

# *Tow Line*

WINTER 1992-93



CHRISTOPHER  
COLUMBUS



QUINCENTENARY  
JUBILEE

## ON THE COVER

The **SANTA MARIA** leads the three caravels of the Columbus Fleet under the Verrazano Bridge, past the Statue of Liberty, into the inner harbor. The replicas were built of the 15th century vessels for the Columbus Quincentennial Celebration. Arriving on June 26th, 1992, in New York, the caravels were the vanguard of the Op-Sail '92 fleet.

The replicas of the **NINA**, **PINTA** and **SANTA MARIA** were built from exacting plans in Spain. Great care was taken to have them built as authentically as possible. Different types of oaks were taken from the Spanish forests and used for the keel, hull and planking. The masts were made of pine.

**SANTA MARIA**, Admiral Columbus' ship, was the largest of the fleet, at 106ft. overall. The three ships carried bilge pumps made of oak and leather, a capstan that was turned manually to raise the anchor and sails. Cooking was done on a stove on the half deck. There were few furnishings. Navigation equipment was a tide marker, cross staff, astrolabe, quadrant, hour glass and compass. The fleet was crewed by 62 men with Spanish Naval Officers over volunteers. The officers slept on the main deck, while crew members found what space and protection the forecandle provided.

After touring Mediterranean and Atlantic ports in Europe, they left Spain on October 12th, 1991, the small fleet retracing the historic voyage of Columbus to the New World. They made the trans-Atlantic crossing in 29 days, stopping briefly at the Canary Islands, and arriving at Puerto Rico on December 20, 1991. Starting at Miami on February 15th, 1992, the fleet then traveled to various U.S. ports and were on display to the public.



The first vessels of the Grand Regatta '92, **NINA**, **PINTA** and **SANTA MARIA** Sail into New York Harbor for the Columbus Quincentennial.



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# Tow Line

VOLUME 45

WINTER 1992-93

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Francis James Duffy, *Editor*



**T**he liner *SS UNITED STATES*, looking very much her age, puts to sea for the first time in more than two decades. She sailed into the misty Atlantic on the end of a towline on June 4th, 1992, from Newport News, Va., on her way to Tuzla, Turkey. The fastest ocean liner in the world, arrived safely after a 56 day crossing, a bit longer than her record crossing in 1952 of 3 days, 10 hours and 40 minutes to England. The "BIG S" was sold for \$2,600,000, and the buyer has plans to refit her in Turkey and put her back in service as a cruise ship in the late 1990s.

Photo by Bill Fox

TOW LINE 3



# MORAN'S GLOBAL BARGES

Over the 132-years of Moran's history, the familiar black tug stack with the white "M" has been seen not only on the three coasts, Great Lakes and inland waters of the United States but also over the seven seas of the world. Moran tugs have routinely taken world-wide ocean tows of customers' ships and barges as well as the company's own dry-bulk barges. Today the bulk-carrying barges **BRIDGEPORT**, **SOMERSET** and **VIRGINIA** trade the world's oceans with Moran providing the power.

## SUCCESSFUL IN A COMPETITIVE MARKET

Bruce D. Richards, Moran's vice president for Chartering & Contract Administration, who is in charge of the ocean barge chartering, points out that the company continues to win competitive bids to carry U.S. Government sponsored grain cargoes in its barges. Reputation of the company is not the only factor, Richards points out; the company must also have an efficient, cost effective operation in order to submit a winning bid. Moran has recently carried U.S. flag mandated cargoes to West Africa, Central and South America.

Many of the recipient nations that receive assistance cargoes require the vessel owner to arrange discharge of the barge's cargo. As a consequence, Moran barges may be equipped with mobile cranes, such as Link Belt units, with a capacity of 75 tons per lift, or up to 8 diesel-powered vacuators, each with a rated capacity of discharging up to 75 tons of grain per hour.

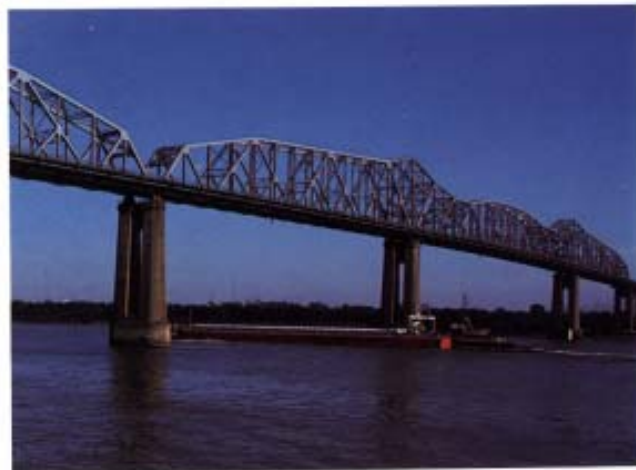
## MODERN EQUIPMENT

Moran also has the horsepower in its' offshore tug fleet and experienced crews to transport cargoes on short coastwise, or long ocean voyages. The unmanned barges **BRIDGEPORT**, **SOMERSET** and **VIRGINIA** are all classed by the American Bureau of Shipping for unlimited ocean service. Moran's commitment to its customers with quality barging services is demonstrated by constant vessel upgrading and new vessel construction. The barge **VIRGINIA** was launched in 1982, **BRIDGEPORT** in 1986 and **SOMERSET** in 1990.

## SUPPORT ASHORE

The company's management teams ashore in purchasing, construction and repair, and operations provide the necessary support for coastwise or international ocean tows. Even when the tugs and barges are underway, far from their home ports, they remain in constant contact with operations via the single side band radio.

With a tradition of service to our customers of over one hundred years, experienced people, ashore and afloat, and modern equipment, Moran can offer to its customers safe, reliable and efficient service for the movement of bulk cargoes, coastwise or world-wide.



The **ALICE MORAN** pushes the barge **SOMERSET**, loaded with grain under the Huey P. Long Bridge, down the Mississippi River, into the Gulf of Mexico, on her way to Peru, via the Panama Canal. Photo by Alice Reily



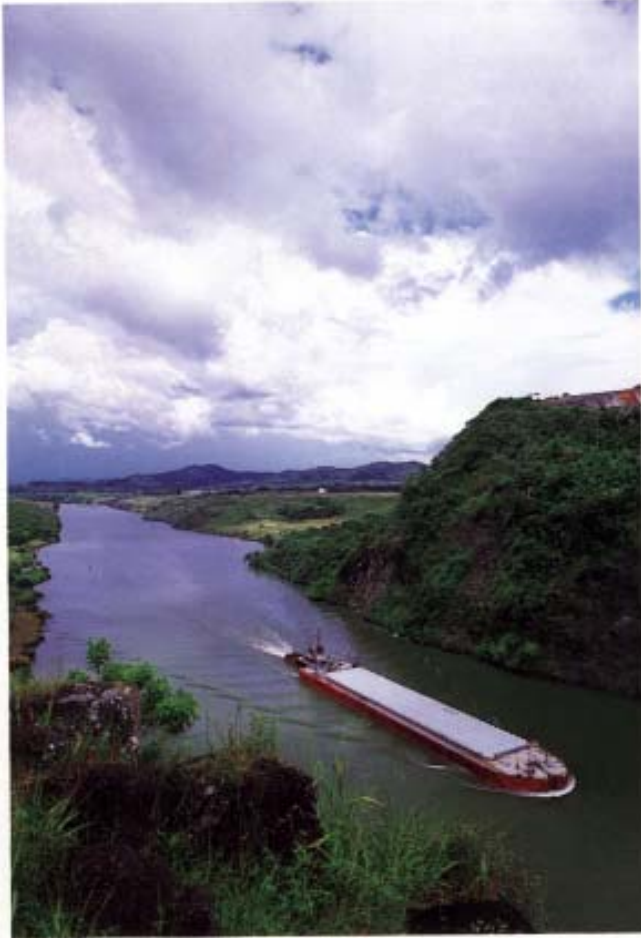
The 522-long dry-bulk barge **VIRGINIA** is loaded with a cargo of grain for Guatemala this past November, 1992, at the Peavy Grain Terminal, St. Elmo, La. on the Mississippi River. Photo by Alice Reily



Moran support services are always available to the offshore tugs via the single side band radio. Ron Droop, Offshore Operations at the Moran Office in Greenwich, Ct., mans the radio for the twice daily calls from the tugs on foreign voyages reporting their positions. The radio calling system allows Ron to initiate contact with any offshore tug at any time of day, seven days a week, giving Moran the ability to respond immediately to customers demands.



# TRAVERSING THE PANAMA CANAL



The *ALICE MORAN* pushes the dry-bulk barge *SOMERSET* through the placid waters of the 8-mile Gaillard Cut, past the lush tropical shoreline in the Panama Canal. The *ALICE*, in the barge's notch, was going from the Atlantic to the Pacific Oceans this past November. One of many international ocean-tows Moran made during 1992, the cargo carried by *SOMERSET* was grain, bound for Callao, Peru.



*ALICE MORAN* enters the Gatun Locks after leaving the Atlantic Ocean, the first of three lock systems in the Panama Canal that raised the tug and barge 85-feet above sea level.



The 50-mile long Canal saw a second Moran tug and barge in November, 1992, when the *MARION MORAN* took the dry-bulk barge *VIRGINIA* to the Pacific port of Puerto Quetzal, Guatemala. Canal fees for vessels of this type and size may range up to \$100,000 for a round trip.



*MARION MORAN* and *VIRGINIA* are locked in and under the tow of the Canal's electric "mules," that moved the tug when her engine is secured in the Gatun Locks. Note the yellow vacuumators on the *VIRGINIA'S* port side, making her independent of port facilities for unloading.

Photos by Kevin Jenkins



*PRIDE OF BALTIMORE—USA*

**F**or the fourth time since 1964 the Port of New York and New Jersey played host to the OpSail fleet of sailing ships. The first OpSail in 1964, held in conjunction with the New York World's Fair, brought the tall ships to New York Harbor because they were an endangered species, fast fading from the world's oceans. Many felt at the time it would be the last opportunity to see these great ships.

The 1964 event was a great success and started a renewed interest in sail training on an international level. A second OpSail was held in 1976 for America's Bicentennial and one in 1986 to celebrate the 100th anniversary of the Statue of Liberty.



*GAZELA OF PHILADELPHIA—USA*



*SAGRES II—Portugal*



*NEW YORK HARBOR, July 4th, 1992*



*ESMERALDA—Chile*



*FRYDRYK CHOPIN—Poland*



*QUEEN ELIZABETH 2*



*GEORG STAGE—Denmark*



*GLORIA—Colombia*



*SIMON BOLIVAR—Venezuela*





**KRUZENSHTERN**—Estonia



**ALEXANDER von HUMBOLDT**—Germany



**AMERIGO VESPUCCI**—Italy



**MIR**—Russia

**O**pSail 1992 was held in conjunction with the Grand Regatta Columbus '92 Quincentenary. Ships gathered together in Cadiz, Spain, to sail across the Atlantic to the United States, stopping at San Juan, Puerto Rico, before joining other sailing ships on the East Coast and coming to New York Harbor. The popularity of OpSail '92 showed with the largest number of Class A tall ships in the Parade of Sail, thirty four, many built in the last ten years. In spite of rainy weather and international economic problems, July 4th, 1992 was another spectacular event in New York Harbor's history. There is now talk of another OpSail for the year 2000.



**KAIWO MARU**—Japan



**USCGC EAGLE**—Host Vessel and lead sail trainer of the Parade of Sail in New York Harbor for the four OpSails.



**LIBERTAD**—Argentina



**SHABAB OMAN**—Oman



**CHRISTIAN RADICH**—Norway



**CONCORDIA**—Canada

Photo by Steve Krauss



## CAPTAIN LEONARD G. GOODWIN DIES

Captain Leonard G. Goodwin, Jr. retired vice president of Moran Towing & Transportation Co. died on July 31, 1992. He came from a seagoing family, including his father and brother. Captain Goodwin started his career at 17-years of age as a deck hand aboard a coastwise freighter.

He graduated from the U.S. Maritime Service Officers Training School at Fort Trumble, Ct. in 1943 as a 3rd Mate. A master mariner, that had his first command at sea at 25-years of age, Captain Goodwin was a veteran of World War II in the navy and merchant marine. While master of the Liberty Ship *JAMES W. NESBITH*, the ship was torpedoed in the Irish Sea just thirty days before the end of the war, but Capt. Goodwin beached the ship and saved it.

He came to Moran in 1945 as tug captain. One of his many assignments with Moran was sailing as commodore of the fleet of eight Moran tugs that towed the construction equipment needed for building the U.S. Air Force base at Thule, Greenland.

An expert in off-shore towing, he came ashore in 1956 to supervise the ocean-going tug and barge operations. In 1965 he was named vice president of Moran T & T Company's operation department. Leonard G. Goodwin is survived by his wife, Sue Darnel Goodwin. He had made his home in Virginia Beach, Va. since his retirement in 1983.



## IN MEMORIUM

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

Geneva Otey—January 27, 1992

Bernard Benson—February 5, 1992

Dispatcher Ken Caskin—June 15, 1992

Accounting Clerk Lillian Clark, retired in 1963 and passed away at 99-years-of-age on September 4, 1992.

Captain Rolf Salvesen—August 8, 1992

Alice Neary—November 11, 1992

Capt. Robert Nielsen—November 30, 1992

Wade Wansley—January 6, 1993



**S** *SS JOHN W. BROWN* The photo shows the World War II Liberty Ships, *SS JOHN W. BROWN*, on her "Matron" voyage in September of 1991. One of the last of the "Ugly Ducklings" that has survived, the *BROWN* has been preserved and for the first time since 1946, sailed under her own power. In May and September of 1992, the *BROWN* again held cruises for the public.

There are now plans to sail a convoy of WW II cargo ships to France in 1994 for the 50th Anniversary of the invasion of Normandy. *SS JOHN W. BROWN* would be joined by the Liberty Ship *SS JEREMIAH O'BRIEN* and *SS LANE VICTORY*. Information may be obtained from: Project Liberty Ship, P.O. Box 8, Long Green, MD 21092.

Photo by Harry Brown



# MORAN SERVICES

## *Protecting the Environment With Equipment And Training*

**T**he *EXXON VALDEZ* in Alaska, *AMERICAN TRANSPORTER* on the U.S. West Coast, *PRESIDENTE RIVIERA* in the Delaware River and *MEGA BORG* in the Gulf of Mexico, all spurred the passage of the Oil Pollution Act of 1990 (OPA-90). The act calls for a myriad of regulations bringing requirements in such areas as: Vessel Response Plans, prevention, crew training, navigation, manning, clean up, removal equipment aboard vessels, new construction and maintenance standards and much more.

In the post *EXXON VALDEZ* era, Mr. Thomas E. Moran decided that the entire Moran operation, fleets and methods of doing business needed to be audited from an environmental and safety standpoint. Captain Russ McVay, then Vice President-Operations, was relieved of all operational responsibilities and was assigned to evaluate the Moran companies under the new internal guidelines and then set up a program to correct any deficiencies. Moran's environmental record up to that time was excellent; however, Mr. Moran recognized that there is always room for improvement.

When examining the companies while wearing environmental blinders it became obvious that **TRAINING** and **EQUIPMENT** are the two major ingredients to preserve the environment and promote safety. Since ninety percent of all pollution incidents are caused by human error, formal training programs were quickly implemented.

### TRAINING

The training programs are in the form of week long seminars at either the U.S. Merchant Marine Academy's Continuing Education and Caorf facilities or at the Harry Lundberg School, of the Seafarers International Union facility at Piney Point, Maryland. The seminars are held continuously and cover such topics as: bridge simulator evaluation and training, bridge management, safety, seamanship, first aid, CPR, communications, pollution prevention and company policies and procedures.

### ON BOARD POLLUTION RESPONSE EQUIPMENT



**T**he heavy oil transport barge *TEXAS* carries a powder blue painted container on her deck. The container holds the absorbents, protective clothing, shovels, squeegees and

disposal equipment. Having immediate on-site control equipment with a trained crew can greatly lessen any damage from an oil spill.

Photo by Henry Wiggins



**MORAN POLICY!  
FIRE AND BOAT DRILLS  
TWICE PER MONTH  
LOGGED IN RED**

All our tug crews are now receiving training to qualify as a *"First Responder"* to oil spills under OSHA's requirements. In addition, Moran's firefighting and safety instructor, **Bill Burket**, gives onboard, personal instructions to all crew members on how to do their own vessel safety audits, use and care of their tug's firefighting equipment, survival suits, use and care of the newly installed "Self Contained Breathing Apparatus" (SCBA), liferaft deployment and equipment and the proper methods of effective fire and boat drills.

Since new regulations are going to require tankermen to be trained as *"Person-in-Charge,"* all Moran tankermen are sent on six day seminars to study most of what the tug crews received, plus detailed training in the properties of oil, pumping systems, pollution prevention and other subjects to be qualified PIC. Videos, highlighting all training subjects, were produced in-house and provided to each company as refresher courses between training sessions.



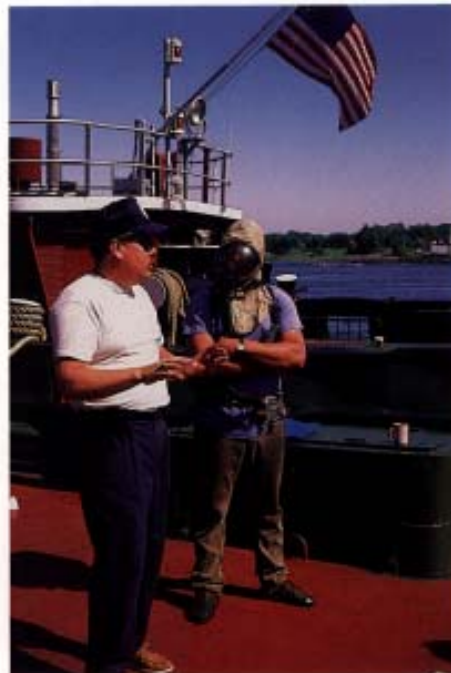
Fire drills include the use of the fire hoses actually putting water over the side. Each tug also has a diesel driven portable pump aboard for emergency use in case the main fire pump is inoperative.



Crew members respond to a fire alarm drill by taking survival suits and equipment with them on deck. The crew then reviews the drills and suggest ways of improvements.



Crew members reviews the electrical panel switches at an onboard training session. Cross-training of the crew is stressed, having deck or engine members know one another duties and equipment.



The tug crews receive firefighting and safety instructions on how to use a Self Contained Breathing Apparatus (SCBA). All the Moran tugs have SCBA's units aboard as part of the safety equipment.



Donning survival suits, a tug crew take to the water to practice the safe method of entering the water from the boat.



## MORAN POLICY:

Nothing is to be thrown overboard

# NO

- TRASH
- GARBAGE
- FILTERS
- ROPE YARNS OR LINES
- REFUSE OF ANY KIND



Fire stations, extinguishers, emergency shut off, are all clearly marked on the tank barges. The powder blue colored pollution gear locker in the background stands out.



All Moran tank barges are fitted with spill rails and manifold containment boxes to catch any spills.

## PROVIDING PROTECTIVE SERVICES

**M**oran Services Corp., headed by Captain Russell G. McVay as President, provides services to all of Moran subsidiaries in the areas listed below to preserve the environment and promote safety.

### Training and Equipment

- Design and Construction of vessels and equipment
- Stepped up crew supervision and training
- Operations evaluation and recommendation
- Oil Pollution Spill Response
- Vessel Response Planning and Training
- Regulatory update and recommendations

## EQUIPMENT

The other ingredient, *EQUIPMENT*, was evaluated and certain changes were in order. Not all of Moran's oil carrying tank barges were equipped with spill rails around the perimeter of the main deck. Now they all have spill rails, which prevent on deck spills from entering the water. All of Moran's Seaboard barge fleet have carried hard oil booms for the past 15 years, which can be deployed in the event of a discharge spills overboard, but equipment was added to help clean up on deck spills. A powder blue Oil Pollution Gear Locker sits on the deck of each Moran tank barge and contains absorbents, protective clothing, shovels, squeegees and disposal equipment. This equipment has been aboard all Moran tank vessels since 1990, although not required to be aboard by law until 1993.

As OPA-90 regulations began to develop, it became apparent that it would touch every facet of the petroleum marine transportation industry, as well as other marine transportation in general. On January 1, 1992, a new company, Moran Services Corporation, was formed in the Moran organization.



Tom Pearce, port captain for the Moran Services Corp., checks a plug on a tank barges spill rail. All the Moran tank barges have spill rails to catch any deck spills before it can enter the water. On board audits by the port captain and crew of equipment is a major part of the pollution control program.



**W**ith new regulations being promulgated both on a Federal and State level it has been imperative for Moran to get involved in the "process." Accordingly, Captain McVay has been part of the Regulation Negotiation Committee through the Transportation Institute in helping the U.S. Coast Guard draft the "Vessel Response Plan" regulation. He has also been a member of the Towing Safety Advisory Committee (TSAC), to the U.S. Coast Guard. On the state level, he is involved in the NY/NJ Governors Bi-State Committee on Oil Pollution. He holds membership too in the New York State's Oil Pollution Task Force, set up by the Department of Environmental Conservation, under Commissioner Jorling to evaluate New York's preparedness in the event of a major oil spill. He is also a member of New Jersey's Pollution Prosecutor's Special

Panel on creating guidelines to audit barge companies for maintenance and operational practices.

The Maritime Administrator, Captain Warren Leback, asked Captain McVay to address vessel masters and mates at the seminar held at the United States Merchant Marine Academy, Kings Point, N.Y., concerning the effects of OPA-90 on ship's officers. He also addressed the maritime industry at the request of the Captains of the Port of the Port of New York & New Jersey and Hampton Roads for their "Industry Days." The topic was "Raising the Standard of Care" in the tank barge industry.

Moran Services Corporation will help to insure Moran companies will do what is necessary in **TRAINING** and **EQUIPMENT** to preserve the environment and promote safety.



Tug Captains have an informal session during training at the U.S. Merchant Marine Academy. Various management people take the opportunity to meet with crew members to discuss their problems and company policies as part of the training seminars.



Captain Russell G. McVay  
President of Moran Services Corp.



Tug Captains review a navigation chart before starting a training session on the bridge simulator at Marine Safety International (MSI) at the U.S. Merchant Marine Academy, Kings Point, N.Y.



A Moran tug Captain mans the bridge simulator during a computer-graphic training session as part of the tug and barge seminar at Marine Safety International.



While one trainee operates the bridge simulator he is observed by his peers on a close circuit TV system. Trainees later critique sessions with instructors.



**Captain George A. Stitik**—47 years-of-age, Virginia Beach, Va., 25 years experience, joined Moran in 1967. U.S. Coast Guard licensed pilotage for New York Harbor and Hudson River. Routinely captain of the tug docking the **QUEEN ELIZABETH 2** and other cruise ships in New York.



**Captain Thomas J. Evans**—54 years-of-age, Heightstown, N.J., 25 years experience, joined Moran in 1967. Graduate of the Advance Tug and Barge course, Marine Safety International, Kings Point, N.Y. Captained the coastwise towing of the coal barge **BRIDGEPORT** and Seaboard oil barges



**Captain Malco Guidry**—51 years-of-age, Cut Off, Louisiana, 30 years experience, joined Moran in 1988. Expert in off-shore international barge towing. Recently towed the barge **VIRGINIA** to Guatemala.



# MONUMENT TO THE AMERICAN MERCHANT MARINE WAR DEAD

It was a familiar scene that we have all witnessed over the years, a group of aging, graying war veterans, wearing their organization uniform hats, service ribbons and medals, gathered at a monument to honor their fallen comrades in battle in New York City's Battery Park. There was something special about this group, however, for they were active and former merchant seamen, classified over the years as "civilians," who had just received their nation's official status as war veterans in 1988, some forty plus years after World War II in which they served.

## THE AMERICAN MERCHANT MARINERS' MEMORIAL, INC.

The monument that they stood at attention in front of was new too. It culminated fifteen years of planning, fund raising and work by the American Merchant Mariners' Memorial, Inc., a group of people from the maritime industry, mostly veterans of the great sea war of the 1940s. It has been erected in New York City, on a breakwater in the Hudson River, off Pier A, Manhattan's oldest active pier, at the Battery. It was officially dedicated on October 9th, 1991.

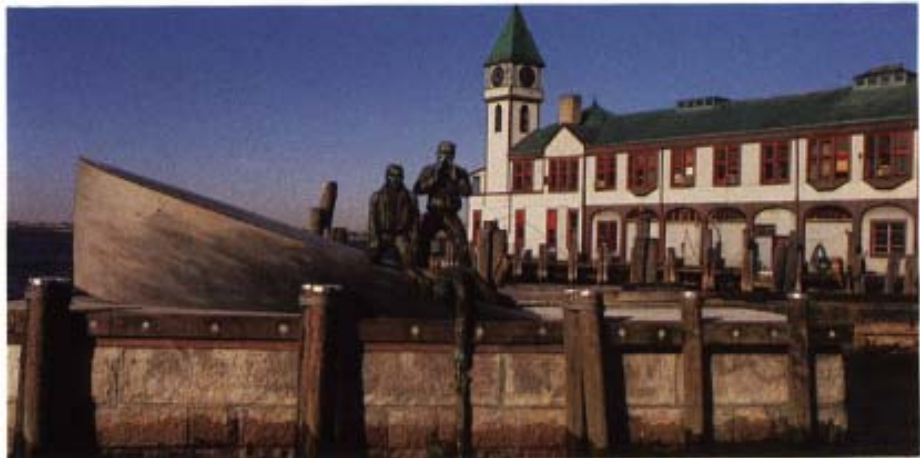
## HISTORIC BREAKWATER

The Monument is unique in many ways. The 9-ft. by 28-ft. granite breakwater, on which it is mounted, is part of the officially designated historic landmark, Pier A. The breakwater gave shelter for many years to the small vessels that would transport immigrants from Ellis Island, the Federal Immigration Station in the harbor, on the last part of their journey "through the Golden Door." Viewing the monument from the waterfront at Battery Park, across 30-feet of water, Ellis Island and the Statue of Liberty are in the background.

## THE INSPIRATIONAL PHOTOGRAPH

The inspiration for the figures in the monument came from an incident in World War II. Captain George Duffy was a twenty year old third mate at the time, from the Massachusetts Nautical School, class of 1941. A German auxiliary cruiser, *MICHEL*, attacked and sunk the *AMERICAN LEADER* on September 10, 1942, while Duffy was serving on her in the Pacific. He was taken prisoner and while a captive came across a photo in a German magazine of seven American seamen from a tanker sunk by a German U-boat. When he returned to the States, after the war he followed up on the photo and found it was of the tanker *SS MUSKOGEE* and the photo was taken from the German sub U-123 that sunk the ship. Unfortunately, the seven merchant seamen in the photo were never rescued.

Captain Duffy was turned over to the Japanese as a POW and spent the war in labor



The monument to the war dead of the American Merchant Marine, located on a breakwater in the Hudson River, off the Battery Park seawall, in lower Manhattan, New York City.

camp on Java and Sumatra. He kept the photo all during his internment and brought it home in September of 1945. When the project looked for a subject for the monument they found the answer in this photo.

## TORPEDOED MERCHANT SEAMAN

The four figures, seven and a half foot human scale statuary bronze sculpture was executed by Marisol Escobar, a renowned sculptor. The monument shows the seamen after being torpedoed, looking to the sea for rescue. Three stand on a simulated lifeboat, while one is in the water. The man in the water, who his comrade is trying to reach down to pull out, changes position by virtue of the rising and falling of the harbor tides, at times being totally submerged. Veteran seamen from World War II will recognize the

wartime life jacket on one figure. The monument is particularly impressive when viewed illuminated at night. A time capsule, containing historic documents, a seamen casualties list from World War I and II, and the names of all that supported the memorial, was placed in the monument's base at the dedication.

The location of The American Merchant Mariners' Memorial is off the Battery Park seawall and is passed by the thousands of tourists on their way to board the ferries for The Statue of Liberty and Ellis Island. Many stop, read the descriptive plaque and gaze across the waters at the monument. It is hoped that they will also remember the 6,185 seamen of the U.S. Merchant Marine and the 529 seamen of the U.S. Army Transport Service who lost their lives in the great sea war of World War II, for no other monuments mark their graves.



The propaganda photo from the magazine *Berliner Illustrierte Zeitung* of 1942, taken of the seven merchant seamen of the tanker *MUSKOGEE*, after torpedoing by the German sub U-123. None of the men in the photo sur-

vived the sinking. Captain George Duffy carried the photo with him over his three years as a POW and forty years later it was used as a subject for the monument.

Photo Courtesy of George Duffy





*MV ZENITH*—Celebrity Cruises—Maiden Arrival, March 18, 1992



*MT PATRIOT*—Conoco Shipping—Maiden Arrival, March 18, 1992



*CV TORM FREYA*—Torm Line—Maiden Arrival, Philadelphia, April 17, 1992



14 *MV MAJESTY OF THE SEAS*—Royal Caribbean Cruise Line—Maiden Arrival, April 14, 1992





*MV CROWN JEWEL*—Cunard Crown Cruise Line—Maiden Arrival, August 25, 1992



*MV ROYAL ODYSSEY*—Royal Cruise Line—Maiden Arrival, September 16, 1992



*SS ARKONA*—DSR Lines—Maiden Arrival, September 30, 1992



*MV DREAMWARD*—Norwegian Cruise Line, Maiden Arrival, November 19, 1992



## MORAN'S SERVICE AWARD PROGRAM

*"Loyal and dedicated employees are the key to the success of every company. Our Service Award Program is designed to acknowledge the contribution of those employees who, through their years of service, have been instrumental in Moran Towing Corporation achieving the level of success it has."*

**Malcolm W. MacLeod**  
President & CEO



**E**ileen T. Gaffney, manager of Moran Towing of Maryland's New York Office, receives congratulations from Robert W. Wilson, vice president of sales, on completing 35 years of service. Both Bob Wilson, who completed 30 years of service in the New York sales area last year, and Eileen Gaffney retired in December, 1992



**B**ill Muller, vice president of operations, gives Frank Lunde his 35 year award. Frank has spent part of his career with the company on the tugs and now works at the HQ office in Greenwich as a dispatcher.

### Thirty Five Years

Eileen Gaffney  
Joseph Crist  
Frank Lunde

### Thirty Years

Robert Wilson

### Twenty Five Years

Karl Placette

### Twenty Years

Gloria O. Bryan  
Brian Burtner  
Bill Norgeot

### Fifteen Years

William P. Muller  
Walter Naef

### Ten Years

Alan Marchisotto  
Thomas Pearce  
John Quinn  
Robert Sherry  
Wade Wansley

### Five Years

James Coyne  
Santa Caraballo  
Lucy Casamassima  
Betty Gercken  
Francesca Giordano  
William Guess  
Margaret Keown  
Herbert Walling  
Daniel Wall  
Larry White



**G**loria Bryan, Senior Accountant, receives her twenty year service award from Lee Christensen, vice president of finance.





Brian Burtner, Parts Manager at Moran's Shipyard, has completed twenty years service.



William P. Muller, vice president of operations, celebrates fifteen years with Moran.



**L**ee Christensen, vice president of finance, has the pleasant duty of handing out two ten year service awards. L to R, John Quinn, Supervisor, Crew Paymaster and Robert Sherry, Manager Internal Auditing.



Malcolm MacLeod (L), president and CEO of Moran Towing Corp., congratulates general counsel Alan Marchisotto on his tenth anniversary with Moran.



Tom Pearce (L), port engineer for the Moran subsidiary company, Moran Services Corp., receives his ten year service award from Bill Muller, vice president of operations.



**FIFTH ANNIVERSARY**



Lucy E. Casamassima



Santa Caraballo



Francesca Giordano



Herbert M. Walling



Daniel J. Wall



**C**apt. Ragnar "Whitey" Mattsson was hosted to a retirement party by his friends and associates after completing 35 years service as a tug captain and pilot. Capt. Mattsson will now have full time to devote to his horse farm. Malcolm W. MacLeod, president and CEO of Moran Towing Corp., gave a ship's clock to Capt. Mattsson in appreciation for his long association with Moran.



**W**ELCOME ABOARD Malcolm W. MacLeod, president and CEO of Moran Towing Corp., has appointed Jeffrey J. McAulay Controller of Moran Towing Corp. Mr. McAulay holds B.A. in Economics from Yale University, an M.B.A. from New York University and is a Certified Public Accountant. Before joining Moran, he was an assistant controller with Grace Specialty Chemicals Company in New York City.

**R**ECENT PROMOTIONS Edmond J. Moran, Jr., president of Moran Towing of Maryland, has announced the appointment of two new vice presidents and an operations manager. James Coyne, manager of construction and repair, has been promoted to vice president in charge of marine engineering activities in the ports of Philadelphia, Baltimore and Norfolk. Patricia Bennett, manager of international sales, will continue in that area as assistant vice president at Moran Towing of Maryland. Dave Boone, former chief dispatcher at Moran Towing of Pennsylvania, has been appointed operations manager in Philadelphia.



**N**EW PILOT APPRENTICE The Virginia State Pilots Association has accepted Tazewell Fitzgerald, an employee of Moran Towing of Virginia, into their five year apprentice program. A graduate of Virginia Commonwealth University, "Tax" Fitzgerald was employed as a deckhand on the **DOROTHY MORAN**.





# 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*
Alice Moran	4,700HP*
Cape Ann	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*
Grace Moran	3,165HP
Reedy Point	2,400HP
Carolyn	1,800HP
Cedar Point	1,750HP
Wagner's Point	1,750HP

### Baltimore, Maryland

#### Moran Towing of Maryland, Inc.

1615 Thames Street Building B  
 PO Box 38400  
 Baltimore, Maryland 21231-8400

Cape Romain	3,300HP*
Cape Henelopen	3,300HP*
Sewells Point	2,360HP
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

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*
Mary M. Coppedge	3,200HP*
Helen D. Coppedge	2,850HP*
Julia C. Moran	1,750HP
Ann Moran	3,300HP*
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*
Sheila Moran	4,700HP*
Helen Moran	3,500HP*
Cape Charles	3,300HP*
Mary Moran	3,300HP*
Stella II	1,600HP

\*Denotes twin screw







**T**he Operation Sail 1992 fleet of Class A, B and C vessels sailed out of the mist on the morning of Saturday, July 4th, 1992 to parade up the Hudson River. The fleet went up to the George Washington Bridge and then turned south to dock. The public was invited to visit the ships in Brooklyn, the South Street Seaport Museum on the East River and the New York Passenger Ship Terminal in Manhattan. This was the largest number of Class A ships of any of the previous OpSails that came to New York Harbor for the Parade of Sail. See page 6 for additional photos.

**JUAN S. DeELCANO—Spain**