerized cargo from Maher Terminal, Port Elizabeth, New Jersey to the Caribbean ports of Kingston, Jamaica; Santo Domingo, Dominican Republic; Port of Spain, Trinidad and Bridgetown, Barbados. The 2-vessel service includes the ports of St. John, New Brunswick and Savannah, Georgia. Box Line Shipping Co., Ltd. of 17 Battery Place, New York City is U.S. General Agents.

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# ASHORE



# AND AFLOAT

**WILLIAM P. MULLER** has been appointed vice-president and general manager of the Florida Towing Company in Jacksonville, Florida by Thomas E. Moran, president of the Moran Towing Corporation. The appointment in the Moran subsidiary firm became effective January 1, 1982.

Since 1980, "Bill" Muller has been assistant to Florida Towing Company's former vice-president and general manager Edmond J. (Ned) Moran, Jr., who is now president of Moran Maritime Services, Inc. in Houston, Texas.

In 1973, Mr. Muller graduated from the State University of New York Maritime College at Ft. Schuyler, The Bronx where he subsequently received a Master's Degree in Transportation Management.

He was active in the marine insurance underwriting field and had become operations manager of Prudential Line's Latin-American services before joining Moran in 1977.

Prior to his post with the Florida Towing Company, "Bill" was a member of the New York sales and operation groups of the Moran Towing & Transportation Co., Inc.

IN ANOTHER STEP-UP to the challenges in our business, Malcolm W. MacLeod, president of the Curtis Bay Towing Company (Baltimore, Norfolk, Philadelphia) announced the election of Joseph J. Crist to the post of vice-president and general manager—effective January 1, 1982.

Joseph Crist has been operations manager of the Curtis Bay Towing Company of Virginia for the past 16 years and a "Blue Diamond" employee since 1957.

He succeeds Captain Benjamin I. Beck, Jr. who retired December 31st after 35-years service with the Curtis Bay Towing Company.

IN NORFOLK, VIRGINIA Paul Horsboll succeeded Mr. Crist as operations manager from his post as port captain.

Paul Horsboll originally joined the Moran Towing & Transportation Co., Inc. in 1960 — serving on tug *Edmond J. Moran* with your Editor



**WILLIAM P. MULLER**

on the "Tow to Holy Loch" in 1961 — and by 1963 was an apprentice tug dispatcher in Moran's New York Operations Department.

A number of managerial positions followed, including "Assistant Manager of Harbor Operations" in 1973 under Malcolm MacLeod.



**KARL B. ECKHARDT, JR.**, commanding a packet of maritime experience, tossed a line ashore at Moran's One World Trade Center offices in March to be welcomed to the sales staff by Lloyd R. Graham, vice president of the Moran Towing & Transportation Co., Inc.

Actually, the last time Karl came ashore was as a mariner in 1968 and the port was San Francisco.

An honors graduate of the Califor-  
*(Continued on Page 17)*

**SHIPS THAT PASS IN THE ICE** — It was a cold, cold day in January when Hudson River Pilot Captain Tom Sullivan snapped this photo of Atlantic Cement Company barge *Adelaide* off Hudson City Light while heading north with tanker *Herminos*. That's tug *Patricia Moran* on the hawser and tug *M. Moran* in the stern notch. A photo like this is refreshing only during the summer months. Right?





nia Maritime Academy in 1964, Karl went on to serve as third, second and chief mate in vessels of the American President Lines, Matson Navigation, Pacific Far-East Lines and, just prior to coming ashore, with the Columbia Steamship Company.

In 1972, with his career moving on a fair tide and after attaining the title of operations manager with the Columbia Steamship Company, Karl set a new course by joining Prudential Lines' Pacific Division.

Here, Karl probed the channels of container services and marketing which led to a berth as director of sales in the division.

Still in his "growing-up town" of San Francisco, Karl moved to an adjoining berth as Prudential's general manager of Latin American activities under the division's vice president in 1976.

Not only was Karl's attention now focused on company operations, traffic, sales, finance and passenger responsibilities but a new interest caught his eye in the person of a young lady (just transferred from Prudential's New York offices) by name of Graeme Lidgerwood — that's Dutch.

As the Fates of Prudential Lines, Inc. would have it, Karl was almost immediately transferred to Prudential's Atlantic Division in New York where, by 1978, he was elected to a vice presidency and appointed to the Board of Directors.

More important on a personal note, however, Graeme Lidgerwood had returned to New York to become Mrs. Karl B. Eckhardt, Jr.

In setting a new course to acquire steamship agency experience, Karl joined Norton, Lilly & Company's Mexican Line services in New York. He rose from general manager of the services to a vice presidency of its Caribbean Division.

Looking back, it might be said that Karl's first employment during High School days in Reseda, California aboard a 40' tug named *Malahat* (owned by the City of Santa Monica) engendered a "feeling" for tugs that has brought him "full circle".

Certainly, Karl B. Eckhardt, Jr.'s "packet of maritime experience" will be an added fillip in understanding Moran's commitment as *The Best in the Business*.

**AOTOS MARINER'S PLAQUE FOR THE OFFICERS & CREW OF THE JOAN MORAN — MORAN TOWING & TRANSPORTATION CO., INC. AUGUST 21, 1980.**

When firefighters were forced away from burning tanker *Texaco North Dakota* following a collision with an oil rig in the Gulf of Mexico, Captain Walter Toponce and crew of tug *Joan Moran* responded and picked up 38 of the 39 survivors.

Presented at Admiral of the Ocean Sea Award Dinner, September 24, 1981.

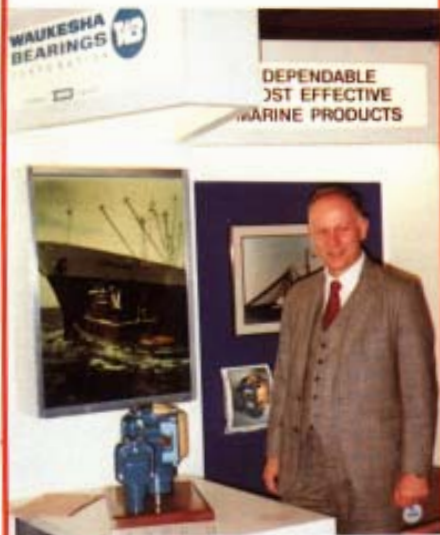


AOTOS MARINER'S PLAQUE AWARD was presented to Captain Walter J. Toponce of tug *Joan Moran* at the annual Admiral of the Ocean Sea dinner held September 24, 1981 at the New York Hilton. Congratulations to Captain Toponce and his crew were tendered in this photo by Frank Drozak, Raymond T. McKay and Captain Robert Lowen, left to right.



CHAPEL YARD STAGE IN WINTER — Snug Harbor Cultural Center on Staten Island, site of a 10-day Harbor Fair in May, boasts an outdoor stage constructed entirely of recycled materials — and is a work of art. Bob Corbett, artist-carpenter-sculptor, created this unusual stage from hawser & cable drums donated by Moran's tug yard on Staten Island using telephone poles as foundation cores and "nothing else new but the idea". Bob and partner Bill Jankunis operate a carpenter shop at 5000 Amboy Road. The photograph is Bob's work too. Refreshing, we say.

OUR MAN FROM MORAN  
AT WORK BOAT SHOW



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

Dear Fran:

My Candid Camera caught a smiling face at the Work Boat Show (New Orleans) last month. Yours!

Thank you for the traslite picture we used in our display. Everyone agreed it was the only one that told the whole story.

...look forward to seeing you in New York on our next trip.

Best regards,

WAUKESHA BEARINGS CORPORATION  
Otto A. Christianson  
Marine Sales Representative

WINDOWS ON THE WORLD — Atop One World Trade Center, Moran employees gathered convivially to punctuate the Holiday Season on December 31st. A superb buffet luncheon followed toasts to the old '81 and to the new '82. Our own Ann Sullivan planned the occasion tendered by Mr. Thomas E. Moran. Consensus was "I like it".



MORAN  
SERVICE AWARDS  
1981



ALWAYS A PLEASURE to report in TOW LINE's first issue of the year, the names of the recipients of Moran's Service Awards of the preceding year.

In 1981 eighty-two employees ashore & afloat received awards representing continuous service from five year to fifty years for an impressive average of eighteen and one-third years.

To these employees, the personal jewelry bearing the famous Moran block-letter, tug stack "M" in gold and adorned by rubies, sapphires, emeralds or diamonds representing five-year milestones is a reminder of the company's appreciation of their efforts over the years.

Something to wear with pride.

We congratulate the following:

Fifty Years' Service  
(Three Diamonds)

Irving Miller

Forty-Five Years' Service  
(Two Diamonds & One Emerald)  
George W. Jacobsen

Forty Years' Service  
(Two Diamonds & One Sapphire)  
Howard Antonsen, Raymond Carella, Margaret Craig, Joseph M. Jones, John Joyce and George P. Kircher

Thirty-Five Years' Service  
(Two Diamonds & One Ruby)  
Ralph A. Bailey, Jr., Edward J. Batcheller, Peter J. Elkowitz, Leonard G. Goodwin, Kenneth Johnson, William Pusty, Leo P. Therault, Ollie Woodcock and Richard Zackarenko.

Thirty Years' Service  
(One Diamond & Two Emeralds)



Frederick H. Chase, Jr., Jean Cuff, Fred Hansen, Edwin P. McDuffie, Jr., Inge Nordberg, John Olsen, Warren Pfeiffer, Gerald Sadel and Clyde Valley.

Twenty-Five Years' Service  
(One Diamond & Two Sapphires)  
John Kriete, Ragnar Mattsson and Ole Odegaard.

Twenty Years' Service  
(One Diamond & Two Rubies)  
Richard C. Holt and William Tellefsen.

Fifteen Years' Service  
(Three Emeralds)  
Charles F. Brassard, Alexander Dorantes, Jr., Lloyd R. Graham, Charles W. Greene, Louis M. Johnson, Richard Krebb, Robert W. Minton, Arnold Nordberg, Donald Schenck, Edward Tavares and Dirk van Oostandorf.

Ten Years' Service  
(Three Sapphires)  
Bruce E. Allen, Brian W. Burtner, George Calain, Jr., Kenneth Cashin, George C. Fagerstrom, Annie T. Gillespie, Douglas Hayes, Lee Jones, Guilford L. Kinney, Kristen Lehland, Muriel Lewis, James Mallon, James Murphy, Richard A. Murphy, Jimmy A. Papis Richard Pullen, Alfred Ruffini, Robert Stewart, Edward Tikkanen, William Vanderbeck and Thomas S. Warden.

Five Years' Service  
(Three Rubies)  
Vincent C. Ammann, Patricia Brown, Stephen B. Crosby, Robert L. Hart, Wilmar R. Henning, Torlied Johansen, Kristian Johnsen, Bryan Korabik, Rolan E. Lewis, Anthony F. Lowery, George A. Millett, Jeffrey M. Nelson, Gail W. O'Hara, William Odegaard, Rocco J. Passarello, Robert J. Patten, James D. Smith, William A. Watt and Carol S. Whitaker.



## "It's Miller Time"

### SS Rotterdam & Tug

### Miriam Moran Star

**W**ELL BEFORE SUNRISE on a frigid Saturday in January, tugs *Miriam* and *Grace Moran* awaited their cue: the early morning arrival in New York of Holland America Line's popular cruise liner *SS Rotterdam*.

The role of a harbor tug and crew in the Port of New York was about to be filmed for a Miller Brewing Company television commercial produced by Backer & Spielvogel, Inc.

Tug *Miriam* was cast for the role; tug *Grace Moran* would be the behind-the-scenes camera platform for Director Don Guy of Denis, Guy & Hirsch during the two-day filming of *SS Rotterdam's* arrival from a Caribbean cruise and next day departure on a 91-day world cruise.

*SS Rotterdam's* docking and sailing from Pier 90 under the direction of Moran's senior pilot Captain Grover Sanschagrin was covered by a bird's eye view of a second cameraman aloft in a helicopter.

Close-up shots were made with actor stand-ins for *Miriam Moran's* Captain Arthur Biagi and Captain David Wood and others, including *SS Rotterdam's* deck mate. But, Executive Producer Sally Smith cast Moran's young bulk contracts administrator Bruce Richard in a realistic line-handling role — his first TV spot!

*Grace Moran's* Captain Robert Stark and Captain John Evans maneuvered in day-long harbor location scenes with *Miriam Moran*. Tug *Dorothy Moran* (Captain Ragnar Mattsson) acted briefly as *Miriam Moran's* stand-in at Pier 90 for a Jersey shore-based camera-man.

Yes, tugs *Miriam Moran* and *Grace Moran* did dock and sail *SS Rotterdam*.

And, it was "Miller Time" at a shore location sequence shot later.



"Bow Lines Secure"



Grace Moran Films Sailing



N.Y. Backdrop to Departure



Bruce Richards, Off Camera

Dawn Arrival, SS Rotterdam



Docking Pilot Boards Liner



Safely Berthed at Pier 90



Pilot House Close-Ups

