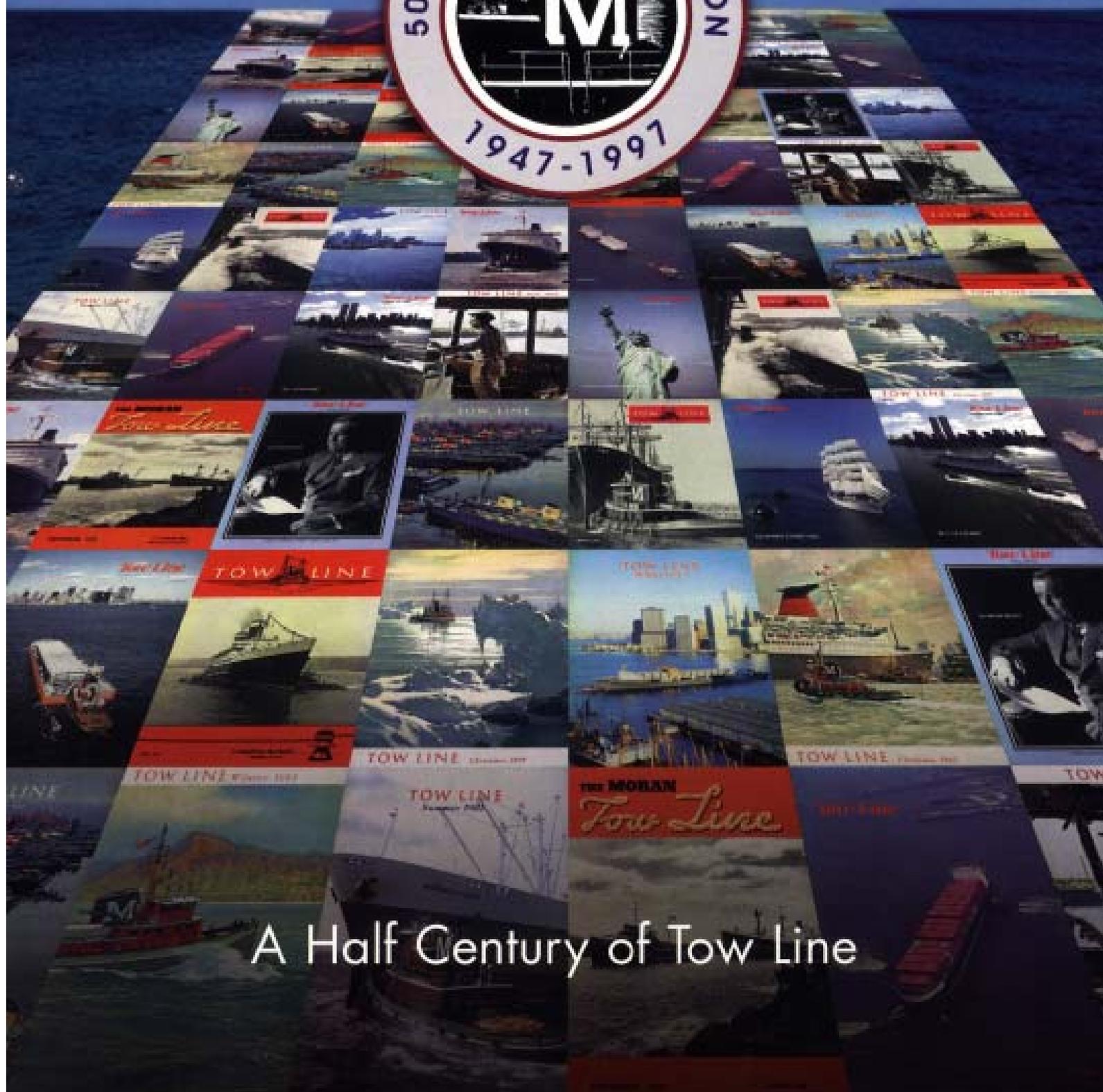


Tow Line

1996 / 1997

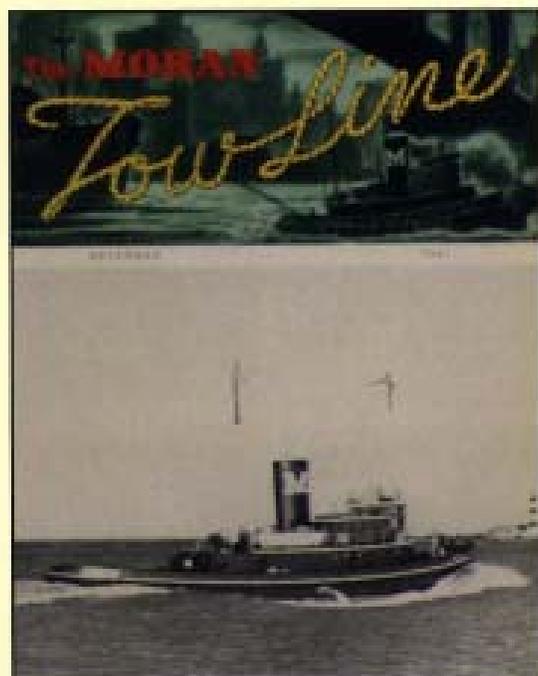


A Half Century of Tow Line

Tow Line

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On the cover



Five decades ago Moran® introduced *TOW LINE* to the maritime industry. This is the front cover of the first issue, published in 1947.

In putting together the collage for the cover of this issue, we had to make the decision of what to use from the many past front covers, each outstanding in their own right. There have only been four editors of **TOW LINE** since the magazine started, including this writer; the choice was made to take several covers from each editor's term.

The late Robert M. Munroe was the first editor and was responsible for setting the tone of the magazine. Frank O. Braynard, a maritime journalist and author known for his work in the "Operation Sail" events in New York Harbor, followed in 1962. Jeff Blinn had the longest tenure with the magazine and made the greatest impact, thirty years, starting as a photographer and going on to become editor from 1970 to 1984. As the collection of covers in the collage shows, each of the editors added changes to **TOW LINE** with their special talents. They all, however, always followed the original mandate to tell the Moran story to company employees ashore and afloat, as well as the customers. This is still the mission for Moran's house organ after fifty years of publication.

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Tow Line

Volume 50 1996/1997

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MESSAGE FROM THE PRESIDENT

Tow Line's 50th Anniversary

Moran is proud to celebrate the 50th Anniversary of its house organ, *TOW LINE*. It is one of the few maritime magazines that can claim such a record of longevity. When the then President and CEO of the company, Admiral Edmond J. Moran, USNR (Ret.), introduced the first issue in 1947, he set the policy for the publication: "It will be its purpose to tell the story of the activities of Moran tugs to two very important groups of people – Moran employees ashore and afloat, and our customers." This is still the main thrust of the magazine today.

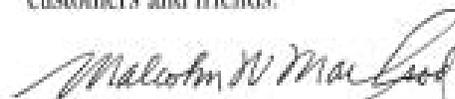
In reading back issues, I found a rich history of the "Moran people." It quickly becomes evident in story-after-story that the success of the company has been built on the employees, ashore and afloat, giving their best to their job. The "Ashore & Afloat" pages show the career ladder that so many of our employees have climbed, growing with experience and knowledge in their jobs and being rewarded with more responsibility and promotions. While the company has expanded over the past five decades to other ports and operations, the magazine has kept employees and customers informed of the new people and places. Moran has always invested in people and the company history has shown how this has paid dividends.

"It will be its purpose to tell the story of the activities of Moran tugs to two very important groups of people – Moran employees, ashore and afloat, and our customers."

The half-century that the magazine covers has been one of the greatest periods of changes and advancements in the worldwide maritime industry. Moran has met this challenge by experimenting with and adopting new and better equipment, many times as the pioneer. The pages of *TOW LINE* over the years are filled with stories of Moran's new buildings of more powerful tugs and bigger and better barges that meet customers' needs.

In many ways, the magazine goes beyond the traditional function of a house organ by including stories of other companies and people in the industry. There have been features on port operations, maiden arrivals, harbor celebrations, maritime training and outstanding industry figures. New ships of our customers have been introduced in the section "Ships in the News." Readers have learned of maritime books-of-interest and video tapes in the "Recommended Reading" section.

Moran management looks forward to the continued publication of *TOW LINE* as a service to our employees, customers and friends.



Malcolm W. MacLeod
President and CEO

A HALF CENTURY OF

1947



The U.S. Line's liner *UNITED STATES* is pictured in New York Harbor on her first voyage, July 3, 1962. A more recent picture and information on the ship may be found on page 19 of this issue.



After World War II, the passenger liners of the world returned for a time to New York before jet planes took away the trans-Atlantic trade starting in the 1960's. The aerial photo shows the famous "luxury liner row" at the West Side piers on the Hudson River.

Although *TOW LINE* covers less than half of Moran's 137-year history, its issues portray the company's greatest period of expansion and change. Never intended as a publication of record but solely as a house organ, the Moran story recounted in these pages reflect as well the story of the worldwide maritime community for this period. The first issue, in 1947, found the company and the world's maritime industry just recovering from the long, hard days of World War II.

Started under the aegis of the then President of the company, the late Admiral Edmond J. Moran, USNR (Ret), the magazine was introduced and its mission stated in the first issue: "The *TOW LINE* introduces itself with this issue. It will be its purpose to tell the story of the activities of Moran tugs to two very important groups of people – Moran employees, ashore and afloat, and our customers. The *TOW LINE* will not venture to guess as to which group is the more important. It will state with certainty that we could not get along without both. The *TOW LINE* hopes that it will not be found

lacking in interest to those who 'take it in tow'." Reading over the issues from the succeeding five decades shows this magazine carrying out its mission statement. *TOW LINE* still has a national and international circulation and a cross section of readers including employees, customers, military, maritime industry leaders ashore and afloat, museums, tugboat buffs and governmental agencies. After 50 years, it still has great reader interest to those who "take it in tow."

It would be impossible to condense the coverage of this magazine over five decades in the space available but some of the highlights presented here should be of interest to our readers, especially the younger ones. During the late 1940s and 1950s, the shipping world was dominated by American companies, operating for the most part standard ships built during World War II.

The European trans-Atlantic passenger fleet had dropped its gray livery by 1947 and was once again returning to the Port of New York. Cunard sailed the *QUEENS*, *MARY* and *ELIZABETH* while the French Line introduced the *LIBERTE*, the former

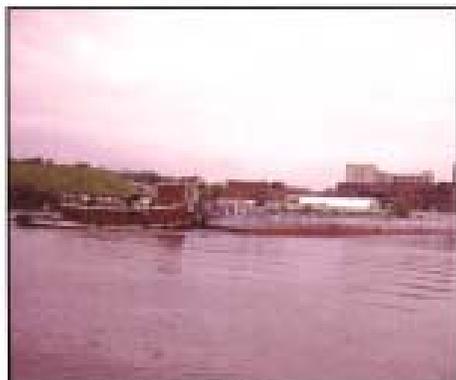
reparation German liner, *EUROPA*, for passenger service. The American company, Moore-McCormack Lines, brought back their "Good Neighbor Fleet" from their wartime trooping duties: *BRAZIL*, *URUGUAY* and *ARGENTINA*. The *STATENDAM* of Holland-America Line, made her maiden arrival to the port and the cover of *TOW LINE*. She joined the Dutch Fleet with *RYNDAM* and *MAASDAM*, and the magazine told of the docking of these ships.

The tug fleet list of the company in the 1950s still had several steam powered boats, in spite of the fact that Moran had dieselized the first steam tug, *EUGENIA M. MORAN*, in 1923. As an example, the 1950s list included the 1,900 horsepower steam tug, *ALICE MORAN*.

Part of the company's business in the late 1950s was still the inland waterways and canals; and *TOW LINE* had a special column "Moran on the Inland Waterways." The "canalers" were distinctive boats having special telescoping pilot houses so that they could lower their air draft and fit under the bridges. When the canals closed for the

Tow Line

1997



The 1280 HP MARGOT MORAN, one of the last of the "canalers" in the Moran fleet, pushes a barge on the New York State Barge Canal. The inland waters are still a major part of the company's business.



In this photo by Jeff Blinn, Moran tugs dock the famous Cunard liner QUEEN MARY.



TOW LINE featured several marine artists commissioned by the company, not only to paint the tugs, but many of the customers' ships for the magazine. This is a painting of the Moore McCormack Lines' cruise ship, ARGENTINA, by the famous French artist Albert Brenet.

season in December because of ice, many of the tugs' pilot houses were converted for winter work in the harbor. **TOW LINE** reported that the heavy rains of mid-October 1955 forced the tugs to stop operations because of high water on the New York State Barge Canal. For many years, Moran tugs took the specially-built barges carrying 2,000-lb. rolls of paper from the mill at Bucksport, Maine, down the East Coast to New York, up the Hudson River into the Barge Canal and then through the Great Lakes to Chicago for Time Magazine. Today a commercial tow is so rare on the Barge Canal that people rush down to the shores to see it; and it becomes a feature in the press.

One compliment that **TOW LINE** has consistently received over the years concerns its art work, photography and paintings. In the early days, the work was mostly in black and white, including the covers. The company commissioned a group of artists: Rockwell Brank, Frank Wootton, Lili Rethi, Harold Sterner, Albert Brenet and C.G. Evers. These nationally and internationally renowned artists not only painted the tugs at work, but also the customers' ships. They were featured on this magazine's cover and centerfolds. No

one has done more to produce professional photographs for the magazine than Jeff Blinn. He started in the early issues with black and white photos, went on to do aerial work and then was responsible for introducing the four-color art format in all the pages.

Readers of **TOW LINE** over the years were introduced to the Moran people in the pages of this magazine. They learned about their work, promotions, retirements and honors. It became clear that the company cared for and valued its employees. This magazine also featured people and companies in the industry and port communities, as well as their contributions.

In 1899, the nation celebrated the Centennial of George Washington's inauguration in New York City. The then President of the United States, Benjamin Harrison, was rowed across the harbor to the Battery. The waters of the port were filled with welcoming crafts while thousands watched from shore. The Moran Fleet, all painted up for the occasion, with signal flags flying and the great white "M" on the black stacks, was well represented. The then company's President and founder, Michael

Moran, received the honorary title of "Commodore" in recognition of Moran's participation in the proceedings.

These events started a tradition with the company and to this day, no harbor event has been celebrated without the boats of the Moran Fleet. The pages of this magazine have featured all these waterborne events over the past 50 years. Some of the more outstanding celebrations was "Operation Sail 1976" for the nation's two-hundredth anniversary. Our tugs also sailed the East River for the hundredth anniversary of the opening of the Brooklyn Bridge in 1983 and participated in celebrations of the one-hundredth birthday and rebuilding of the Statue of Liberty in 1992 and the 500th anniversary of Columbus' discovery of America.

This writer is proud to have had the privilege of editing this magazine since 1984 and hopes he has succeeded in carrying out the mandate and tradition given in the first issue. All at Moran look forward to having its readers continue to "take **TOW LINE** in tow" for years to come. ⚓

MORAN HELPS MAKE THE

There were two very important considerations when the George P. Coleman Bridge at Yorktown, Virginia was designed in 1952: the military and the historic. Originally planned in 1939 as a suspension bridge, work was curtailed because of World War II. The Daughters of the American Revolution wanted to make sure the bridge was not visible from Colonial National Historical Park in Yorktown. The U.S. Navy had a large input because of the fleet's need for free passage. The solution was a 3,750-ft. bridge with two 500-ft. center-pivoted swing spans to allow for marine traffic. When built, the original Coleman Bridge was the second largest such structure in the world, surpassed only by one over the Nile River in Egypt. The two-lane bridge carried U.S. Route 17 across the mouth of the York River, where it empties into Chesapeake Bay between Yorktown and Gloucester Point, Virginia. Over the years, vehicle use increased from the designed 15,000-per-day to 25,000-per-day and the operating machinery for the swing span had become a problem.



Tidewater Construction Co. received a contract in October, 1993 from the Virginia Department of Transportation to enlarge the two-lane double-span swing bridge to four lanes. The contractor had to work around traffic most of the time in replacing the half-mile of steel trusses on the 44-year-old bridge. The six trusses, including the two swing spans, are midpoint of the bridge. The six replacement spans were constructed and totally prefabricated in Norfolk and were placed on specially built catamaran barges, to be towed to the York River location and floated into place. Moran was asked to undertake this difficult tow. It took two Moran tugs 15 hours to move each span on its 35-mile trip out of the Elizabeth River into Hampton Roads and then up the Chesapeake Bay to the work site on the York River. When moved to the float-in site, the new spans had finished concrete roadbeds, a bridge operator's control room, all street and navigation lights, railings and highway signs.

The contract also called for the removal of the old swing spans, all moved by tugs. Empty barges were floated into place for removal, starting on May 4, 1996. Ballast water was pumped out of the barges to let them raise up and lift the spans off their supports. The *DIANA L. MORAN* and *CEDAR POINT*

PERFECT FIT

moved the spans away from the bridge piers and then turned around slowly to head down river. With the old swing spans removed, TCC replaced all the old operating machinery.

The new spans arrived by Moran tug and were pushed into position to be taken over by a positioning barge with 31 anchors attached by cables in the river bed and the shore line. Barges were dewatered, raising them above the bridge piers and then reballasted to lower the sections into place. The barges were designed with pumps and special piping and compartments for the job. The contractor then secured the sections and released the barges. During the operation, the Coast Guard's 140-foot **MORRO BAY** stayed on station to enforce a 500-foot safety zone around the work area. The York River was closed to all marine traffic except for the tugs and boats working on the bridge job.

Tidewater's contract with the Virginia Department of Transportation called for a substantial reward for finishing work early, as well as a large penalty for delaying the completion of the project. After nine days of non-stop work, Tidewater opened the bridge for traffic ahead of schedule. Moran's unique expertise in towage contributed importantly to the successful completion of this project. ⚓

SAILOR'S SNUG HARBOR

After 163 years of providing a home for retired seafarers, the Sailor's Snug Harbor has changed its policy and will now help support mariners that elect to stay in a location of their choosing. The new Mariners Outreach Assistance Program (MOAP) will provide financial assistance to retired mariners with rent, health insurance and other living expenses. The Sailor's Snug Harbor, now located in Sea Level, North Carolina, was moved from Staten Island, N.Y. in 1976. It has found in recent years, according to director, F. Patrick Aushand, that retired seafarers want to spend their last years in familiar surroundings. Anyone interested in MOAP can contact Mr. Aushand at:

The Sailor's Snug Harbor, Sea Level, NC 28577.
Telephone 919 225-4411.



BARGE *PORTSMOUTH* JOINS THE FLEET



Moran's new bulk barge, *PORTSMOUTH*, arrives in Portsmouth, N.H.

When tag Captain Malco Guidry, one of Moran's experts in offshore towing, guided the *M. MORAN* into Portsmouth, N.H. Harbor on Monday, December 9, 1996, he was met by a large welcoming group on the pier. He had the latest new building of the Moran Fleet, the dry-bulk barge, *PORTSMOUTH*, in tow. The *NANCY MORAN*, based in Portsmouth, assisted in the docking. Besides delivering a load of coal, the *PORTSMOUTH* would receive her official christening at her namesake's port.

PORTSMOUTH joins the other bulk-carrying barges in Moran's Fleet: the *SOMERSET*, built in 1990, the *BRIDGEPORT*, built in 1986 and the *VIRGINIA*, built in 1982. The *PORTSMOUTH* was built by Moss Point Marine, Inc., a subsidiary of the Trinity Marine Group, Inc. The hatch covers were provided by MacGregor (USA), Inc. and the onboard hatch crane by Marine Trivelift, Inc.

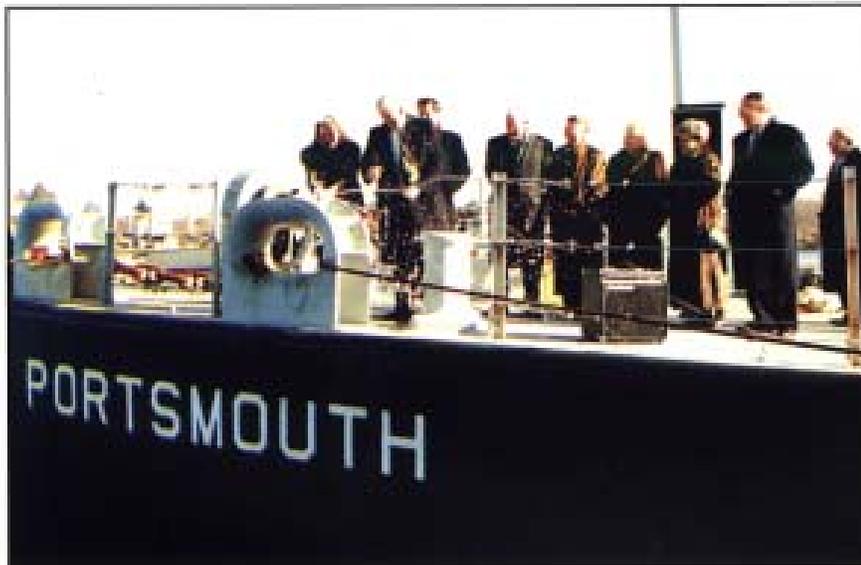
Similar to the *BRIDGEPORT* and *SOMERSET*, the *PORTSMOUTH* is 418 feet, 6 inches long, with a 75-foot beam and 29-foot depth. Her cargo capacity is 14,672 short tons at an ocean draft of 20 feet. She has a single unobstructed cargo hold measuring 269 feet by 55 feet. Moran has found this type of barge very popular with customers because it offers ease and speed of loading and discharge. Besides providing steam coal cargoes to New England power plants, *PORTSMOUTH* will be available for other bulk-cargo contracts.

Monday, December 9, 1996 was an exceptionally warm and sunny day for the dockside christening. Representatives of Moran, Sprague Energy Corp., local officials of the state and city government, and the barge's builders were guests at the event. Mrs. Gwen Bulmer, wife of Ned Bulmer, President of Sprague Energy Corp., christened the barge with the traditional champagne bottle. ♪



Mrs. Gwen Bulmer

The Portsmouth-based tug, **NANCY MORAN**, comes up on the starboard side of the barge, **PORTSMOUTH**, to assist the **M. MORAN** in docking the new barge to the Public Service of New Hampshire Power Plant.



Mrs. Given Bulmer breaks the traditional bottle of champagne to christen the new barge.

Guests inspect the new barge with the **M. MORAN** in the notch at the stern.



SS NORWAY RETURNS TO NEW YORK



The SS NORWAY returns to New York on September of 1996 for the first time in 16 years before she sails trans-Atlantic for a refit in England.

On Tuesday, September 3, 1996 an old friend of Moran came to New York Harbor, the *SS NORWAY*. Like so many other ships in the world's fleet, Moran first met the trans-Atlantic liner when she made her maiden voyage to the Port of New York in 1962, under her former name, *SS FRANCE*. She had been sold to the Norwegian Cruise Line by the French Line in June of 1979.

The Grand Dame of liners during her day had not been to the New York City Passenger Ship Terminal for 16 years, preferring the southern cruise waters of Florida and the Caribbean to the North Atlantic crossings. She has a special connection to the Hudson River passenger terminal, for

when it was opened in 1974, Berth 1 was designed to hold the 1,035-foot-long ship. Soon after the terminal opened, the *FRANCE* went out of service. On her visit in September, her old Berth needed dredging. The ship draws 34 feet, so she was placed in Berth 3 with her stern sticking out into the river. Moran tugs have always serviced the ship, and she was docked by *CAPE ANN*, *MIRIAM MORAN* and *MARGARET MORAN*. Veteran docking pilot, Capt. Grover Sanchagrin, who had handled the great liner many times in the past, including her last visit to New York in 1980, took her in and out.

When the then *FRANCE* was launched in 1962 and christened by Mme. Charles De Gaulle for the French Line as its flagship, there was still a viable luxury passenger trade for trans-Atlantic crossings. She was the largest passenger ship in the world in her day and the pride of the French Fleet, renowned for service and fine cuisine. While the jet planes started to take away the passengers, *FRANCE* began to cost the government some \$24 million a year in subsidies to remain in service. Because of her size and draft, she was limited in the ports she could enter. She was taken out of service in October of 1974 and laid up in LeHavre.

In 1979, the Norwegian Cruise Lines came to the rescue, buying the ship for \$18 million, renaming her *NORWAY* and spending another \$40 million in a German shipyard for a refit. The ship was literally opened up from a two-class trans-Atlantic liner to a one-class Caribbean cruise ship with 65,000 sq. ft. of sunbathing space. There is still much of a French presence aboard, with a small museum containing artifacts from her days as the *FRANCE*.

Speed was not a factor for cruising, and with the cost of fuel so high, *NORWAY* dropped her speed from 30 to 18 knots. The shut down of one of her steam plants reduced the need of the former 160,000 SHP and she used only two of her four propellers. NCL proved that a seven-day cruise on a large capacity ship could be profitable and she has been averaging a 90 percent capacity.

Mr. Malcolm W. MacLeod, President and CEO of Moran, at a reception aboard the ship at the Passenger Ship Terminal, spoke about the company's long association with the 34-year-old ship under both her names as she was docked on "luxury liner row" on the Hudson River. The *FRANCE* had made 377 port visits to New York as well as 93 cruises and two round-the-world cruises, always using Moran services when in the port. Mr. MacLeod presented the Captain, Haaken Gangdal, with Moran's traditional ship's gift.

NORWAY departed from New York after a short visit, crossing the Atlantic for her first call at LeHavre, France, since she left there under tow after a five-year lay-up in August of 1979. There were many tearful reunions at the French port before she sailed for Southampton, England on September 10th, 1996. The ship received a major \$15 million refit in the King George drydock of A&P Shipyard in Southampton and now meets the new SOLAS requirements. The trans-Atlantic crossing was so successful that NCL has scheduled two trans-Atlantic crossings to LeHavre for August and September of 1997. ⚓



Moran tugs docked and sailed the ship while the *SS FRANCE* operated out of New York in trans-Atlantic service. (Photo: Jeff Blinn)



Malcolm MacLeod (R), President and CEO of Moran, presents a ship's gift to the *NORWAY'S* Captain, Haaken Gangdal (L) at a reception on the ship.



A painting by the French maritime artist, Albert Brisset, of the *SS FRANCE*, commissioned by Moran, shows the tugs docking the famous ship at the French Line's pier on the North River.



ASUKA Nippon Yusen Kaisha (NYK)

Maiden Arrival

April 28, 1996

Photo: Robert Simko

KOJIMIR Japanese Coast Guard Training Vessel

Maiden Arrival

June 27, 1996

Photo: Philip Moore



VEENDAM Holland American Line

Maiden Arrival

August 26, 1996



TORM AGNETE Torm Lines

Maiden Arrival

October 12, 1996



KNOCK ALLEN Redhand A/S

Maiden Arrival,
October 12, 1996



GALAXY Celebrity Cruise Lines

Maiden Arrival
December 4, 1996

AFRICAN RIVER U.S. Africa Navigation

Maiden Arrival
December 4, 1996

Photo: John Lomba



MARE IBERICUM Schlüssel Reederei AG

Maiden Arrival
February 22, 1997

RECOMMENDED READING

HEROES IN DUNGAREES

The Story of the American Merchant Marine
in World War II
by John Bunker

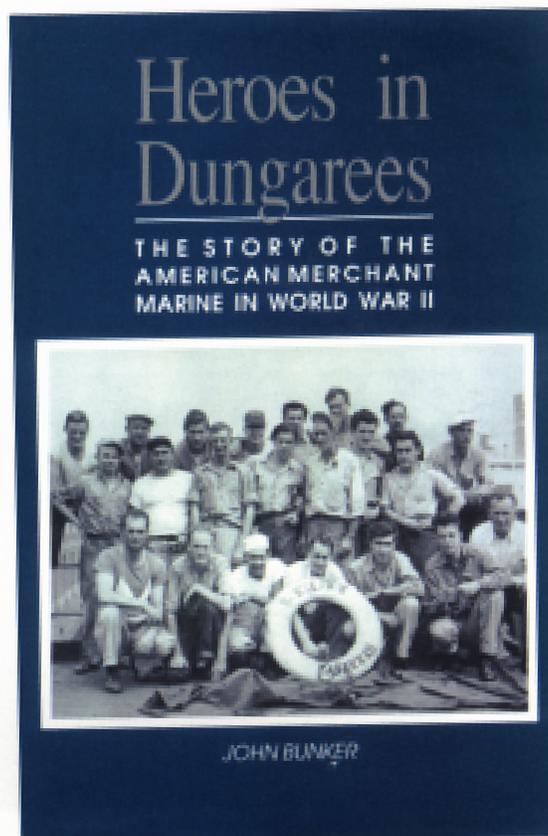
Naval Institute Press, Annapolis, MD 21402 ©1996
369 pages, B&W photos, index **Hardcover \$33.95**

It took until 1988 for merchant seamen who sailed in World War II to be recognized by the Federal Government as official veterans. This late acceptance came in spite of the fact that they suffered more casualties in war than any other service, with the exception of the U.S. Marine Corps.

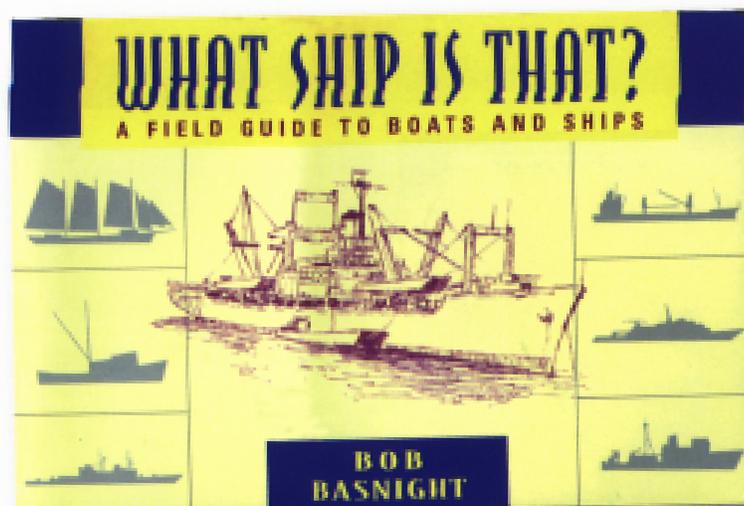
There have been many books written about the war at sea, but here is the story from one who was there and who served as a crew member in the Atlantic, Caribbean, Pacific, Middle East and Mediterranean theaters. The broad coverage, instead of just one area, makes this book unique. John Bunker sailed from 1942 to 1945 on the ships in combat and knows his subject.

When he tells about a ship's sinking, the facts are backed up with the names of his shipmates and their heroic actions on the ship. The book also includes information on the merchant marine in this country before entering the war.

We are fortunate to have Bunker, a former reporter for the *Christian Science Monitor* and *San Diego Tribune*, riding the ships, telling the stories and backing it all up with extensive research. John Bunker is also editor of *Liberty Ships, The Ugly Ducklings of WWII*, published by the Naval Institute Press.



JOHN BUNKER



WHAT SHIP IS THAT?

A Field Guide to Boats and Ships
by Bobby L. Basnight

180 pages, B&W illustrations
Lyons & Burford, New York, NY ©1996
Paperback \$15.95

Even veterans of the maritime industry will discover new vessels in this book. For the amateur ship watcher, it's a must! The B&W line drawings make it an excellent reference work.

Lighthouses

There is nothing in the maritime world that has such universal appeal as lighthouses. They are a constant source of subjects and inspiration for photographers, painters and writers. While once the prime guide for coastal navigation, most are now obsolete, replaced by electronics. The romantic job of keeper has disappeared too, with the lights still in use now automated. There is, however, still a great deal of interest in lighthouses from buffs, individuals and even formal societies: people that study and visit these picturesque aids-to-navigation. Groups have even taken over the lights from the U.S. Coast Guard and rebuilt and maintain them. The two recently published non-fiction books below are typical of the literature in this genre.

CAPSULE HISTORIES OF SOME LOCAL ISLANDS & LIGHTHOUSES IN THE EASTERN PART OF LONG ISLAND SOUND

Compiled by Capt. Benjamin R. Rathbun

Presley Printing, Niantic, CT

Sixth Edition ©1996 73 pages, illustrated **\$12.00 PP**

A labor of love by a charter boat captain that found he needed information to entertain his customers when the fish refused to bite. Captain Rathbun spent his winter while away from his boat in local libraries, joining his experience with facts.

AMERICA'S ATLANTIC COAST LIGHTHOUSES A Traveler's Guide

by Col. Kenneth G. Koebel USA (Ret.)

Betken Publications, Clearwater FL ©1996

427 pages, extensive illustrations, maps and index
\$20.00 PP

This unique book lists road directions to lights and how to get a ferry or boat to visit them. It also backs up each light with a good slice of history.

Also Received

AROUND MANHATTAN ISLAND AND OTHER MARITIME TALES OF NEW YORK

Brian J. Cudaby Ph. D

Fordham University Press, New York ©1997

269 pages, illustrated, 100 B&W photos, bibliography, index

Paperback \$16.00 Hardcover \$35.00

We can never get enough of books covering the great Port of New York and New Jersey for there is so much to tell. Cudaby joins information about historic boats with today's harbor craft and even Bermuda cruise liners in six well-researched stories.

THE OTHER ISLANDS OF NEW YORK CITY A Historical Companion

Stuart Miller and Sharon Seitz

The Countryman Press, Woodstock, VT, ©1996

288 pages, B&W photos, maps, bibliography, index

Paperback \$17.00

A good coverage of New York's "Urban Archipelago." Little known facts about little known islands.

Video Review

TUGBOAT

A Day On Board The Miriam

by Robert Frye and William Love

28 minutes

Think Media, 515 Madison Avenue,
New York, NY 10022, ©1995

1-800-655-1998

\$14.95 (+ \$3.95 shipping & handling)

Here is an adult version of a
previously released children's title.

A highlight of the video is the
docking of Cunard's

QUEEN ELIZABETH 2.



Lee R. Christensen Retires

Lee R. Christensen, Vice President of Administration & Finance, retired in March, 1996. Mr. Christensen was a 33-year veteran executive of Moran Towing Corporation, who joined the company in 1963 from the accounting firm of Peat, Marwick & Mitchell. He started as accounting manager, advancing to controller in 1965. In 1974, he was appointed Vice President and the same year joined Moran's Board of Directors.

A graduate of Rutgers University, Mr. Christensen holds a Bachelors degree and a Master in Business Administration. In addition, he holds a CPA from the State of New Jersey and is a graduate of Harvard Business School's Advanced Management Program for senior executives. In December, 1984, Mr. Christensen joined the late Thomas E. Moran as one of the group of Moran's senior executives who acquired stock in the privately held company from family members. This was the first major change in stock ownership for Moran in the then 125-year old firm's history.

Malcom W. MacLeod, Moran's President and CEO, commenting on Lee Christensen said: "Lee has been an integral part of every major decision made by the company during the past thirty years. We will all miss his counsel and friendship and wish him many years of health and happiness."

Malcom W. MacLeod, (L) President and CEO of Moran, congratulates Jeffrey J. McAulay (R) on completing five years of service with the company and on his promotion to Vice President, Finance & Administration. (Photo: Mary Chwick)

RETIREMENTS

Jimmy A. Papis Operation Manager
Moran Jacksonville Florida Division,
June 14, 1996
25 Years of Service

Dirk vanOostendrop Dispatcher
Moran Towing & Transportation Co.,
August 4, 1996
30 Years of Service

Ronald Novak Dispatcher
Moran Maryland Division,
July 31, 1997
27 Years of Service

Edwin H. Tillery Dispatcher
Moran Towing, Maryland Division,
January 2, 1997
8 Years of Service

EXECUTIVE PROMOTIONS

In April, 1996, Malcom W. MacLeod announced that Jeffrey J. McAulay was elected Vice President of Finance & Administration, replacing Lee R. Christensen. Robert J. Patten was elected Controller, replacing Mr. McAulay. Mr. McAulay was also elected to the Board of Directors of the Company.



Mr. McAulay joined Moran in February, 1992 as Controller, coming from the W.R. Grace & Co., Specialty Chemicals Group. He holds an M.B.A. from New York University and a B.A. in Economics from Yale University. Mr. McAulay and his wife, Patricia, live in New York City with their daughter Margaux.

Mr. Robert Patten has been with Moran since 1976, coming from the public accounting firm of Peat, Marwick and Mitchell. He is a graduate of St. Peter's College and served in the U.S. Army as a first lieutenant. In 1985, Mr. Patten was named Assistant Controller and, in 1994, Director of Accounting. A resident of Bethel, Connecticut, he lives there with his wife, Mary, and three children: Kathleen, Michael and Thomas.

Moran's new finance and administration team: Robert J. Patten, Controller (L.) and Jeffrey J. McAulay, Vice President, Finance & Administration, Moran Towing Corporation.



Mark Vanty Takes Over New York Tug Fleet



(Photo: Brian Cliff)

Mark Vanty has been appointed Vice President and General Manager of Moran Towing & Transportation, division of Moran Towing Corporation. His primary responsibility in his new position will be New York harbor tug operations.

Mr. Vanty came to Moran directly after graduating from Maine Maritime Academy, Castine, Maine, where he received a Bachelors degree in nautical science and management. He holds a U.S. Coast Guard third mate's license. His first assignment was in the Greenwich, Connecticut headquarters office as a dispatcher with Seaboard Shipping Co., Moran's oil barge transportation company. In 1989, he was promoted to manager of the Seaboard operation. He became general manager of the start-up operation of Moran Towing of Miami, Inc. in 1993. Before returning to the Greenwich office, he had been general manager of Moran Towing of Pennsylvania at the Port of Philadelphia.

Management Promotions

Ronald G. Droop

Vice President and General Manager,
Moran Towing of Miami Division

Richard M. Qua

Operations Manager,
Moran Towing of Virginia Division

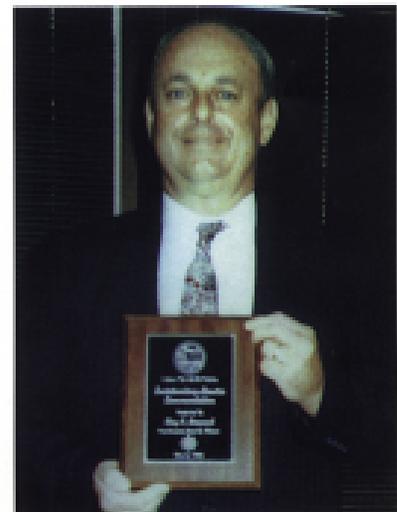
Edward J. Tregurtha

Assistant Vice President, Operations
Moran Services Corporation

Clay R. Broward Receives Award

On May 2, 1996 the *JULIA C. MORAN*, part of Moran Towing of Florida's fleet, was dry-docked at the North Florida Shipyard when a fire broke out in the engine room. Clay R. Broward, assigned as chief engineer on the *HELEN D. COPPEDGE*, saw the fire and immediately responded. He donned a SCBA and single-handedly entered the *JULIA'S* engine room. Mr. Broward was able to extinguish the fire in the tug's bilge. Had the fire not been brought under control in the first few minutes, it would have enveloped the tug.

Donald J. Peck, Vice President and General Manager of Moran Towing of Florida, presented Clay Broward with a commemorative plaque and a monetary reward for his outstanding service in saving the *JULIA C. MORAN*. Mr. Broward is a 28-year veteran who joined Moran when it took over from the then Florida Towing in 1976. He holds U.S. Coast Guard licenses as master and chief engineer and unlimited pilotage for the St. Johns River.



(Photo: Moran Towing of Florida)

SERVICE AWARDS



Franke Lundt has received a Service Award for 40 years of service with the Moran organization. He spent part of his career as a crew member on the tugs and now works as a dispatcher in the Greenwich Office. (Photo: Brian Cox)



Lucy E. Casamassima received a 10-Year Service Award from Bill Muller, President, Moran Services Corp.



Bill Muller (L.) gives Herb Walling his 10-Year Service Award.

5 YEARS SERVICE

Dominic G. Bailey
Robert Barry
Harold Butler
Thomas Cassidy
Cruz Castro
Raymond Gaudette
Donna M. Graham
Kevin Hanna
Mark Hershey
Thomas Jarrell
Diane E. Kay
Jeffrey J. McAulay
Todd Rich
Allison Rogers
Kenneth Rolley
David W. Rushing
Kevin Walsh
Roger Warren

10 YEARS SERVICE

Ronald Ainsley
Vertis Belcher
Wayne Browning
Santa Caraballo
Lucy E. Casamassima
Harold Chermanie
James Coyne
Carroll Cudworth
David Culbertson
Gary Elliott
Theodore Garvin
Ernest Gingles
Kevin Gugliotta
John Hanna
Margaret Keown
Lecell Lowery
William Lucas
John Lynch
John Morey

10 YEARS SERVICE

Robert Morgan
Lemar Nelms
Gregory Newman
David Perry
Ricky J. Romero
Eddy Sanders
Mark Scanlon
Harold Unruh
Dominick Villani
Herbert M. Walling
Larry White
Billy Williams
Charles A. Young
Adrian Willis

15 YEARS SERVICE

Alan L. Marchisotto
Mark D. Taylor

20 YEARS SERVICE

Lawson Doughty
Kenneth Heskestad
William P. Muller
Walter P. Naef
Patrick Thomas

25 YEARS SERVICE

Laurence Campbell
Thomas Warden

30 YEARS SERVICE

Thomas Evans
Karl Placcette
Eugene Poissant
Thurston Powell
Nicias Svensson

40 YEARS SERVICE

Edward Christensen
Franke Lundt

Diana Moran Assists In Rescue

On Saturday, June 22, 1996, the *DIANA MORAN*, while sailing in the East River in New York City, spotted a man in the water. He had just jumped from the Brooklyn Bridge. The tug immediately radioed the Coast Guard. *DIANA* Deck Hand, Harry Thompson, leaped into the river and was joined by a nearby recreational boater to help save the jumper. When the Coast Guard arrived upon the scene, they pulled all three men from the water.

IN MEMORIAM

George Judson, Retired December 31, 1992
Died January 6, 1997

Joseph DeMuccia, Founder and President of the
Tugboat Enthusiasts Society of America
Died January 20, 1997



MORAN® TUG FLEET

PORTSMOUTH, NEW HAMPSHIRE

Moran Towing of New Hampshire

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

Eugenia Moran	3,165 HP
Cavalier	2,400 HP
E.E. Moran	1,750 HP

PORT OF NEW YORK, NEW JERSEY

Moran Towing & Transportation

Two Greenwich Plaza
Greenwich, CT 06830

M. Moran	6,300 HP*
Esther Moran	6,300 HP*
Alice Moran	4,800 HP*
Cape Ann	4,800 HP*
Beide Moran	4,800 HP*
Valentine Moran	4,200 HP*
Miriam Moran	3,300 HP*
Margaret Moran	3,300 HP*
Sewells Point	3,005 HP**
Maureen Moran	2,150 HP
Meira Moran	2,150 HP
Diana L. Moran	1,750 HP
Eugene E. Moran	1,750 HP
Cedar Point	1,750 HP
Georgia Moran	1,750 HP
Nancy Moran	1,750 HP

MIAMI, FLORIDA

Moran Towing of Miami

P.O. Box 113239
Miami, FL 33131

Marion Moran	5,000 HP*
Dorothy Moran	3,300 HP*
Cape May	3,300 HP*

HAMPTON ROADS, VIRGINIA

Moran Towing of Virginia

109 East Main Street
Norfolk, VA 23514

Cape Cod	4,290 HP*
Cape Hatteras	4,290 HP*
Cape Henry	4,290 HP*
Amy Moran	3,300 HP*
Harriet Moran	3,005 HP**
Fells Point	2,400 HP
Kings Point	2,400 HP
Town Point	2,400 HP
Drum Point	2,400 HP

JACKSONVILLE, FLORIDA

Moran Towing of Florida, Inc.

1534 East Adams Street
Jacksonville, FL 32202

Cathleen E. Moran	5,500 HP*
Berry Moran	3,300 HP*
Cape Bendopen	3,300 HP*
Ann Moran	3,300 HP**
Julia C. Moran	1,750 HP

BALTIMORE, MARYLAND

Moran Towing of Maryland

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

Cape Bomain	3,300 HP*
Judy Moran	3,300 HP*
Ishen D. Coppedge	2,850 HP*
Hawkins Point	1,750 HP
Cynthia Moran	1,750 HP

PHILADELPHIA, PENNSYLVANIA

Moran Towing of Pennsylvania

2799 Delaware Avenue
Pier 100 South
Philadelphia, PA 19148

Patricia Moran	3,500 HP
Grace Moran	3,165 HP
Reedy Point	2,400 HP
Swan Point	1,750 HP

BEAUMONT, ORANGE, PORT ARTHUR, TEXAS

Moran Towing of Texas

2300 Highway 365, #570
Nederland, TX 77627

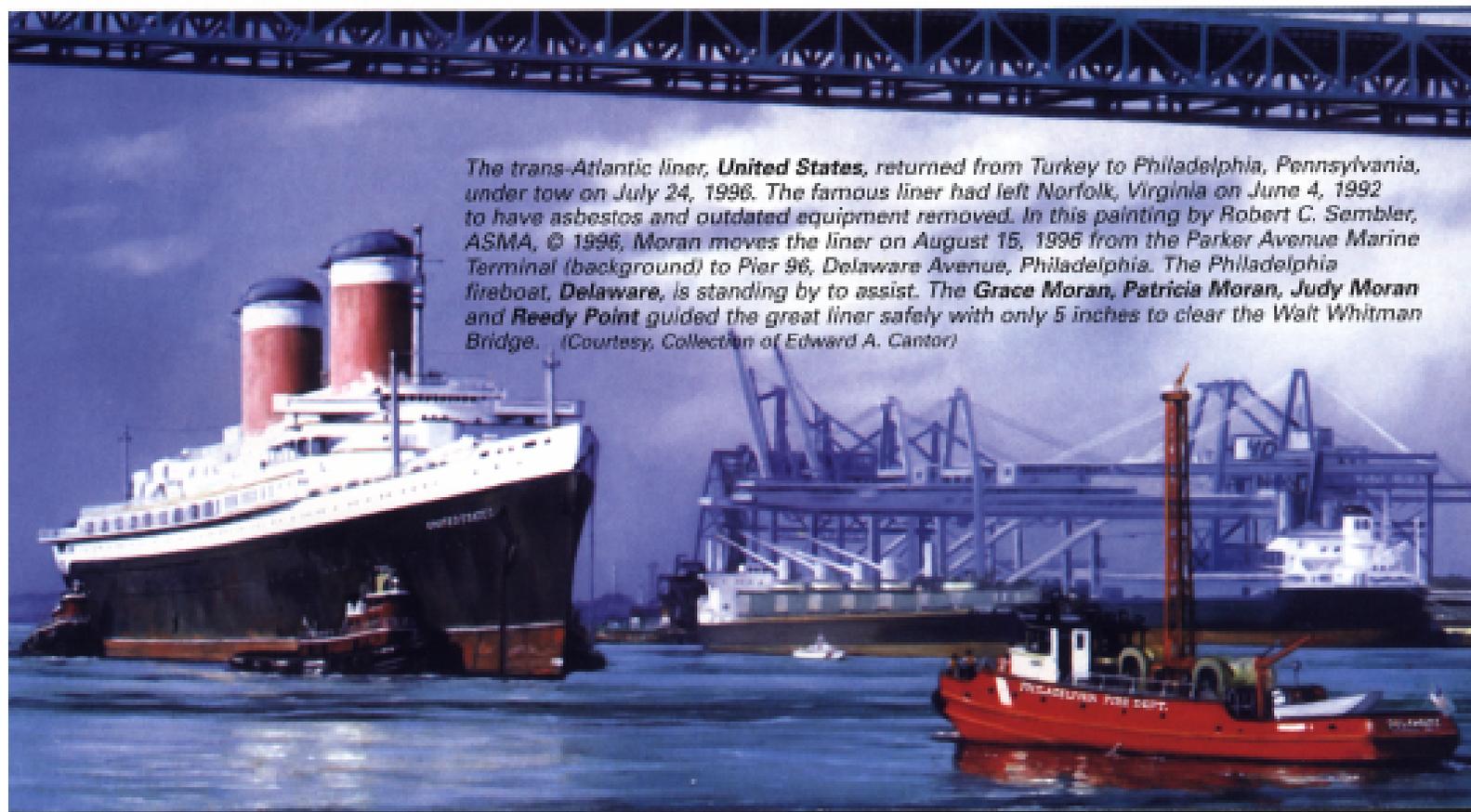
April	6,000 HP
Doris Moran	5,000 HP*
Joan Moran	4,800 HP*
Sheila Moran	4,800 HP*
Helen Moran	3,500 HP*
Cape Charles	3,300 HP*
Mary Moran	3,300 HP*
Mary M. Coppedge	3,300 HP*
Sella II	1,600 HP

* Indicates twin screw tug

** Indicates Mortrac™ tug

Tug locations as of May 15, 1997

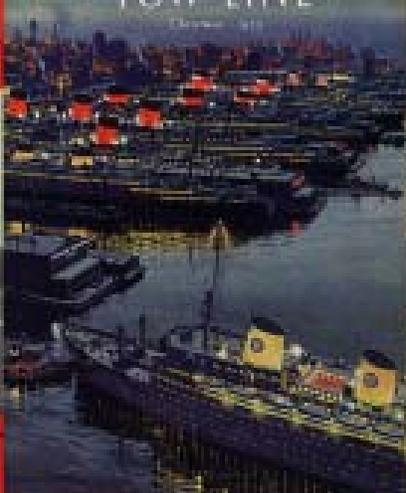
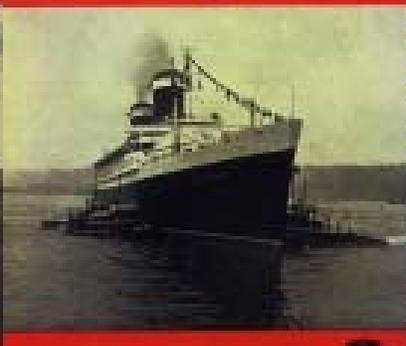
Moran and Mortrac are trademarks of
Moran Towing Corporation



The trans-Atlantic liner, **United States**, returned from Turkey to Philadelphia, Pennsylvania, under tow on July 24, 1996. The famous liner had left Norfolk, Virginia on June 4, 1992 to have asbestos and outdated equipment removed. In this painting by Robert C. Sembler, ASMA, © 1996, Moran moves the liner on August 15, 1996 from the Parker Avenue Marine Terminal (background) to Pier 96, Delaware Avenue, Philadelphia. The Philadelphia fireboat, **Delaware**, is standing by to assist. The **Grace Moran**, **Patricia Moran**, **Judy Moran** and **Reedy Point** guided the great liner safely with only 5 inches to clear the Walt Whitman Bridge. (Courtesy, Collection of Edward A. Cantor)

Tow Line

TOW LINE



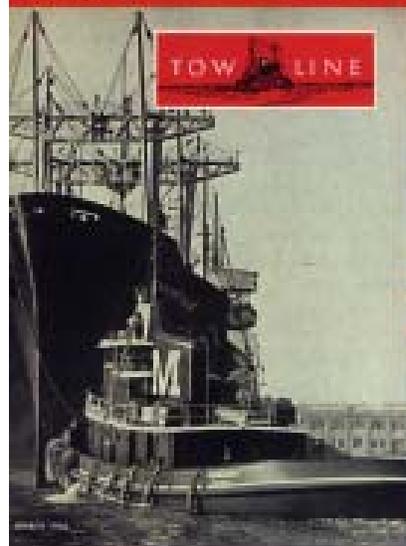
DECEMBER 1946

L.L. Moore Inc.

11th Street, New York, N.Y. 10003



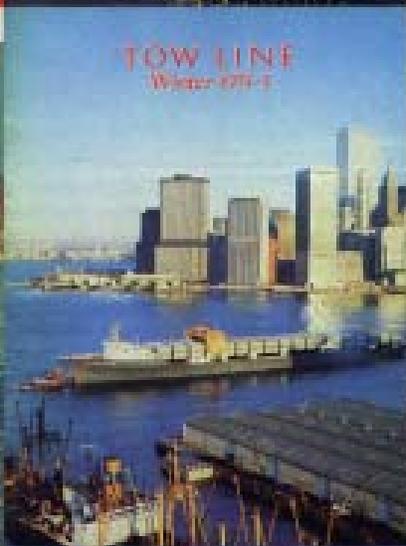
TOW LINE Christmas 1962



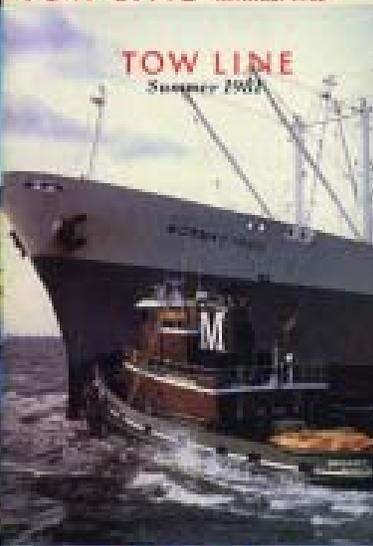
TOW LINE



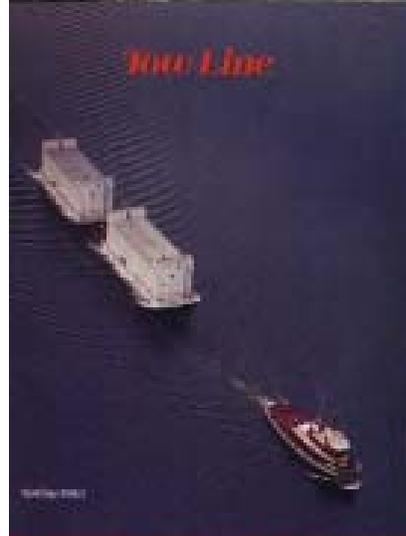
TOW LINE #1 Year 1965



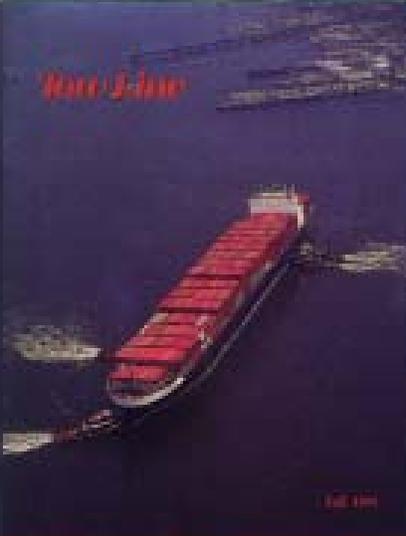
TOW LINE
Winter 1971-2



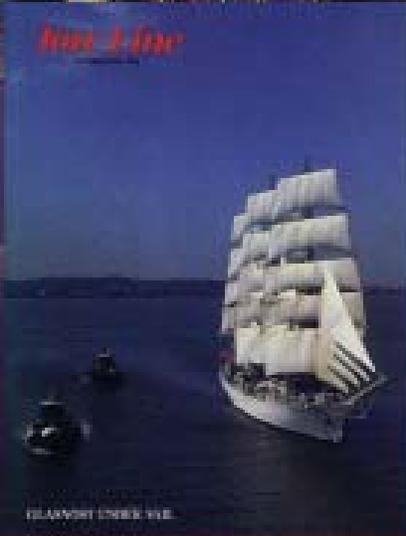
TOW LINE
Summer 1983



Tow Line



Tow Line



Tow Line



Tow Line

IN MEMORIAM



Golden Anniversary Issue
1947 - 1997