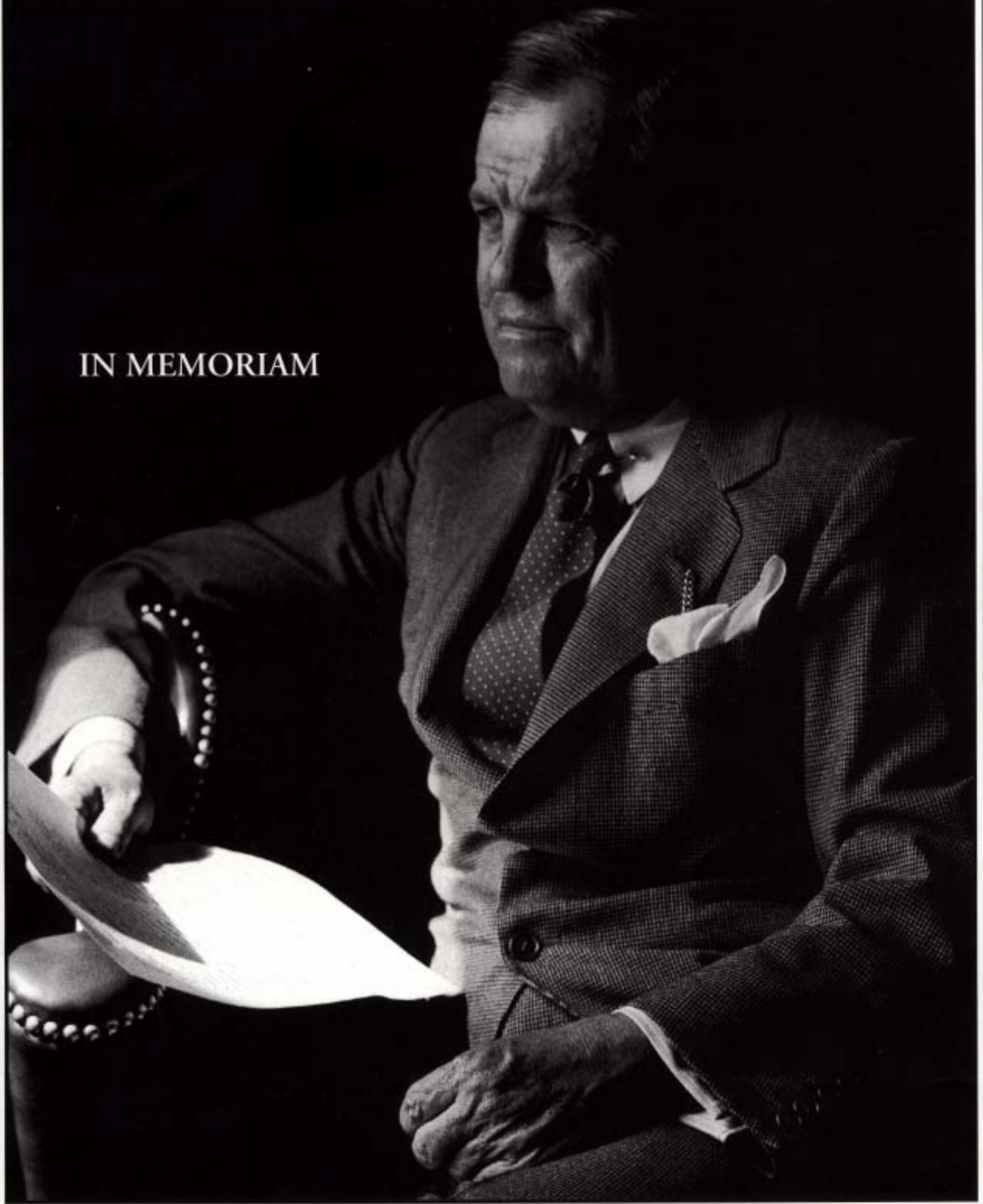


Tow Line

WINTER 1993/1994

IN MEMORIAM



ADMIRAL EDMOND J. MORAN, USNR (ret.) 1896 - 1993

ON THE COVER

REAR ADMIRAL EDMOND J. MORAN, USNR (Ret.)



Rear Admiral Edmond J. Moran, USNR (Ret.)

On July 15th, 1993, Admiral Edmond J. Moran passed away at 96 years of age, at his home in New Canaan, Connecticut. Some 46 years ago, when the Admiral was president of the company, he founded *Tow Line* as the Moran house organ.

Over the years, the magazine followed the Admiral's directive in the first issue of telling the Moran story to the people in the company and to the customers. As our readers again "take it in tow," they will be pleased to know that this issue of the magazine is dedicated to the memory of Admiral Moran. Please see page four for the Admiral's biography.



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Tow Line

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The CROWN DYNASTY made her maiden visit to the Port of New York & New Jersey on June 16th, 1993, for a traditional christening by former first Lady Betty Ford at the New York Passenger Ship Terminal. The ship had sailed directly from her builders in Valencia, Spain to New York. Similar to the two other Crown ships, she is 537-feet long, 19,500-tons and carries 800 passengers. DYNASTY ran the 1993 season with MONARCH on the Canadian cruise route from New York. The ship has all the amenities of the larger ships, including a central atrium and spacious cabins. While many cruise lines have built larger passenger capacity ships in recent years, Cunard has joined with Crown Cruise Line (a subsidiary of EffJohn International) in a joint venture to market five 800-passenger ships. Cunard's CUNARD PRINCESS and CUNARD COUNTESS have joined with the CROWN DYNASTY, CROWN JEWEL and CROWN MONARCH to form Cunard Crown Cruises. Cunard will do the marketing and public relations for the ships, while Crown will continue as operators.

ADMIRAL EDMOND J. MORAN

REAR ADMIRAL
EDMOND J. MORAN, USNR
(ret.)



Admiral Edmond J. Moran, born in Brooklyn on October 13, 1896, died at his home in New Canaan, Ct., on July 15, 1993. He had joined the family business in 1915, starting as a clerk after graduation from school. The firm had been founded by his grandfather Michael, an Irish immigrant, in 1860. Over the years, Edmond Moran would work in every part of the shore-side operations before becoming chairman of the board of directors in 1964. Even before he came into the office, however, he was no stranger to the industry, having spent his vacations from school working aboard the company tugs. This familiarity with life and conditions aboard the tugs would prove invaluable in World War II years when he directed the crews of the multinational fleet of 160 tugs and barges.

World War I had interrupted Admiral Moran's career and he joined the U.S. Naval Reserve in 1917, receiving a commission as an Ensign. He served at sea as a watch officer on supply ships and was released from active duty as a Lieutenant (j.g.) in 1919. He returned to the company and went on to be elected president of Moran Towing and Transportation Company in April 8th, 1941.

In the spring of 1941, when the war in Europe was escalating, Admiral Moran was called

to Washington to act as a consultant to the U.S. Maritime Commission. This federal agency was responsible for building, operating and training crews for the expanding war-time fleet of the merchant marine. The United States, even before entering the war, had a commitment to the British government to supply a fleet of tugs under the lend-lease program. Admiral Moran used his extensive knowledge of the tug and barge industry to negotiate for the sale of vessels and deliver them to England.

When the United States entered the war after Pearl Harbor in 1941, the Admiral resigned his position as president of the company for the duration, and activated his commission in the U.S. Naval Reserve. He went to Washington as a Lieutenant Commander and became director of small boat procurement for the War Shipping Administration, a branch of the U.S. Maritime Commission. It was his duty to assemble a fleet of some 2,000 vessels from the civilian sector for the war effort and determine that owners would

receive just compensation from the government for their vessels.

A short time after the United States entered the war, in January of 1942, the German Navy launched operation "Drum Roll," a concentration of their submarine fleet on the East Coast of the United States. Submarine captains found easy targets

of merchant ships sailing alone, without any armed escorts, outlined from the lights of the coastal cities. Allied ships, mostly tankers, were sunk within sight of land, right outside the major east coast ports, including New York. The then LCDR Moran was "borrowed" from the Maritime Commission and assigned as rescue officer, under the commander of the Eastern Sea Frontier. His job was to dispatch rescue tugs to the aid of torpedoed ships and crews. At a time when the nation had an acute shortage of ships, his efforts enabled many damaged vessels to be repaired and returned to sea again.

When the Battle of the Atlantic turned in the Allies favor, with the introduction of the convoy system including Naval escorts and air support, the Admiral returned to the WSA. In addition to his duties in vessel procurement, he became director of the tug and barge department. Included in this program was the construction of the famous wartime fleet of V-4 tugs. These 195-foot long deep-sea tugs, with 2,500 h.p.



WEDNESDAY, JUNE 7, 1944

The Phoenix, concrete caissons have been towed across the English channel on D-day, plus one, by the seagoing tugs. In the painting by Dwight Shepler, the smaller harbor tugs take over, maneuvering the caissons in place in the shallow waters off the French beach before they were filled with sea water, sinking to become the man-made harbor for the Mulberry, Normandy beachhead. Admiral Moran was in complete charge of all the tugs and barges in the invasion.

diesel engines, many operated by Moran with civilian merchant marine crews, played a major role in the war at sea.

The Germans knew that the invasion of Europe would be impossible for the Allies without a major port to land supplies and therefore concentrated their defense against the invasion on the French channel ports of Cherbourg and LeHavre. It was estimated that it would take six tons of supplies for every soldier landed on the beach. The planners of the Normandy invasion, however, included the innovation of man-made ports, code named "Mulberry" and "Gooseberry."

Admiral Harold R. Stark USN, commander of U.S. Navy forces in Europe, came to Washington with some questions on towing problems for the upcoming invasion and consulted Edmond Moran. Later the Army brought up the problem of landing 1,000 tons of supplies directly on the beaches with a five-foot draft barge. Admiral Moran knew just the equipment and where to find it. He suggested the New York Harbor railroad car floats and shallow draft gasoline barges. These crafts, never meant to venture outside of the placid waters of the harbor, were sent in a convoy with some small tugs, across the Atlantic to England for the invasion.

The then Commodore Moran, was asked by Stark to go to England and look at the proposed towing plans. He was first assigned to planning the artificial harbors as an advisor but was quickly recognized as an expert in tugs and towing. In answer to an interviewer's questions some years later, Admiral Moran

said " I was given complete charge of the whole operation, command of all the tugs, barges and floats, everything connected with the towing phase of the operation." He set up a base in Les-on-Solent, England and took charge over more senior officers. His tact and experience in dealing with the multi-national captains and crews, many of whom were civilian tugboat men, including those working for Moran, proved invaluable. The tugs towed the man-made harbors to the beachheads, reaching France on June 7th, just one day after the invasion, and supplies started to flow to the landing troops.


Historians now agree, with the military leaders of the time, that the success of the D-day invasion on June 6th, 1944 and the liberation of western Europe would not have been possible without the man-made harbors. For his part in D-day, Admiral Edmond J. Moran was awarded the Legion of Merit by the United States, Honorary Commander, Military Division, Order of the British Empire; and the Croix of Guerre, with gold stars from the French Government.

The Admiral went on to Guam in the Pacific to repeat the preparations for a similar man-made harbors to be used in the proposed invasion of Japan when the war ended. In August of 1953, Edmond J. Moran was promoted to Rear Admiral, United States Naval Reserve. Admiral Moran returned to the family business in 1946 and was elected chairman of the board of directors in February of 1964. His leadership of the company during the expanding postwar years has been credited with helping

make Moran one of the largest and most successful in the marine towing industry worldwide. He retired after serving 69 years with the company in 1984, turning over the chairmanship to his oldest son, Thomas E. Moran, present chairman of the board of directors of the Moran Corporation and a fourth generation of the founding family.

Admiral Moran was an active member and leader in the American Maritime Industry. He served three terms as president of the Maritime Association of the Port of New York & New Jersey. He was on the Board of Managers of the American Bureau of Shipping. The Admiral served as a member of the Board of Directors of the South Street Seaport Museum, New York City, Chubb Insurance Company, Victory Carriers, Propeller Club of New York and as a trustee of the Museum of the City of New York. He served as president of the India House and was a member of the New York Yacht Club, both in New York City. He was vice-chairman of Fordham University's trustees and was awarded an honorary doctorate of letters degree from that University. Admiral Moran was given Papal Honors in 1980.

Admiral Moran is survived by three sons, Thomas E. of Darien, Connecticut, Kevin P. of New York City and Edmond J. of Baltimore, Maryland and three daughters, Nancy Grinder of Aiken, S.C., Margot Danis of St. Louis, Mo., Sheila Reynolds of New York City. Survivors included 14 grandchildren and 18 great grandchildren. He was married for 63 years to the former Alice Laux, who died several years ago. ↓



MORAN COMES TO THE "PORT OF AMERICAS," MIAMI, FLORIDA

The Port of Miami's Dodge and Lummus Islands, looking towards the port's entrance, through the Government Cut to the Atlantic Ocean.

MORAN TOWING OF MIAMI, INC.

Moran tugs with the black stacks and the big white "M," have become a familiar sight on the blue-green waters of the Port of Miami. Moran Towing of Miami, Inc., started to serve customers in the port this past February, adding to Jacksonville, a second East Coast Florida port. Moran now provides customer services to two out of the four major Florida seaports.

Under the leadership of Carmen J. Lunetta, Port Director, The Port of Miami is one of the fastest growing seaports in the United States today. The growth in Miami is tied to its geographical location with Latin America, South America and the Caribbean Basin. 1992 was a banner year for the port, becoming the first Florida seaport to handle 4 million tons of containerized cargo. The first six months of 1993 show a 11.1% increase in tonnage over 1992.

Miami is now poised for the opening of trade with Cuba, in the not too distant future. Cuba, with its 10.7 million people, has a great potential for imports and exports with the Port. The cruise industry, too, is looking to attract addition passengers with new cruise ports to market in Cuba.

The Metropolitan Dade County Seaport Department is building on its present success in



Moran's Miami general manager (L) Mark Vanty and his assistant (R) Matt Walton, in Moran's offices on Dodge Island.

the Port of Miami for future development. Already known as "Cruise Capital of the World," Miami is home for 10 cruise lines, operating 20 cruise ships year-round, out of 12 climate controlled passenger ship berths on Dodge Island. Included in this fleet is the 2,022 passenger vessel NORWAY, at 1,035-feet, the longest cruise ship in the world. Future plans call for additional cruise ship berths on the Miami's mainland to handle the growth projected from the present 3.1 million cruise passengers annually.

The Port's position as the hemispheric containerport hub, handling 4.9 million tons of cargo, is also under plans for expansion. Lummus Island, which now is the location of the container terminal, has six gantry cranes, that at times are operated at full capacity. Plans call for a \$100 million investment in new cargo-handling equipment, including a seventh and eighth container cranes, new Ro-Ro berths and upland expansion on the mainland. To ensure that the port can handle the containerships and cruise ships of the future, the south channel has now been dredged to 42 feet, and, by 1994, dredging will be completed in all the port's channels.

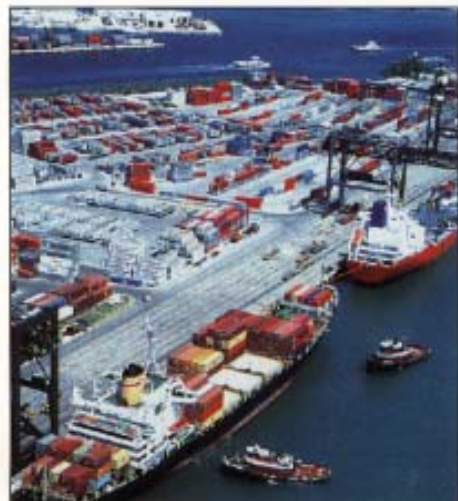
Moran of Miami's boats and shore side operations are located on Dodge Island, within minutes of the passenger ship and containership terminals. The company's offices are in the Port Authority building, under the management of Mark Vanty, General Manager.

Mark Vanty came to Moran after graduation

from Maine Maritime Academy, Castine, Maine, where he received a bachelors degree in nautical science and management, in addition to qualifying and receiving a third mate's license, issued by the U.S. Coast Guard. His first assignment at Moran was in the Greenwich, Connecticut headquarters office as a dispatcher in the Seaboard Shipping Co., Moran's oil barge transportation subsidiary company. In 1989 he was promoted to manager of the Seaboard operation. Mark Vanty is assisted in Miami by Matt Walton, a 1992 graduate of the U.S. Merchant Marine Academy, Kings Point, NY, and a U.S. Coast Guard licensed third mate.

Moran now has three tugs on 24 hour, seven day a week duty, to serve its Miami customers. The ANN MORAN, CAPE MAY, are 3,300 horsepower and the HELEN D. COPPEDGE, 2,850 horsepower, all modern, twin screw boats. The Miami fleet is backed up by Moran's 133 years of experience and the expertise of the parent corporation staff.

Moran is pleased to serve our customers, old and new, in the Port of Miami and looks to the future to be part of the growth of the "Port of the Americas," Miami, Florida. ⚓



The containership POL GULF, (lower left) is one of the ships handled by Moran tugs at the Lummus Island Container Terminal.

The Moran tug fleet in Miami this past September. Left to right, DOROTHY MORAN, HELEN D. COPPEDGE and ANN MORAN.



The DOLPHIN IV, of Dolphin Cruise Line, part of the fleet of 20 cruise vessels that are homeported in Miami, is assisted by the ANN MORAN at the Dodge Island Passenger Ship Terminal.

Lykes Line's containership HOWELL LYKES is taken in tow off Lummus Island by Moran tugs.



SHIPS IN THE NEWS

KRONSTADT,
altic Shipping Co.,
Maiden Arrival,
January 6, 1993



STATENDAM,
Holland
America Line,
Maiden Arrival
April 4, 1993



SONG OF AMERICA,
Royal Caribbean
Cruise Line,
Maiden Arrival,
May 8, 1993



Photo by Bill Rau



REGAL EMPRESS,
Liberty Travel,
Maiden Arrival,
May 10, 1993



ORANGE WAVE,
Atlanship S.A.,
Maiden Arrival,
June 17, 1993



**ALBEMARLE
ISLAND,**
Ecuadorian Line,
Maiden Arrival,
August 6, 1993

Photo by Stephanie Hollyman

continued on page 11

USCGC SORREL WLB 296, A BARGAIN FOR THE TAXPAYERS



USCG SORREL WLB 296, rests under the watchful eyes of the Statue of Liberty, at her homeport of Governors Island, N.Y.

When it comes to military spending, most American citizens never expect to find the services "making do" and saving money. The U.S. Coast Guard, however, is a refreshing exception, witnessed by the buoy tender SORREL.

The ship, part of the Coast Guard's black hull fleet of work boats, is one of several buoy tenders celebrating its 50th anniversary of service.

SORREL started her long voyage on September 16th, 1942, when her keel was laid down at the Zenith Dredge Company's shipyard in Duluth, Minn. She was part of a 38 buoy tender wartime contract for the yard that employed 2,700 workers and which completed the contract in less than 2 1/2 years. The buoy tender was launched on September 28th, 1942 at a cost of \$918,873. (Not adjusted for inflation)

The vessel was commissioned on March 18th, 1943, and, under the command of Lt. F. D. Hildtich, USCGR, the crew of 50, mostly newly enlisted civilians, took her to the first homeport of Boston, Mass. as part of Task Force 24. The steel hull cutter, was 180-feet long, beam of 37-feet and a draft of 12-feet when fully loaded.

The ship earned the nickname "Greenland Express," from her job of resupplying Loran stations in Newfoundland, Labrador and

Greenland. The 24-day round trip took her 2,000 miles from her homeport, many times through some of the world's most treacherous ice fields. To the crews at the isolated Loran stations, the arrival of the little buoy tender would mean mail, movies and ship stores supplies, in addition to the personnel and supplies needed to run the bases.

SORREL, even in those years, was a multi-mission cutter, with many side duties besides resupplying Loran stations. She carried on weather observations, so important to the World War II effort, not only for convoys of ships crossing the Atlantic, but for the troops in Europe. The weather in SORREL'S operating areas would continue eastward and her reports would help in planning for the Allied troop movements in Europe.

Search and rescue (SAR) duties have always been part of the cutter's duties and her history is filled with examples of coming to the aid of mariners in distress.

While on wartime North Atlantic duty she came to the aid of ships on fire, rescued survivors, and towed disabled vessels to safety. After over a decade of service in the North Atlantic, SORREL was transferred on May 1, 1954, to another cold operating area, Sitka, Alaska. The trip to her new homeport, including transiting the Panama Canal, took 63 days. The wartime missions had changed, but peace-

time duty still included maintaining aids-to-navigation, with the added tasks of enforcing fisheries conservation laws and covering 400 miles of the Alaskan coast. Her search and rescue missions included rescuing 102 passengers from the downed Northwest Airlines Flight 293, on October 22, 1962 in Sitka Sound. The vessel's log shows 39 incidents of diversion for SAR missions in Alaskan waters.

By 1976, SORREL was showing her age, and she left the Alaskan waters to travel back to the East Coast to the Coast Guard Yard at Curtis Bay, Maryland. The buoy tender was decommissioned for repairs and modernization as part of the Coast Guard's Service Life Extension Program (SLEP) at Curtis Bay.

Modernization cost \$7.5 million and included a new 1,000 hp diesel electric power plant to drive her single screw, giving a maximum speed of 13.7 knots. The berthing areas were updated for today's crews on board living standards, standards that have changed a great deal since 1942. The cutter would now carry one 25-foot motor boat and a 22-foot rigid hull inflatable. To support a cruising range of some 7,980 nautical miles, the vessel carried 29,110 gallons of diesel fuel for 28-days underway duration.

When the recommissioned SORREL left Curtis Bay, she was a cutter with state-of-the-art, multi-mission capabilities.

On January 13th, 1983, SORREL was as-



Wearing the World War II livery of gray, USCGC SORREL leaves Duluth Harbor, Wis. in March of 1943, after commissioning to begin her half century of service in the U.S. Coast Guard.

signed to her present homeport at New York's Governors Island. In the Port of New York & New Jersey the cutter services some 148 aids-to-navigation, between Execution Rock Light in Long Island Sound and Manasquan Inlet, off New Jersey, and including the Hudson River.

As was so common in the vessel's long histo-

ry, she still serves as an ice-breaker during the winter months in the harbor and up the Hudson River. This latter mission keeps the channels clear for the movement of the critical oil supplies. Still very much a multi-mission vessel, SORREL, answers SAR calls and goes on law enforcement patrols. She also preforms commu-

nity service, such as a recent weekend transporting 50 Boy Scouts from the New York area up the Hudson River to the U.S. Military Academy at West Point, N.Y. for a camping trip.

LCDR J. L. Nimmich, the 29th officer to command the buoy tender in her history, has a crew of 50, but all aboard were born well after 1942, when the USCGC SORREL was launched. The crew does have a distinction that few in the Coast Guard will share, entitlement to be called "Golden Plankholders." Buoys are now set, using a global satellite positioning system, but most of all the other traditional duties of the black-hull cutter have remained the same over the years.

In March of this year, SORREL took some well deserved time out from her work and docked at the South Street Seaport Museum's Pier 17, in Manhattan on the East River to give the officials a chance to see the buoy tender and celebrate her 50th anniversary.

During "Fleet Week '93," SORREL joined the civilian work boats of New York Harbor in leading the parade of naval ships and later docked near the Intrepid Air & Space Museum, on the Hudson River, for viewing by the general public.

The taxpayers have gotten their money's worth from USCGC SORREL, considering the fact that the new, replacement 225-foot buoy tenders of the JUNIPER class for the present aging fleet will cost \$40.7 million each. ↓

SHIPS IN THE NEWS *continued*



**DSR ASIA.
Senator Line,
Maiden Arrival,
September 16, 1993**

RECOMMENDED READING



Photo Courtesy of The John A. Noble Collection

**DORIS MORAN
and the ILE de FRANCE.**
1953, By John A. Noble

*HULLS AND HULKS IN THE TIDE OF
TIME; THE LIFE AND WORK OF JOHN A.
NOBLE.* by Erin Urban,
Noble Collection, 1000 Richmond Terrace, Staten
Island, NY 10301, 1993. 269 pp, 79 illustrations
of the artist's work, \$75. + \$8 S&H.

The age of commercial wind-driven ships in American maritime history lasted much longer than many realize, well into the late 1930's. More wooden sailing ships were built and launched for World War I than at any time before in the nation's history and they stayed at sea, eking out a living in the bulk trade until driven from the seas by power ships, seagoing tugs and trucks ashore. They were the American rigged schooners, and their lot was captured in the art of John A. Noble.

Noble was not only a great American artist but also a true sailorman, who crewed aboard the aging schooners in their "last hurrah" at sea. He would preserve the memories of these schooners and the men who sailed them in his lithographs for prosperity.

The author, Erin Urban, only met the artist once, days before he died, but she fell under the spell of his personality and work and ten years later produced this book. She traces the artist's early days. Married to Susan Ames Noble, he was the son of the artist William Noble and lifelong lover of the sea.

Noble was not only well known in artistic circles, but also along the New York waterfront. He worked in a studio built on a barge (which is being preserved), which he constructed from wood taken from the grounded schooners, dying a slow death from the changing tides and weather in Bayonne, N.J. He traveled about the waters of the port in a rowboat, sketching and photographing his subjects. In his early days, his art would not support him and his family, so he crewed on the schooners and worked ashore in salvage.

The artist sold what work he could and bartered many pieces for the services he needed. Today many collectors of his work are the harbor workers, tavern owners and tradespeople who bought his art at a pittance compared to what it is now worth.

Noble made his home on Staten Island, New York, on the shores of Kill van Kull, the

waterway between Staten Island and New Jersey. This location gave him a constant passing parade of the port's traffic of ships and boats.

He would often visit with those at Sailor's Snug Harbor, Staten Island, the famous home for retired seafarers that had served under sail at sea. Often uncomfortable with the artist community, he was still sought out by museums, such as the Mariners Museum, the Metropolitan Museum of Art and others, that hold collections of his work.

Ms. Urban tells the story of the artist, sailor, father and lover in this book. The illustrations are backed by her narratives and give us an insight into one of the most important parts of America's maritime history. All who follow ships and the sea will find the book of interest, especially those who have not had the privilege of this writer in knowing the artist and his work. ⚓



OTHER BOOKS RECEIVED

THE ORDEAL OF CONVOY NY 119

by Charles Dana Gibson, Ensign Press,

P.O. Box 638, Camden, Maine 04843, 221 pages, 51 photos, hard cover. \$28., plus 3.00 for shipping.

This 1973 book had been out-of-print but is now available once again. Here is one of the little known stories of World War II, a convoy of seagoing and harbor tugs, yard tankers, railcar carriers and barges, on a thirty-one day crossing of the North Atlantic in 1944. The book relates a heroic example of the role of civilian seamen in the Army Transportation Corps during wartime. This was the fleet of vessels that made the Normandy invasion possible. F.J.D.

MODERN CRUISE SHIPS, 1965-1990

by William Miller, Jr.

Dover Publications, Inc., 31 East 2nd Street, Mineola, N.Y. 11501. 129 pages, B&W illustrations, soft cover, \$11.95, \$2.50 shipping.

Miller takes us cruising on today's passenger ships. Includes many interior photos and lots of little known facts. F.J.D.

THE HOG ISLANDERS

by Mark Goldberg, American Merchant Marine Museum History Series. North American Maritime Books, 8131 Racepoint #201, Huntington Beach, CA 92646. 264 pages, 100 illustrations, including 7 plans. \$19.95

During the period between World Wars I and II there was a remarkable fleet of ships at sea, the Hog Islanders. They were the World War I Liberty ships, 122 ships built between 1918 and 1920 for the United States Shipping Board. After the war they entered civilian service, many going on to serve in WW II. W.D.T.

WORLD SHIPPING DIRECTORY

Fairplay Publications, P.O. Box 354, Germantown, N.Y. 12526. 700 Pages, issued each June, \$96.

This long established directory was formerly called World Shipping Year Book. It lists some 2,200 ship owners and 20,000 vessels. A unique source of updated, reliable information. F.J.D.

FIREBOAT KEVIN C. KANE



FIREBOAT KEVIN C. KANE The fireboat KEVIN C. KANE, named for Valley Stream, N.Y., firefighter Kevin C. Kane, who lost his life at a fire in New York City, has become a familiar sight on the New York Harbor waters since joining the city's fleet of fireboats in December of 1992. The all aluminum boat is 52-foot long, with a 16-foot beam and can pump 5,000 gallons of water a minute from four deck monitors (pipe nozzles). With a red V-planning hull, and the words "FIRE" in large white letters on both sides, the KANE travels at 28th knots, powered by a 650-horse power diesel engine. Five members of the N.Y. City's Fire Department's Marine Division crew the boat. A shallow draft boat, needing only four feet of water to operate in, she can easily provide fire protection coverage for all the areas of the Port of New York

IN MEMORIAM

We send our condolence to the families of the following retirees that have recently died.

Wade Wansley — Moran Maritime Associates — January 6, 1993

John Boyle — Moran Shipyard Corporation — May 8, 1993

Thomas Wilborn — Moran of Maryland — July 2, 1993

J. Frank Belford — Moran Towing Corporation — July 10, 1993

FLEET WEEK 1993



Ten U.S. Navy ships, five U.S. Coast Guard Cutters and two Russian Navy ships sailed into New York Harbor on Wednesday, May 26th, 1993, with an escort of civilian tugs and the traditional fireboat water display of red, white and blue water for the sixth annual Fleet Week. Moran had the contract to dock the U.S. Navy ships, including the aircraft carrier JOHN F. KENNEDY CV-67, steaming to New York in the above photo.

It was the first time in 130 years that an active Russian warship docked in New York, according to the Russian commander of the destroyer BEZUDERZHINIY. In 1863, three Russian ships came to New York to express solidarity with the Union cause during the Civil War. The destroyer sailed accompanied by the tanker SHEKSNA, which was in civilian livery of light gray hull, white house and white stack with a red band.

RETIREMENTS



In December of 1992, three long term Moran employees retired, (L to R) Jim Peery, port engineer, Fred Coseglia, manager of purchasing and John White, assistant manager of purchasing. They were hosted at a retirement dinner party by their fellow Moran employees at the Staaten restaurant, Staten Island, in February. The three retirees accounted for a century of service with Moran. Besides their families, the men were also joined by many associates from the port's maritime community.

RECENT PROMOTION

Captain Armojen J. "Buddy" Cantrelle, Jr., came ashore in March, upon his appointment as manager of technical services for Moran Service Corp, working at the headquarters office in Greenwich. Following the career path of many Moran executives, Captain Cantrelle started sailing aboard tugs as a teenager and has spent the last 13 years as captain. Prior to joining Moran, Captain Cantrelle sailed for Noltz Theriot Inc., and Gulf



Fleet Marine. (Now Zapata Gulf Marine)

He joined Moran as Captain in 1988, serving on the offshore tugs in the company's worldwide services. Since joining the company, he has commanded tows on the three coasts of the United States, South America, Central America, the Caribbean, Europe and Africa. In his new position he will oversee Moran's offshore operations. Captain Cantrelle resides in Bethel, Connecticut, with his wife Kathy and daughter Cassie Ann.

EXECUTIVE CHANGES

On July 1, 1993, Edmond J. Moran, Jr., president of Moran Mid-Atlantic Corporation, made two executive changes in the organization. Walter P. Naef was appointed vice president and general manager of Moran Towing of Pennsylvania. He replaces Paul P. Swensen, who returned to the company's Maryland Division in Baltimore as vice president and general manager.

Mr Naef joined Moran of Maryland in 1977 as a dispatcher and was promoted to operations manager in 1989. In January of 1993, he replaced Joseph J. Crist, as general manager. Mr. Crist retired after 35 years of service with the company in December of 1992.

Mr Swensen started with Moran in Baltimore as a dispatcher in 1976. From 1978 to 1985 he worked in the sales department. He went to the Philadelphia office as general manager in 1985 and was promoted to vice president and general manager of Moran Towing of Pennsylvania in 1986.

MORAN TOWING OF MARYLAND, a division of Ashore Mid-Atlantic Corp., provides towing and marine transportation services in the Baltimore Bay areas.

SERVICE AWARDS



Photo by Vickie Mammino

Larry Eaves, (L) vice president of Moran Towing of Texas, Inc., receives his 30 year service gift from his senior accountant, Steve Kelly.



Photo by Tom Pearce

Margaret Loomis, (L) congratulates tank barge captain Hilmar Stronstad, on completing 30 years service with Seaboard Shipping Co., Moran's oil barge transportation subsidiary company.

THIRTY YEARS

Lee Christensen
Larry Eaves
Hilmar Stronstad

TWENTY FIVE YEARS

Thomas Rasmussen

TWENTY YEARS

Joseph DeAngelo

FIFTEEN YEARS

John Campbell
Kevin Dowling
Thomas Farrell
Randolph Gray
Daniel Klaben
Joseph Lavin
William Patras

Martin Rossini
Michael Staszko

TEN YEARS

Wayne Perry

FIVE YEARS

Michael Antonik
Pamela Banks
Clyde Batts
Gayle Becker
Alan Bodden
Rene Bodoïn
Glen Boudreaux
Thomas Buckley
Armojen Cantrelle
Maria Castagna
Jerry Cato
Brian Cliff
Oran Daniels
Jerry Dantin

Dana Delahoy
Arvil Diamond
Mark Dobson
Albert Dykes
Louis Epstein
Lonnie Farber
Judith Fava
Roland Felarise
Arlon Feurtado
Robert Foltz
George Forbes
Drake Galjour
Willie Gardner
Lindsay Gaskins
Lloyd Green
Malco Guidry
Russell Guidry
Jeffrey Guill
Jacqueline Hara
Michael Herbert
Thomas Jarrell
Danny Johnson
Jacqueline Leach

William Lusk
Warren Merritt
Kathleen Morabito
Robert Mott
Bobby Myers
Debra Olsey
John Papuchis
Thomas Pearce
Joseph Pereira
Luis Pereira
Eugene Poissant
Jeffrey Powell
Charles Robb
Harris Rousse
Wayne Savoie
John Smyth
Warren Snyder
Robert Summers
Robert Thomas
Craig Vega
Edward Walker
David Wood
Paul Woodward

SERVICES AWARDS - 1992-93

Photo by Brian Cliff



Moran's president, Malcolm W. MacLeod, (L) presents Joseph DeAngelo, treasurer, with a clock for twenty years of service with the company.



Daniel J. Klaben, (L) manager of the insurance department, receives his fifteen year service award from Alan Marchisotto, general counsel and secretary.



Marty Rossini, port engineer in Moran's construction and repair department, has completed 15 years of service.

FIFTH ANNIVERSARY



Pamela Banks



Maria Castagna



Jacqueline Leach



Kathy Morabito



Debra Olsey



Luis Pereira



MORAN TOWING CORPORATION

TWO GREENWICH PLAZA ■ GREENWICH, CONNECTICUT 06830

TUG FLEET

PORTSMOUTH, NEW HAMPSHIRE

Moran Towing of New Hampshire, Inc.

P.O. Drawer 448
34 Ceres Street
Portsmouth, NH 03802-0448

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

NEW YORK, NEW JERSEY

Moran Towing & Transportation Co., Inc.

Two Greenwich Plaza
Greenwich, Connecticut 06830

M. Moran	6,300 HP*
Esther Moran	6,300 HP*
Marion Moran	5,000 HP*
Alice Moran	4,700 HP*
Cape Ann	4,700 HP*
Kerry Moran	3,500 HP*
Cape Charles	3,300 HP*
Amy Moran	3,300 HP*
Miriam Moran	3,300 HP*
Margaret Moran	3,300 HP*
Moirra Moran	2,360 HP
Maureen Moran	2,360 HP
Eugene F. Moran	1,750 HP
Cynthia Moran	1,750 HP

PHILADELPHIA, PENNSYLVANIA

Moran Towing of Pennsylvania, Inc. A Division of Moran Mid-Atlantic Corporation

1101 Market Street, Suite 2601
Philadelphia, PA 19107

Grace Moran	3,165 HP
Reedy Point	2,400 HP
Carolyn	1,800 HP
Hawkins Point	1,750 HP
Wagner's Point	1,750 HP

BALTIMORE, MARYLAND

Moran Towing of Maryland, Inc. A Division of Moran Mid-Atlantic Corporation

1615 Thames Street, Building B
Baltimore, MD 21231-8400

Patricia Moran	3,500 HP*
Cape Romain	3,300 HP*
Judy Moran	3,300 HP*
Cedar Point	1,750 HP
Georgia Moran	1,500 HP

HAMPTON ROADS, VIRGINIA

Moran Towing of Virginia, Inc. A Division of Moran Mid-Atlantic Corporation

109 East Main Street
Norfolk, VA 23514

Cape Cod	4,290 HP*
Cape Hatteras	4,290 HP*
Cape Henry	4,290 HP*
Fells Point	2,400 HP
Kings Point	2,400 HP
Town Point	2,360 HP
Cavalier	2,360 HP
Drum Point	2,360 HP
Harriet Moran	2,150 HP
Swan Point	1,750 HP

JACKSONVILLE, FLORIDA

Moran Towing of Florida, Inc.

North Regency One, Suite 460
9485 Regency Square Boulevard
Jacksonville, Florida 32225

Cathleen E. Moran	3,500 HP*
Cape Henelopen	3,300 HP*
Dorothy Moran	3,300 HP*
Sewells Point	2,360 HP
Julia C. Moran	1,750 HP
Diana Moran	1,750 HP

MIAMI, FLORIDA

Moran Towing of Miami, Inc.

P.O. Box 113239
Miami, Florida 33131

Ann Moran	3,300 HP*
Cape May	3,300 HP*
Helen D. Coppedge	2,850 HP*

BEAUMONT, ORANGE, PORT ARTHUR, TEXAS

Moran Towing of Texas, Inc.

2300 Highway 365, #570
Nederland, TX 77627

Doris Moran	5,000 HP*
Heide Moran	4,700 HP*
Joan Moran	4,700 HP*
Sheila Moran	4,700 HP*
Helen Moran	3,500 HP*
Mary Moran	3,300 HP*
Mary M. Coppedg	3,200 HP*
Stella II	1,600 HP

* Denotes twin screw tug





Gerald Levy, ASMA, whose work has appeared before in the magazine, painted this picture especially for Tow Line and the 50 anniversary of the invasion of Normandy, France on Tuesday, June 6, 1944. It shows one of the World War II, V-4 Tugs towing a Phoenix concrete caisson across the English channel on D-Day, plus one, for the invasion. During World War II Moran operated 49 of the 195-foot, twin diesel, 2,250 horsepower, V-4 tugs

for the government with civilian merchant marine crews. The Phoenix caissons were the major parts of the man-made harbors of "Mulberry" and "Gooseberry" on the invasion beaches. They made it possible for supplies to be landed with the invading armies. In the background of the painting are two American P-51 Mustang fighter planes and two LST landing crafts flying barrage balloon. See the story on page 4 for additional information.