

Tow Line

NUMBER ONE-1991



GLASNOST UNDER SAIL

GLASNOST UNDER SAIL

The Russian sail training ship *DRUZHABA*, catches a slight breeze, as she arrives in New York Harbor, on August 14, 1990. The full rigged ship is 365 feet long and carries 30,000 square-feet of sail on her three 165 foot high masts. She was built in Gdansk, Poland in 1987 and joined six other class A sail trainers operated by the Soviet Union.

DRUZHABA made her maiden arrival to the Port of New York and New Jersey with a crew of 199, including 60 cadets training for the Russian merchant marine. The ship is operated for the Odessa Merchant Marine Higher Officer Training Academy by the Black Sea Shipping Co.

On her trip to the United States, the ship carried 41 American cadets from the state maritime colleges, the U.S. Merchant Marine Academy and the U.S. Coast Guard Academy. The joint training mission left Odessa, Russia on June 10th and covered 6,500 sea miles on the three month trip to the United States. The cadets ran the ship under the supervision of the Russian captain, Konstantin Kremlyanskiy and Captain Richard Shannon, retired sail master of the Coast Guard's *EAGLE*. While in the United States, *DRUZHABA* also had American cadets aboard while she made a friendship tour of East Coast ports and her crew visited the American maritime colleges. This was the first joint training cruise between the US and USSR.



Moran tugs guided the 2,257 gross ton *DRUZHABA* to her berth at the South Street Seaport Museum's pier 17, in Manhattan. The tugs took care not to mar the white hull vessel by placing canvas covers on their bows.



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Cable Address: MORANTOW
Francis James Duffy, *Editor*



SOMERSET The latest new building to join the Moran fleet is the dry bulk barge **SOMERSET**. She was built to Moran's requirements at Gretna Machine & Iron Works, Harvey, La. and delivered December, 1990. The **SOMERSET** is used primarily for delivery of coal to Montaup Electric Company's Power Plant, Somerset, Massachusetts. During her first year of service she has also delivered coal to Bridgeport, Ct., Portsmouth, N.H., Jacksonville, Fl. and grain to San Juan, Puerto Rico. Moran's dry bulk barges **SOMERSET**, **BRIDGEPORT** and **VIRGINIA** have made voyages this year to West Africa and Central America with cargoes of grain. The **AMY MORAN**, in the above photo, is in the notch pushing the **SOMERSET**, loaded with steam coal bound for Montaup Electric Company's Somerset, Mass. generating plant.

NEW CEO FOR MORAN

On January 1, 1991, Thomas E. Moran retired from Moran Towing Corporation as chief executive officer, remaining as chairman of the board of directors. Mr. Moran appointed Malcolm W. MacLeod, president and chief operating officer of the corporation, to assume the additional duties of CEO. This is the first time in the 131-year old history of the company that a person outside of the Moran family has held the top position in the corporation.

Malcolm W. MacLeod, 57-years of age, is a graduate of the Massachusetts Maritime Academy. He has been an executive with the Moran organization for 37 years. Starting as a deck officer on the tugs in 1954, he has spent his entire career with the company, with the exception of two years service as an officer in the United States Navy.



Malcolm W. MacLeod



Thomas E. Moran

Mr. MacLeod first came ashore in 1957 to join the New York sales office. He has held a variety of executive positions in sales and operations, including managing a company division in Puerto Rico. He was appointed vice-president in 1979 of the then subsidiary Curtis Bay Company in Baltimore, which is now Moran Towing of Maryland. In 1980, he was appointed president and CEO of Curtis Bay. He returned to the Greenwich, Conn. headquarters office in 1987, to become president and chief operating officer of the Moran Towing Corporation.

Thomas E. Moran, the great-grandson of the company's founder, Michael Moran, and the fourth-generation of the family to head the 131-year old family firm, retired after a 45 year career in the maritime industry. He started as an executive with Marine Transport Lines, Inc., leaving the firm in 1964 as vice president in charge of operations and chartering to join Moran Towing Corporation as president. A director of the corporation since 1954, he was elected chairman in 1980. In 1984, Thomas E. Moran acquired the stock of the corporation from the other family members to become the major stock holder of the firm.

MORAN DISPATCHER MAKES RESCUE IN BALTIMORE HARBOR

Mike Franks, dispatcher for Moran Towing of Maryland, was working a routine 12 to 8 a.m. watch at Moran's Pier in Baltimore, when he received a radio call from Captain Havens on the tug *HAWKINS POINT* at 0335 on the morning of December 21, 1990. The *HAWKINS* was tied up at the pier waiting for orders when the captain saw a woman jump into the water at the head of the slip.

DISPATCHER DIVES INTO THE WINTER WATER

Franks immediately called the emergency number 911 for assistance and ran out on the pier to see what he could do while waiting for the help to arrive. A deckhand from the *GRACE MORAN*, Bob Massaker, also saw the woman and was preparing to throw a life ring to her. When Captain Hawkins played a spotlight on the woman, Mike saw that she was too far away to have the life ring reach her. He yelled to Massaker to throw him the life ring and then dove into the water. He swam to the victim with the life ring and brought her back to where the *GRACE* was docked. Captain Ceramic



Mike Frank (L) receives a framed citation from Ned Moran, president of Moran Towing of Baltimore.

and engineer Charley Lagergren of the *GRACE* got the woman out of the water.

FRANKS RESUMES SHIFT AFTER DRYING OUT

An ambulance had arrived on the pier and the woman was taken to the hospital suffering from hypothermia and exposure. Mike Franks refused any medical attention from the ambulance crew. He got some dry clothes from the tug crews, had a couple of cups of coffee and went back to work to complete his dispatcher's shift.

BALTIMORE CITY COUNCIL GIVES COMMENDATION

The heroic work of Mike Franks and the assistance of the tug crews resulted in recognition by the Baltimore City Council. Mike received a framed citation and a letter of commendation from the president of the Council, Mary Pat Clarke. Ned Moran, president of Moran Towing of Baltimore, received a letter from Ms. Clarke in which she said: "Thanks for the continuing commitment of Moran Towing, Inc. and its personnel to Baltimore City and our citizens."



Although Moran red and the big white M are distinctive to our tugs, Larry White, shop manager in Baltimore, decided the new fork lift could use a paint job too. Since it would be serving the tug fleet he settled on the same livery as the boats. Larry mans the helm of the fork lift in the above photo. Photo by P.C. Fidladan

RED HOOK, IMPORTS & EXPORTS



RISING STAR

EXPORTS—Auto Liners heavy duty Ro-Ro ship *HUAL TRIBUTE* paid a call to the Red Hook Container Terminal in Brooklyn, N.Y., on Thursday, June 13, 1991, to pick up a cargo. A shipper had thirteen large construction cranes to move from the United States to Singapore. The ship and the terminal were ideally suited to handle the unusual cargo.

Red Hook is located on a major highway complex, making it easy to move the cranes to the pier. The *HUAL TRIBUTE* is equipped with a special heavy duty capacity ramp door for loading. Because of the flexible height of the interior of the ship it was possible to load the cranes with only part of the booms removed. There were over 100 pieces of attachments as part of the cargo.

Auto Liners specialize in carrying construction equipment, trucks and autos on their specially built Ro-Ro ships.



HUAL TRIBUTE



CRYSTAL HARMONY This ship represents Nippon Yusen Kaisha (NYK) Lines entry into passenger cruising through their subsidiary company Crystal Cruises. The ship was built in Mitsubishi Heavy Industries, Nagasaki, entered service in July, 1990 and represents the ultimate in affordable luxury.

Costing \$200. million and carrying 960 passengers, the 49,400-gross ton **CRYSTAL HARMONY** offers a wide variety of innovations. There is a golf simulator that allows passengers to play St. Andrew's or Pebble Beach. Room service provides round-the-clock service, offering any meal in one's cabin, served one

course at a time. A special effort has been made in the design to provide a promenade deck going around the entire ship for jogging and strolling. Cabins come equipped with VCR and 24-hour TV with CNN, refrigerators, two hairdryers, robes and safes. There are two alternative restaurants for dining at no additional cost.

CRYSTAL HARMONY visited New York on August 22nd 1991, received the traditional harbor welcome and was docked by Moran at the New York Passenger Ship Terminal.



For the first time in many years two ships flying the "red duster" (British ensign) were docked together at the New York Passenger Ship Terminal. The P&O-Princess Cruises ship's **SEA PRINCESS** and **ROYAL PRINCESS** came to New York together on Monday, September 9th, 1991. The

SEA PRINCESS, 27,670 gross tons, was built in 1966 and has visited the port on previous occasions. This was a maiden arrival here for the 44,348 gross ton **ROYAL PRINCESS**, which was built in 1984. As the photo above shows the contrast, there has been a great change in cruise ships design over the years.

ELLIS ISLAND REOPENS

Ellis Island, long a landmark in New York Harbor, was reopened to the public on September 10, 1990 after a \$100 million restoration and remodeling. The former United States Immigration Station was closed in 1954 and left to fall into disrepair, but it has now emerged as a first class museum run by the National Park Service to honor the estimated 16 million immigrants that came through the "Golden Door." The Island, together with the Statue of Liberty, is a National Monument.

FIRST OPENED IN 1892

Ellis, a natural island, located just off the Statue of Liberty, in the upper New York Bay, was at first only four acres large and called Gull Island by the native Indians. After some other changes in names, it came into the possession of a merchant, Samuel Ellis, and has carried his name ever since. Used as a fort in the defense of New York Harbor during the War of 1812, the island housed Fort Gibson. When the Federal Government took over the processing of immigrants in 1890 from New York State, Ellis was chosen to replace Castle Garden in Manhattan. The new immigration station opened in 1892, the Island having been enlarged by landfill. A fire burned the original wooden buildings to the ground and the present main structure, that houses the museum, was built in 1897.

"ISLE OF HOPE, ISLE OF TEARS"

The museum centers around the main building and registry room. It houses a theater, treasures from the old countries donated by immigrants and their ancestors, a restored dormitory, baggage and



The interior of the main building has the famous Registry Hall, where immigrants were screened for entrance to the United States. The great chamber has been restored to look as it

did in the early part of the century. The American flags have 48 stars, the same as they did in 1965 when the Island became a National Monument.

processing areas, and the detailed history of the immigration experience in text and photos. A movie, "Island of Hope, Island of Tears," is shown in two theaters and requires reservations, obtainable on the island. It is possible for anyone who contributes \$100. to have the names of ancestors who came through Ellis, or immigrated to this country, engraved on the copper sea wall's "Wall of Honor," which is in front of the main building. A computerized genealogical research listing of immigrants who passed through Ellis will cost \$15 million.



The main building in the photo, with the four towers, was built in 1897 after the original wooden buildings were destroyed by fire.

MUSEUM HAS A 5,000 VISITOR CAPACITY

The Island is reached by Circle Line ferry from Manhattan's Battery Park and Liberty State Park, Jersey City. The ferries stop taking passengers after the island's capacity of 5,000 is reached, which does happen in the tourist seasons.

Since we are a country of immigrants, it is estimated that some fifty percent of the present population of these United States can trace their roots from relatives processed through Ellis Island. A visit to this museum should be of interest to all.

An aerial view of the southern side of the 27-acre Ellis Island shows its location in New York Harbor.



TRICON 'ROUND THE WORLD SERVICE



ARABIAN SENATOR—Senator Linie GmbH



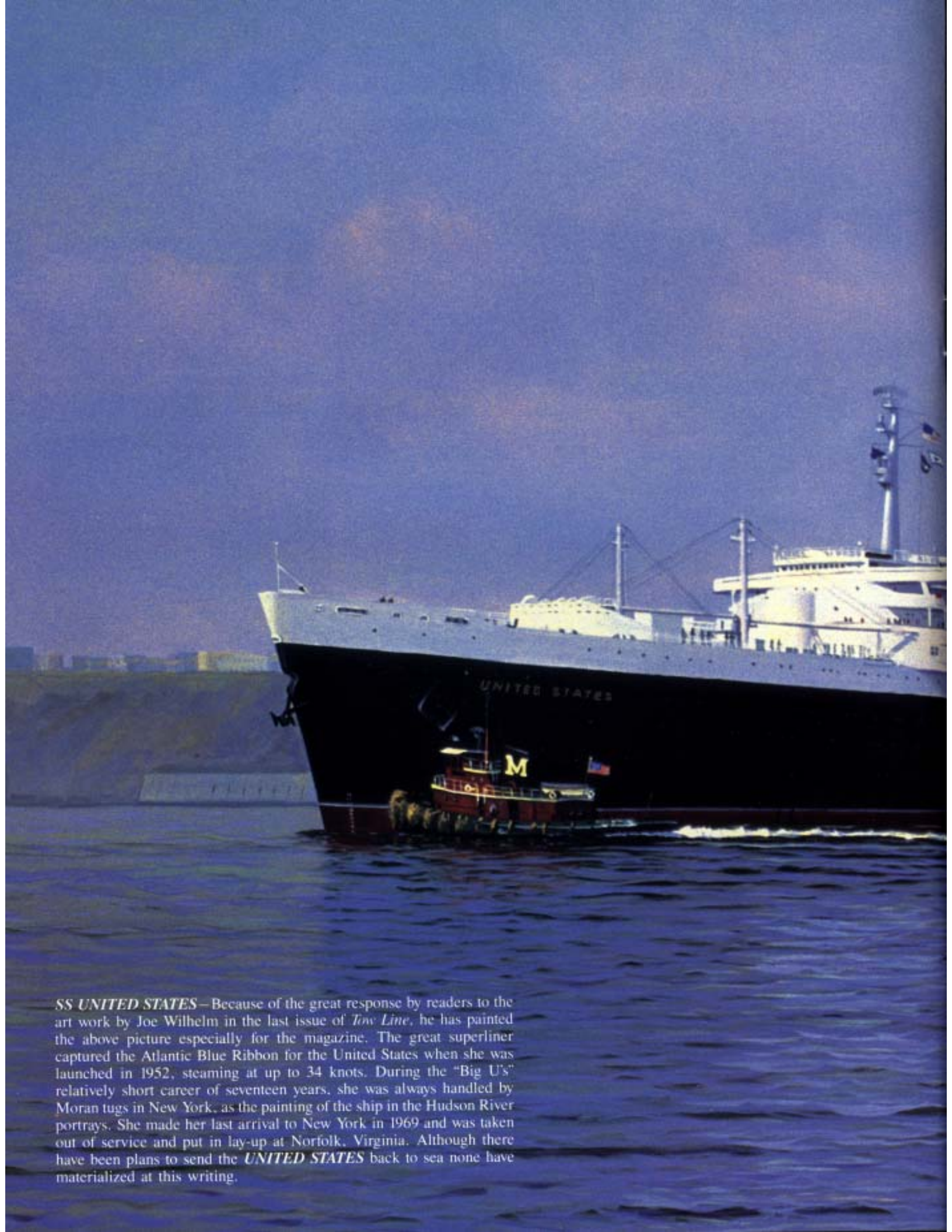
CHO YANG CHANCE—Cho Yang Shipping



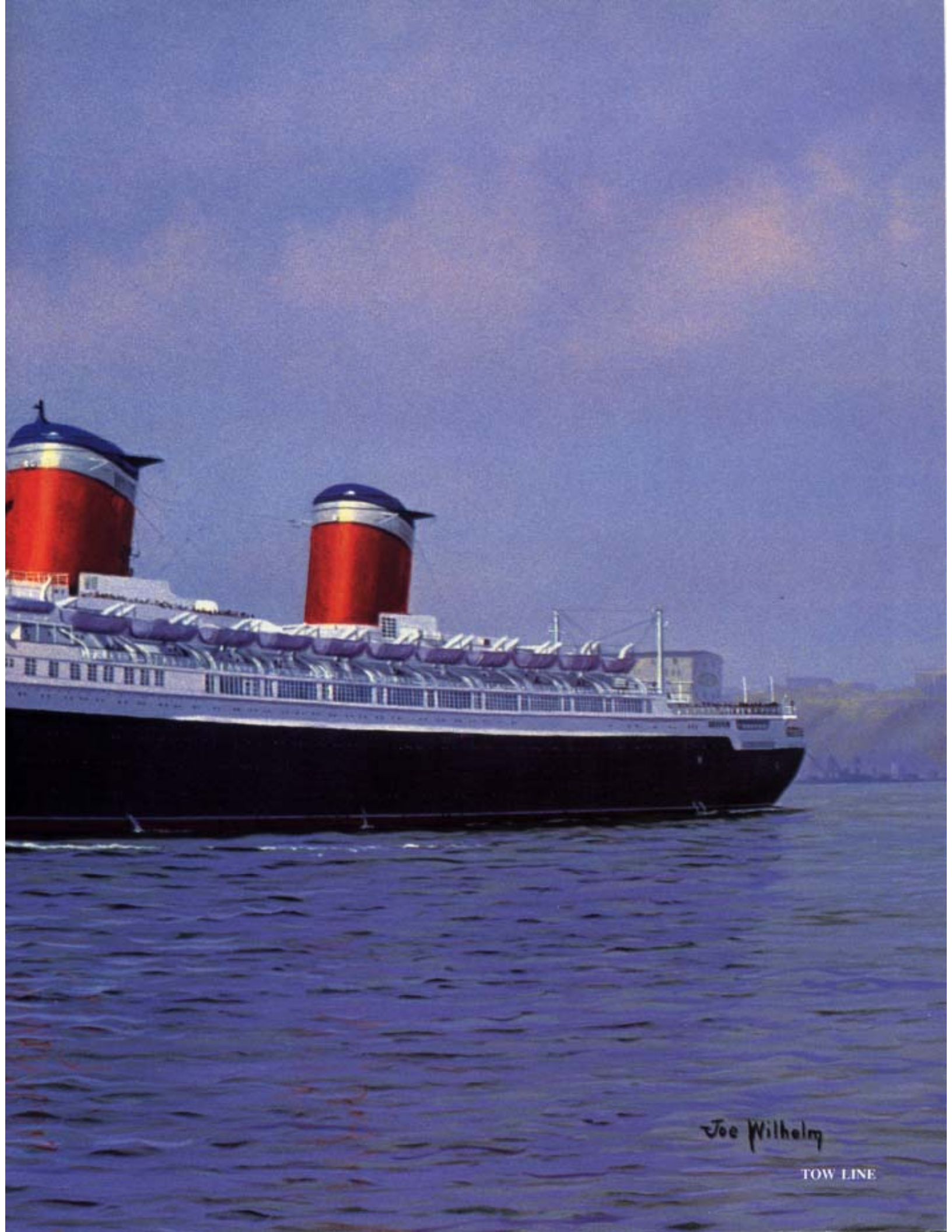
DSR YOKOHAMA—DSR Lines

Photo by Flying Camera

The ships pictured above, on their maiden arrival, are all part of the new round-the-world service that started in the Port of New York & New Jersey this past spring. Three companies, Cho Yang Shipping, DSR Lines, and Senator Linie GmbH, make up the consortium, called Tricontinental Services (Tricon). It is estimated that the new service, which runs both east and west, will bring 30,000 containers to the port annually.



SS UNITED STATES—Because of the great response by readers to the art work by Joe Wilhelm in the last issue of *Tow Line*, he has painted the above picture especially for the magazine. The great superliner captured the Atlantic Blue Ribbon for the United States when she was launched in 1952, steaming at up to 34 knots. During the “Big U’s” relatively short career of seventeen years, she was always handled by Moran tugs in New York, as the painting of the ship in the Hudson River portrays. She made her last arrival to New York in 1969 and was taken out of service and put in lay-up at Norfolk, Virginia. Although there have been plans to send the **UNITED STATES** back to sea none have materialized at this writing.



Joe Wilhelm

TOW LINE

SHIPS in the NEWS



MT KAPITAN ZHURAVLYOU—Novoklav—Maiden Arrival, February 21, 1990



MV SAN PEDRO—Ivaran Line—Maiden Arrival, February 4, 1991



MT VELIMIR SKORPIK—Petrotank Italia—Maiden Arrival, May 10, 1991



MV WESTWARD—Norwegian Carribean Line—Maiden Arrival, April 19, 1991



MT FLAMENCO—Scanchem Chartering—Maiden Arrival, June 11, 1991

Photo by Flying Camera



SS REGENT SUN—Regency Cruise Line—Maiden Arrival, June 23, 1991

CAREER ADVANCEMENTS

NEW VICE-PRESIDENTS APPOINTED



David A. Beardsley

Malcolm W. MacLeod, president and CEO of Moran Towing Corporation, appointed three new vice presidents, effective January 1, 1991. The new vice-presidents in the operating subsidiary, Moran Towing & Transportation Co., Inc. are: David A. Beardsley, Construction & Repair Department, Bruce D. Richards, Chartering & Contract Administration and William P. Muller, Operations.

David A. Beardsley is a 1974 engineering graduate of The State University of New York's Maritime College, Fort Schuyler, N.Y. He started his career sailing aboard the company tugs. After becoming a chief engineer, he came ashore as a port engineer in 1976. In 1979, Mr. Beardsley became manager of the company's shipyard on Staten Island. He moved to Moran Towing & Transportation Co., Inc. in 1984 as assistant manager of the Construction & Repair Department. In his new position as vice-president, he will be in charge of repairs to Moran's tug and barge fleet and will oversee all new buildings. Mr. Beardsley is a resident of Closter, N.J., where he lives with his wife Wendy and two sons, Scott and Christopher.

Bruce D. Richards joined Moran while an undergraduate at St. John's University, Long Island, N.Y., where he earned a Bachelor of Arts degree in 1976. He worked on company tugs and received his Mate's license in 1979. In 1980, Mr.



Bruce D. Richards

Richards joined the shore-side staff as a dispatcher in the New York office. He was appointed assistant contract administrator in 1981 and named manager of contract administration and chartering for Moran's barge fleet in 1986. Presently, he is a candidate for an MBA degree and has taken graduate courses at SUNY Maritime College, Fort Schuyler, N.Y. In his new position as vice president, he will market the Moran fleet of oil and dry bulk barges and oversee all contracts. Mr. Richards is married and lives with his wife Patricia and two daughters, Becky and Kaitlyn, in Brookfield, Connecticut.

William P. Muller started with the Moran organization in the New York sales department in 1977. In his career he has been involved in labor relations, business development, project coordination and subsidiary management. He is a graduate of The State University of New York's Maritime College at Fort Schuyler, N.Y. with a Bachelor of Science degree and a Master's degree in Transportation Management. In 1980 he was transferred to Moran's subsidiary company in the Port of Jacksonville, Florida. He remained at Moran Towing of Florida, becoming vice-president and general manager in 1981. Mr. Muller returned in 1989, to Moran Towing & Transportation Company's offices in Greenwich to work in the operations department.

In his new position of vice-president, operations, Mr. Muller will direct the



William P. Muller

New York tug and barge fleet, as well as overseeing the coastwise transportation of oil and bulk cargoes. Mr. Muller resides in Brookfield, Connecticut, with his wife Diane, daughter, Kimberly Ann and son Bryan.



Paul J. Quinn (L) receives his fifteen year service award and congratulations on promotion on February 1st, 1991 to sales manager of Moran Towing & Transportation Co., Inc. from Malcolm W. MacLeod, president and CEO. Mr. Quinn joined the Moran Sales Department in 1975. In his new position, he will supervise and serve customer accounts in the Port of New York & New Jersey and be responsible for generating new business.



Raymond Carrano



Mary Check



Mary Corrigan



5TH ANNIVERSARY



Crozer Martin



Margaret Loomis



Joanne Place



Helaine Rich



Mark Vanty

WELCOME ABOARD—Theodore Andreadis, new assistant manager of the Construction & Repair Department, Moran Towing & Transportation. Mr. Andreadis is an engineering graduate of Massachusetts Maritime Academy, Buzzards Bay, Mass., class of 1979. He sailed as chief engineer on the company tugs before coming ashore. Prior to joining Moran, Mr. Andreadis was port engineer with American Overseas Marine. He makes his home in Fairfield, Conn. with his wife Tracy.



SERVICE AWARDS



MORAN TOWING OF PENNSYLVANIA The four employees pictured above represent 120 years of service in Moran's Mid-Atlantic Fleet. They are, from left to right, Louis Rollo, Dave Boone, Frank Tulewicz and Paul Swensen. Louis Rollo is a storekeeper and has completed 45 years service. Dave Boon has been with the company for 20 years and is the chief dispatcher. Frank Tulewicz plans retirement this coming December after 40 years service. The vice president and general manager of Moran of Pennsylvania is Paul Swenson, who has completed 15 years of service.



Vice-president, operations, Bill Muller (L) presents Dirk van Oostendorf, dispatcher at Greenwich, with his twenty five year service award.



James Peery, (L) port engineer, receives his thirty year service award at the Moran Shipyard, Staten Island, N.Y., from Dave Beardsley vice-president of the Construction & Repair Dept.



Muriel Lewis (L) receives her twenty year service award from Thomas E. Moran, chairman of the board of Moran Towing Corporation. Ms. Lewis has spent her career in the company as executive secretary to Mr. Moran.

40th Anniversary

Frank Tulewicz

35th Anniversary

Francis Kiesewetter

30th Anniversary

Paul Horsboll

James Peery

25th Anniversary

Dirk van Oostendorf

15th Anniversary

Elizabeth Burke

Thomas Chumley

Barbara Cromwell

Robert Patten

Paul Quinn

Bruce Richards

Paul Swensen

Betty Uplinger

W. Anthony Watt

20th Anniversary

David Boone

Annie Gillespie

Muriel Lewis

Edmond J. Moran, Jr.

Richard Murphy

Jimmy Papis

Robert Stewart

10th Anniversary

Clara Bailey

Patricia Bennett

Betty Crow

James Lindsey

John Quinn, III

Frank Schmitz

5th Anniversary

Raymond Carrano

Mary Check

Mary Corrigan

Edward Garner

Margaret Loomis

Crozer Martin

Joanne Place

Helaine Rich

Mark Vanty

Jerry Ward

IN MEMORIAM

It is with great sadness we report the untimely death of our fellow employee and friend, Jean L. Cuff. She died at her home in Connecticut from a heart attack on August 29, 1991. A native of Staten Island, N.Y., she was a graduate of Notre Dame College there. Jean had completed 40 years of service with Moran this year and worked at the Greenwich headquarters office.

During her career Jean had been executive secretary to many of the company's top executives, including former president John Bull. At the time of her death, she was assistant corporate secretary and benefit manager. In the latter position she was always available to take time to give information and help, no matter how busy, especially to retirees.

Jean Cuff was crowned "Miss Subway" in the 1950's and she retained the same beauty over the years. We send condolences to her sister, Mrs. Ruth Marchese, her family and friends. All her fellow employees at Moran will miss her.



It is with deep regret that we report the death of the retired employees listed below and send our sympathy to their family and friends.

Captain Wilbur Elias Baldwin, March 8, 1990

Barge Captain Ole Odegaard, November 26, 1990

Raymond Brauchle, Moran T. & T., December 8, 1990

Olav N. Tonnessen, engineer, January 9, 1991

Howard C. Moore, V.P., C & R, April 1, 1991

Captain Alfred C. Rowohlt, June 18, 1991

Captain Harold Stebbins, July 18, 1991



Robert J. Patton, assistant controller, (L) receives his fifteen year service award from Lee R. Christensen, vice-president of finance.



Malcolm W. MacLeod, president and CEO of Moran, congratulates Annie Gillespie, credit administration assistant, on completing twenty years of service with Moran.

LOOKING FOR A SHIP



U.S. MERCHANT MARINE

John McPhee

LOOKING FOR A SHIP BY John McPhee, Farrar, Straus, Giroux, New York, 242 pages, \$18.95

Even the professional seamen will find that he can learn something from this book, a description of a ship sailing in today's American merchant marine. McPhee joins a friend, Maine Maritime Academy graduate, mate Andy Chase, aboard the *STELLA LYKES*. He starts the story where all seamen start, trying to get a ship from the union hiring hall, a very difficult job in an industry that has fewer ships than at any time in the country's maritime history and with more seamen looking for a berth. Union seamen work an average of six months a year and on the *STELLA*, a typical American flag containership, the average age is 51.

In a cross between Dana's "Two Years Before the Mast" and a travelogue,

McPhee tell the tale of his 42-day voyage. The ship sails from Charleston, S.C., through the Panama Canal, down the Pacific Coast to the ports in South America of Valparaiso, Chile, Callao, Peru, and Burenaventura, Columbia. In a leisurely, if not a bit verbose way, McPhee covers the days at sea and in port, garnishing it all with the personality of the captain and crew. There's talk of tropical storms, stowaways, collisions, smuggling and today's pirates. Even in a world where crew members in live private air conditioned cabins, and watch VCR's, seamen still pass the time telling the traditional sea stories and McPhee captures them all for the readers in the book. Sign on with McPhee and you won't be disappointed with making a long voyage and hearing a modern sea story.

F.J.D.

RECOMMENDED READING

BUILT ON HONOR, SAILED WITH SKILL the American Coasting Schooner by Frederick F. Kaiser. Sarah Jennings Press, 2222 Fuller Rd., Suite 801A, Ann Arbor, Mich. 46105 Illustration. 309 pages, \$34.95.

Frederick Kaiser describes the days long past of the American coasting schooner and in a very enjoyable and easy read. He is an expert in his field, having sailed on a schooner in the days of commercial sail. All the details are presented in an informative and interesting manner. There are many photographs, well explained by captions and the author's black and white illustrations in the book showing the vessels written about in the text.

The author served as a crew member in the *ANNIE C. ROSS*, one of the last wind-driven vessels to call the Port of New York its homeport in the late 1930's. While on summer vacation, he crewed on the *ROSS*, during the great depression and his recollections make some special reading. In the last days of sail, only tired old salts who had no other skills and young men like Kaiser, crewed the schooners. Like the book itself, Kaiser's work on the schooners was a labor of love. After graduation from M.I.T., Kaiser went on to a career building submarines and navy ships.

Vessels coming to the lumber docks on the East River had to be rigged down to pass under the Brooklyn Bridge. The special skills of the small crew, using only "Norwegian steam," is covered. There were no electronics, or even radios on most boats, and the navigation and piloting depended on the captain alone. These were truly "iron men" who sailed the wooden ships and Kaiser tells their story as only one who has shared their lot could.

Brian Cliff

A GUIDE TO AMERICAN AND CANADIAN MARITIME MUSEUMS compiled and edited by Joseph Stanford. National Maritime Historical Society, 132 Maple Street, P.O. Box 646, Croton-on-Hudson, NY 10520. A listing of 400 museums and 97 illustrations, organized by state, with details of exhibits and historic vessels, all indexed in a compact size.

FJD

NOTE—OVER AND BACK by Brian J. Cudahy, in the last issue of *Tow Line*, may be obtained from: Fordham University Press, Box 6525, Ithaca, NY 14850.



Moran Towing Corporation

Two Greenwich Plaza □ Greenwich, Connecticut 06830

TUG FLEET

Portsmouth, New Hampshire

Moran Towing of New Hampshire, Inc.

34 Ceres Street, P.O. Drawer 448

Portsmouth, New Hampshire 03802-0448

Eugenia Moran	3,165HP
Nancy Moran	1,800HP
E.F. Moran	1,750HP
Eugene F. Moran	1,750HP

New York, New Jersey

Moran Towing & Transportation Co., Inc.

Two Greenwich Plaza

Greenwich, Connecticut 06830

M. Moran	6,300HP*
Esther Moran	6,300HP
Marion Moran	5,000HP*
Cape Ann	4,700HP*
Sheila Moran	4,700HP*
Patricia Moran	3,500HP*
Kerry Moran	3,500HP*
Amy Moran	3,300HP*
Miriam Moran	3,300HP*
Margaret Moran	3,300HP*
Judy Moran	3,300HP*
Moira Moran	2,360HP
Maureen Moran	2,360HP
Cynthia Moran	1,750HP

Philadelphia, Pennsylvania

Moran Towing of Pennsylvania, Inc.

1101 Market Street

Suite 2601

Philadelphia, Pennsylvania 19107

Cape May	3,300HP*
Reedy Point	2,400HP
Sewells Point	2,360HP
Carolyn	1,800HP
Cedar Point	1,750HP
Wagner's Point	1,750HP

Baltimore, Maryland

Moran Towing of Maryland, Inc.

The World Trade Center Baltimore

401 East Pratt Street

Suite 800

Baltimore, Maryland 21202

Cape Romain	3,300HP*
Cape Henelopen	3,300HP*
Grace Moran	3,165HP
Georgia Moran	1,750HP
Hawkins Point	1,750HP

Hampton Roads, Virginia

Moran Towing of Virginia, Inc.

The Wheat Building

109 East Main Street

Norfolk, VA 23514

Alice Moran	4,700HP*
Cape Cod	4,290HP*
Cape Hatteras	4,290HP*
Cape Henry	4,290HP*
Dorothy Moran	3,300HP*

Fells Point	2,400HP
Kings Point	2,400HP
Town Point	2,360HP
Cavalier	2,360HP
Drum Point	2,360HP
Harriet Moran	2,150HP
Swan Point	1,750HP

Jacksonville, Florida

Moran Towing of Florida, Inc.

North Regency One, Suite 460

9485 Regency Square Blvd.

Jacksonville, Florida 32225

Cathleen E. Moran	3,500HP*
Ann Moran	3,300HP*
Mary M. Coppedge	3,200HP*
Helen D. Coppedge	2,850HP*
Julia C. Moran	1,750HP
Diana L. Moran	1,750HP

Beaumont/Orange/ Port Arthur, Texas

Moran Towing of Texas, Inc.

2300 Hwy. 365, Suite 570

Nederland, Texas 77627

Doris Moran	5,000HP*
Heide Moran	4,700HP*
Joan Moran	4,700HP*
Helen Moran	3,500HP*
Mary Moran	3,300HP*
Cape Charles	3,300HP*
Stella II	1,600HP
E.M. Black	1,600HP

*Denotes twin screw



OPERATION WELCOME HOME



The *QUEEN ELIZABETH 2* was nestled between the navy ships, including the carrier *USS AMERICA (CV 66)*, that came to the Port of NY & NJ for Fleet Week and welcome home ceremonies.



The battleship *USS WISCONSIN (BB 64)*, visited the harbor and docked at the U.S. Navy's Homeport on Staten Island, NY.



The U.S. Coast Guard showed the military version of the Boston Whaler, that they used in the Persian Gulf, in the parade.



Tugs of Moran Towing of Virginia handle the Battleship *IOWA (BB-61)*.
Photo by Carroll Bjornson

Lower Broadway in New York turned white from paper thrown from the sky scrapers during the city's "Mother of all Parades," on June 10, 1991.



Members of the crew of the *QE2* joined other civilians honoring the troops of Desert Storm. Cunard's *CUNARD PRINCESS* was chartered by the U.S. Government for service in the Gulf War.



Troops landed on the waterfront in Manhattan to join the parade from navy landing crafts.

On land, sea and in the air, the country welcomed home the men and woman veterans from the Persian Gulf War.