

TowLine

Volume 58



On the job for Cunard in New York

— QM2 maiden arrival
Pier 92, April, 2004

Latest News...

MORAN's newest 5,000 hp tractor tug assisting LNG tankers on Chesapeake Bay

The 13th tractor tug to join the MORAN fleet was launched at a Maine shipyard in June and went into service assisting LNG tankers on Chesapeake Bay in early July. This newest MORAN tug is a 92-foot z-drive vessel with 5,000 horsepower and an advanced firefighting system engineered specifically for work with LNG tankers.

The *James R. Moran* was launched from the Washburn & Doughty Shipyard in East Boothbay, Maine. After sea trials, the tug cruised south to join her sistership, *Kaye E. Moran*, working at the Dominion LNG importation and storage terminal at Cove Point, Maryland.

James R. Moran is named for James R. Barker, vice chairman and a principal MORAN owner, while the sistership is named for Mr. Barker's wife, Kaye. The newest tug is the tenth to be delivered for MORAN from the Washburn & Doughty shipyard.

Like its sistership, the *James R.* is built with an American Bureau of Shipping Fire Fighting Class 1 (FiFi-1) firefighting system, which provides pumping capacity of more than 10,000 gallons of water per minute. The firefighting system also includes a self-drenching deluge system and a number of additional features. Crews of all of MORAN's tugs working with LNG tankers have also received some of the most advanced firefighting training available to civilian tug crews. The 92-foot tug is capable of producing approximately 70 tons of bollard pull, generated by a pair of 12-cylinder EMD diesels, each putting out 2,550 hp at 900 rpm.

MORAN's work at the Dominion Cove Point LNG facility began in 2003. The Cove Point terminal is the largest LNG import facility in the United States. MORAN also provides similar service at the LNG terminal at Elba Island on Georgia's Savannah River, and the company provides exclusive ship-assist service to arriving and departing LPG tankers on the Pisquataqua River in New Hampshire. **M**

See more on MORAN's new tugs and LNG work at Cove Point on Page 8.



James R. and Kaye E. Barker at the June launching of MORAN's newest tug, *James R. Moran*, at the Washburn & Doughty shipyard in Maine.



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Cover photo: AP Wide World Photos

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MORAN tugs assist Cunard's newest liner into her berth in New York, just as they have for the better part of a century. Story page 4.

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On the job for Cunard



MORAN tugs continue long tradition with *Queen Mary 2* arrival in New York

It was a big event for MORAN as well as for Cunard. The maiden arrival of the *QM2* and subsequent simultaneous sailing of both the *QM2* and the *QE2*, highlighted a proud pinnacle in the long relationship between Moran Towing Corporation and Cunard Lines in New York harbor.

Passing by throngs of flag-waving, camera-click-

ing New Yorkers, protected by a small army of combat-ready New York policemen and a flotilla of Coast Guard patrol craft, two MORAN tugs helped the world's largest passenger ship dock port-side-to against the south side of Pier 92 on the morning of April 22. MORAN tugs have been performing the same loyal, unsung service for

countless other Cunard liners for the better part of a century. They executed the same maneuvers once again during the *QM2*'s much celebrated port call.

"We were docking on the last of the ebb tide and the current was still running out at a pretty good clip," said Rich Murphy, Captain of the 92-foot 5,100 hp z-drive tractor tug *Gramma Lee T. Moran*, which was on the job for Cunard all weekend. "She mostly needed a little help on the starboard bow. We had to hold the bow up into the current as she worked her way into the slip. We had two tugs up there, and we were both hooked up pretty well for a while."

Assisting the *Gramma Lee T. Moran* with the Cunard dockings in April was the 3,300 twin-screw tug *Margaret*. Both tugs are well accustomed to docking the 963-foot *QE2* at the Hudson River cruise ship terminal.

Most cruise ship dockings and undockings in New York are scheduled for advantageous loading and unloading of passengers, so tugboat services are seen as an important part of scheduling when tidal currents choose not to cooperate. MORAN typically assigns two tugs to a large cruise ship arrival but only one or

two to a sailing, according to Bill DeLap, one of Moran's senior dispatchers. "This was the largest ship we've ever put in there, but even so, they're pretty maneuverable vessels, especially when it comes to getting away from a pier."

After docking, the stern of the 1,132-foot *QM2* extended out about 130 feet into the river beyond Pier 92, which runs from 46th street to 54th Street on Manhattan's West Side. Extra mooring lines were deployed and the tug *Miriam Moran* stood by throughout the new Queen's visit. On hand for the maiden arrival and other activities, New York's Mayor Michael Bloomberg said the City would soon modernize its Hudson River Cruise Terminal and establish its first passenger ship terminal in Brooklyn. New York City expects to play host to 235 cruise ships carrying roughly



Photo: Aislinn Pitchford for Moran



Celebrating a big day for Cunard and MORAN recently were, left to right, *QM2* alternate captain Paul Wright, Cunard president Pamela Conover, and recently retired MORAN docking captain Grover Sanschagrin who piloted many Cunard ships during his long career in New York. MORAN's tug *Miriam Moran* is shown in photo at left.

900,000 passengers. The *QM2* herself is scheduled to make 13 Atlantic crossings this year between New York and Southampton, England. As it has for decades, the tugboats of Moran Towing Corp. will assist those vessels in and out of their berths.

MORAN's long history with Cunard in New York goes back to the earliest years of steam-powered

ships and tugs. The famous steam paddle wheeler Great Eastern first crossed the Atlantic to New York in 1860, about the same year that the MORAN was founded in New York.

"I grew up hearing all the stories about MORAN tugs docking the latest ships of Cunard and the other great liner companies," said Ned Moran, senior vice president who began working for the company in the 1970s. "This has been one of the keystone account relationships for this company going back more than a century," he added. "It has always been an important MORAN account. There are special relationships that are passed on from generation to generation. I think MORAN has a name and a reputation that is of such steadfast quality that today's managers at Cunard don't have to worry about it. They know that their ships will be well cared for here, when it comes to tugboat services."

In the early days of liner sailings in and out of New York, steam powered tugboats were less

powerful and maneuverable than today's tugs. Docking pilots, including those working for MORAN, had to organize the efforts of eight to ten tugs arrayed at bow and stern. When the original *Queen Mary* arrived in New York on June 1, 1936, it took the efforts of 10 steam-powered MORAN tugs to ease the 1,019-foot ship into her berth. Fifteen years later, it required only five of MORAN's new 1,750-hp diesel-electric tugs to dock the same liner. Today, not only are MORAN's tugs vastly more powerful and maneuverable but so is the *Queen Mary 2*. Four electric drive units mounted on underwater pods maneuver the great ship. Two of the drive units are fixed for forward propulsion, while the other two can be turned through 360 degrees for steering and slow-speed maneuvering. In addition she has three powerful bow thrusters, which can generate up to 13,000 hp worth of side thrust.

Capt. Jim Naughton, the docking pilot who maneuvered the ship on her maiden docking,

MORAN's top tractor tug in New York, *Gramma Lee T. Moran*, fits conveniently under the QM2 bow flare during docking maneuvers in April.



Service has changed, but the job's the same



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said he was invited twice by Cunard to learn about the ship and to practice maneuvering at the Star simulation-training center in Ft. Lauderdale, Florida. "We worked out our bridge management procedures and practiced some of the docking maneuvers," explained Naughton who, in his 33-year career, has maneuvered the older liner *QE2* many times. "It worked out pretty well. We did one docking with maximum ebb current and a northwest wind of 25 knots and she still did pretty well."

Both of the Cunard Queens have black hulls, which, in one small way, make life easier for

attending tugboats. Rich Murphy, Captain of the *Gramma Lee T. Moran* said that his crew did not have to put white canvas covers over the bow fendering as is often required for white-hulled cruise ships.

"Even so," he said. "You better believe we were careful not to put any marks on the bow. The azimuthing z-drives plus all that fendering, helps us to minimize sideways slippage along the hull, so we leave no marks. We'll be back pushing on that bow time after time, and we want to leave it nice and clean." **M**

Key word at Cove Point: **CAUTION**

Those who help bring in tankers loaded with liquefied natural gas (LNG) to Cove Point, Maryland, say there is never a rush.

"The job takes as long as it needs to take," said Terry Briggs, senior skipper aboard the 5,100 hp tractor tug *Kaye E. Moran*. "Everything is done very cautiously."

Briggs, along with his alternate skipper, Dave Culbertson, has made sure that the *Kaye E. Moran* has been performing exactly as she is meant to be for arriving LNG tankers at Cove

Point, located south of Baltimore on Chesapeake Bay. Tankers have been arriving at the rate of five to seven ships per month at the facility, which was reopened by Dominion Co. in 2003. That number is expected to increase after an expansion in shore-side tank storage is completed within the next year.

"There's definitely a slower and more methodical pace in handling these ships," said Mark Vanty, vice president and general manager of MORAN's Norfolk operations, which oversees the company's work at Cove Point. "While safety is always the foremost consideration in all our operations, with LNG ships we operate at the highest levels. Even if a ship is running late there is never a rush to get into the dock to start unloading; that is never a factor with these gas ships," he added.

With the June delivery of its newest 5,100 hp, advanced-firefighting tug, the *James R. Moran*, a sister to the

Terry Briggs, captain of Moran's 5,000 hp tractor tug *Kaye E. Moran* says there is never a rush when docking LNG tankers at the Cove Point terminal in Maryland. Photos at right show MORAN tugs in action at Cove Point.

Kaye E. Moran, the company has its two newest and most advanced tugboats working at the Cove Point facility.

Tug skipper Terry Briggs said that all the tugs involved with Cove Point have been undergoing regular drills including those that involved the FiFi-1 firefighting capability. "We run all the machinery and equipment, and fire up those water pumps and monitors whenever we do drills," he said. "It's pretty impressive when both of those monitors and the deluge system are working at the same time. That's when we're pumping more than 20 tons of water each minute through the system."

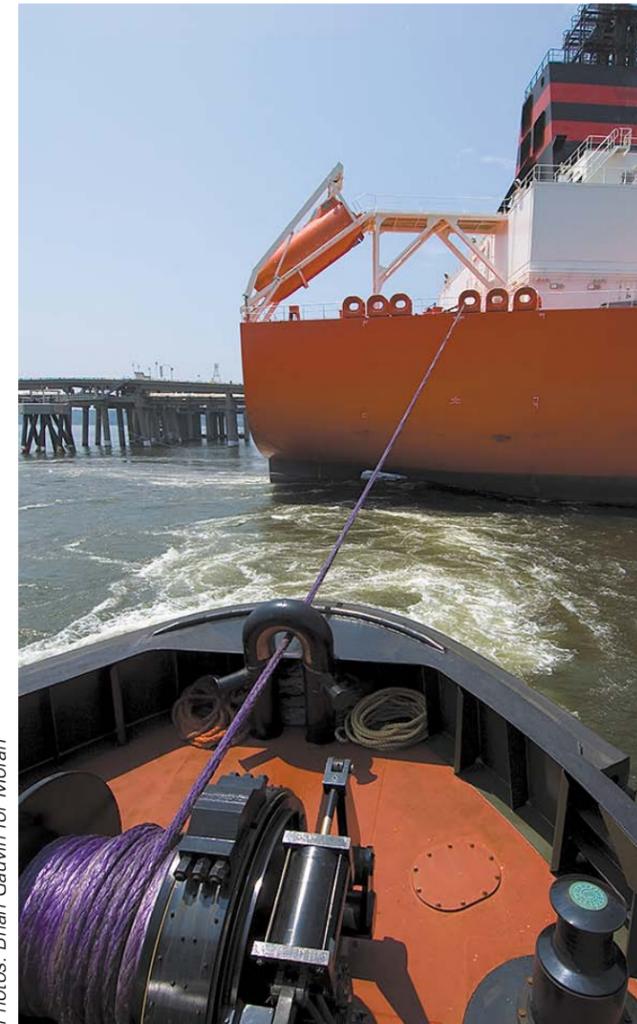
The tug crews have also recently attended a new firefighting course specifically



designed for those working with LNG tankers. Held at MORAN's Norfolk training facility, the course was formatted and taught by Marine Firefighting Institute of New York. The course was designed to provide every crewmember with knowledge of the equipment, an understanding of the properties of LNG and to teach current firefighting tactics involving gas tankers. In addition to their powerful water projecting capabilities, FiFi-1 class boats also come with four sets of protective firefighting clothing, four sets of self-contained breathing equipment and the capability of refilling air bottles on board.

"The training has been a continuous process for us," said general manager Vanty. "We are focused on crew training everywhere. Because of our different tractor tug operations involving both LNG tankers and Navy ship assist work, all of us spend a considerable amount of time on safety and training considerations. At the same time we are learning from these operations, and we can apply those lessons to our other lines of business, including the commercial segment."

As LNG tankers approach the Cove Point facility, they are typically met by tugs at a pilot station south of the offshore loading platform. "The pilots can and do use the stern tug primarily to help slow or steer the ship, but we have not



Photos: Brian Gauvin for Moran

yet had a situation to show what we could really do by going into the so-called indirect modes of towing," said Briggs.

During the unloading period of an LNG tanker the tugs remain on standby, maintaining a constant watch and are available at a moment's notice if needed. In the event of a strong westerly wind, which would tend to blow the high-freeboard ships away from the platform, discharging of cargo can be

halted and tugs can quickly be called in to hold the ship in place. Many of the dozen or so mooring lines deployed by arriving ships are equipped with strain gauges to monitor the effect of an offshore wind.

"At Cove Point it seems like they've thought of every eventuality to make sure that everything works as it is meant to," said senior skipper Briggs. **M**

MORAN assists with Coast Guard training effort

MORAN contributed tugs and services for two worthwhile projects in the mid-Atlantic area this past spring, one involving an assist for a Coast Guard training program and the other involving cleanup of riverfront areas in the nation's capital.

In Baltimore, MORAN made some of its tugs, personnel and office space available to assist the U.S. Coast Guard with a strategic training program for its boarding officers.

MORAN's Baltimore office made part of its fleet of four tugs available on a weekly basis so that Coast Guard boarding officers could practice boarding, inspection and interrogation techniques in a realistic setting. The boarding officers have been charged with enforcing security requirements in dozens of U.S. ports.

"The people at Moran were a tremendous help," said Coast Guard Lt. Chris Woodle, from the Coast Guard's Marine Inspections and Investigations School in Yorktown, Va. "We've gotten a lot of good feedback from everyone involved with this program," he added.

Paul P. Swensen, vice president and general manager of MORAN's Baltimore office, said his own employees also benefited from observing and participating in the

program.

Participating Coast Guard personnel were regular boarding officers receiving supplemental training on security issues while on temporary assignment at the Yorktown training school. Training on MORAN tugs typically involved



Coast Guard Lt. Chris Woodle presents commemorative plaque to Paul Swensen, MORAN vice president and general manager in Baltimore.

the use of actors playing the role of tug captain and other crewmembers.

Much of the program involved techniques for ensuring that the vessel involved, and its crew, would be in compliance with the dictates of whatever maritime security threat level might be in force at any given time. A focus on MORAN's Baltimore tugs involved issues of access to vessels, crew identification, facility compliance,

communication and on-board security, according to the Coast Guard's Lt. Woodle.

"When we reach a certain security level, the tradition of a tugboat lying at its dock with all of its entry points open to the breeze might not be appropriate," he explained. In his view, that situation would be similar to that of a ship lying at anchor in port with its pilot ladder hanging down to the water level.

Moran Towing of Maryland is the dominant tugboat company in Baltimore, a 300-year-old port on Chesapeake Bay which handled more than 25 million tons of cargo in 2003.

MORAN also participated in April in an unprecedented cleanup effort on waterways of the nation's capital in support of the non-profit group Living Lands and Waters.

A MORAN tug was contributed to deliver a flat deck barge from Norfolk to Washington D.C. and back. About 800 volunteers assisted in gathering approximately 50 tons of trash from about 20 miles of shoreline along the Potomac and Anacostia rivers. The barge, used to haul away the tons of collected garbage, was provided by McDonough Marine Service of Metairie, Louisiana. **M**

Special fire training for LNG crews

MORAN crews in Norfolk have benefited this year from some of the finest marine firefighting training available. The training specifically focused on situations with liquid natural gas (LNG).

In a series of training programs developed by New York-based Marine Firefighting Inc., tractor tug crews and shore-side person-

nel from MORAN reviewed LNG firefighting techniques and trained on some of the most advanced firefighting equipment available on tugboats. MORAN and a joint venture partner offer ship-assist service to LNG tankers calling at Dominion Energy's LNG facility at Cove Point, Maryland. Tugs involved at Cove Point have a capability to spray 11,000 gallons of water per minute.

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"All of these boats have very high firefighting capability, and our job was to make sure everyone knows how it can be best put to use in the event of an emergency," said Tom Guldner, president and founder of the fire train-

ing company. "This is a fairly unique training program. I'm not sure if anything like it has been developed for tugboat crews," he added. Guldner, who retired as a lieutenant with the New York Fire Department, was the training officer for its marine division for eight years.

In addition to training sessions

"plume" of escaping natural gas, said Guldner. The use of high-powered water monitors as a tool for dispersing a plume of vaporized LNG is something quite new for most tug crews, he said.

"The plume would typically be visible because it tends to freeze moisture in surrounding air," he explained. "So using the monitors the crews would be able to move it away from any possible source of ignition or disperse it, and to see the results."

Also, he said, applying water to the plume tends to increase its temperature, which makes it rise up and dissipate faster.

"This is a fairly unique training program," said Guldner. "Crews aboard LNG tankers have their



Crewmembers aboard the Kaye E. Moran demonstrate proficiency with the full range of firefighting equipment during recent drill.

own fire training programs all the time, but I'm not familiar with anything like this being developed for tugboat personnel. This training is a good example of how all companies involved in LNG work take safety seriously and helps explain the industry's enviable safety record." **M**

held at Moran's base on the Elizabeth River, live equipment drills are also being conducted at the Cove Point terminal. Two key functions for tugboat crews operating in the vicinity of an LNG shipboard incident would be cooling of hot metallic structures during an actual fire, or dispersal of a



Photos: Brian Gauvin for Moran

New head of Norfolk operations sees mid-Atlantic business growing

Business is picking up in the Port of Norfolk, Virginia, and MORAN tugs are well positioned to keep ships and cargo moving in coming years, according to Mark Vanty, who took over as vice president and general manager of Moran Towing of Virginia at the beginning of 2004.

With up to 20 tugs stationed at MORAN's Norfolk base, the company is busy servicing both commer-

port of the 13 where MORAN offers its services. (New York is the busiest with more than 5,000 commercial ship calls annually). Involved with a daily choreography of ship assists, barge movements, and independent operations are 130 MORAN employees, all but 16 of whom are tugboat crewmembers. Norfolk, with a half dozen sizable marine terminals, gets close to 3,000 commercial ship and barge calls annually, in addition to some 3,000 naval ship movements.

In Norfolk, MORAN has its permanent dock and headquarters on the East Branch of the Elizabeth River, just upstream from the Nauticus maritime center and the downtown Waterside section. MORAN has been the leading provider of tugboat services in Norfolk for many years.

Recent good news for the Norfolk area, according to Vanty, includes plans by APM Terminals North America to build a container terminal on the Elizabeth River with the first new containership arrivals

expected in 2007. The amount of cargo moving through Hampton Roads is expected to at least double by 2020 due to this and other new developments, he said.

Also in Norfolk, developments involving 'clean coal blends' for electric power generation has



Mark Vanty at MORAN's Norfolk headquarters

cial and Navy vessels and providing ship-assist and escort duties at the Cove Point LNG terminal on Chesapeake Bay. Vanty, a 1986 graduate of Maine Maritime Academy, manages the second busiest



Photos: Greg Walsh for Moran

resulted in new imports of Indonesian coal to Norfolk's Lambert's Point terminal, while the new Nauticus berthing facility is promising to increase the number of arriving cruise ships. General cargo tonnage in the port has increased roughly 10 percent in each of the last two years.

Mark Vanty began his career at MORAN immediately following graduation from Maine Maritime. After working in tug and barge operations, he was



sent south to develop the company's new ship-assist operation in Miami, and then in 1995, he moved to Philadelphia where he managed MORAN's Philadelphia-based fleet. In 1997, he returned to Connecticut to head up MORAN's New York-based harbor and offshore fleets. During this time Vanty held several positions and worked on a variety of corporate projects while also earning his MBA from the University of Connecticut. 

MORAN tugs of various styles available in the Port of Norfolk include MorTrac® tugs such as those shown above, and conventional twin screw tugs for coastwise and ocean towing, including the Cape Charles, shown at left.



End of an era in Norfolk

Paul Horsboll retires after 40 years with Moran

Paul Horsboll, a fixture in the mid-Atlantic marine community and a 44-year MORAN employee, retired from service at the end of 2003.

Horsboll, 65, started as a mess steward on ocean tows in 1960, and rose to become a vice president and general manager of Moran Towing of Virginia by the 1990s. He was an active contributor to the maritime community in Virginia and elsewhere, and he was a much-loved manager among his own

employees and associates in Norfolk.

"It's been a lot of fun, over all those years," he said. "I don't know where the time has gone, but I am happy to have made this community, including the MORAN community, my home."

"He's the best boss I've ever had," said Pat Bailey, MORAN's port captain in Norfolk. "Paul thinks a lot of his people, and he would always go the extra mile to take care of his crews."

"The thing about Paul that has always impressed

me most is the way he is fair to everyone in every situation," said Perrin Keane, captain aboard the 4,000 hp tug *Cape Charles*. "I have a lot of respect for him and I know he'll be missed by everyone around here."

Horsboll said his retirement plans include spending more time with his family locally and getting more involved contributing his time to maritime organizations in the region.

During his tenure in Norfolk, Horsboll kept MORAN's fleet pulling together through a number of business and economic difficulties and he has overseen several periods of technological change.

"The best parts for me," he said. "Were the introduction of the new MorTrac® tugs with their azimuthing bow z-drive thrusters, and working with the Navy on introduction of our Marci-class twin z-drive tugs. It was a great opportunity to be there putting all those new and innovative boats to work. It was very rewarding that they were so well received by the Navy and by the entire maritime community."

Much of the success of MORAN's current relationship with the Navy in Norfolk is due to the good management and relationship-building abilities of Paul Horsboll, said Paul Tregurtha, MORAN's chairman and CEO.

"Paul's relationship with the operating people on the navy base has been extraordinary. This was evident at a large christening ceremony for the Marci-class tugs used for our Navy contract. With eight new tugs lined up on a Navy pier it was an unusual and complex christening event. It could not have gone more smoothly because of Paul's work and it was obvious when we talked to the senior Navy officers that they all knew Paul and really respected him.

"We want Paul to know," said Tregurtha, "that there's not a person in this company who was not

Paul Horsboll was the image of the youthful sailor, above left, as he was depicted in the 1967 book *Tugs, Towboats and Towing* by Cornell Maritime Press. Horsboll paused at the entrance to MORAN's facility in Norfolk just before his retirement at the end of 2003.

saddened on the day he left us and headed off in new directions."

Paul Horsboll, until his retirement at the end of 2003, was the longest serving employee on the payroll of Moran Towing Corporation.



Paul Horsboll, left, as he handed over management of MORAN's Norfolk operations to Mark Vanty.

"He's a true Moraner," said Tregurtha. "We are certainly going to miss his long experience and his judgment and loyalty. Here's a tugboat man who started with single screw tugs on ocean tows and ended up working with some of the most sophisticated tractor-style tugs in service in the U.S. He has tremendous knowledge of the industry and so many of its players."

Horsboll, who joined the company at the age of 21, never worked for another tugboat company, although he did work for a couple of MORAN subsidiaries that were still carrying their former names, primarily Curtis Bay Towing.

"There's something about Norfolk that keeps calling me," said Horsboll. "I started my career by stepping onto a tug here at Sewell's Point, and I ended up here by turning over the reins as head of that same Norfolk operation." **M**

MORAN enters new age of barge technology

In less than a year, three large oil barges will be handled with 'articulated' coupler systems

MORAN is entering a new phase in its long history of barge operations when Seaboard Barge Corporation, its tank barge subsidiary, introduces the first of three new petroleum barges. These barges will have articulated connection systems, and will represent a continued expansion of MORAN's fleet of double-hulled tank vessels.

Major oil transportation companies, particularly those on the East Coast, are widely adopting the so-called articulated tug-barge (ATB) connection system for barges of roughly 100,000 barrel capacity and larger, according to Bruce Richards, vice president of Seaboard Barge Corporation. Tugs in an ATB system are locked into the barge notch in a way that still allows the tug to pitch on its own motion, independent of the barge's pitch.

"Looking into the future, it's clear that most tugs and barges being built for this purpose, at least those of larger size, will be integrated or articulated in this man-

ner," said Richards. Within a year, he noted, the MORAN fleet will have three operating ATBs, the first ones in its fleet of about 25 barges.

The introduction of the new 110,000-barrel barge, *New Hampshire*, at the end of this year, will mark MORAN's first use of articulated coupler technology, with two other barges expected to follow within a few months. The 425-foot heated oil product barge will be connected to a reconfigured MORAN tug, *Scott Turecamo*, with a pin system developed by Intercontinental Engineering that allows the tug to operate efficiently and safely within the barge notch in virtually all weather conditions. The *New Hampshire* will be followed by a sister barge, to be named *Georgia*, in Spring, 2005.

The *New Hampshire* and the *Georgia* will be working under contract for ConocoPhillips, delivering heated oil products on the Eastern Seaboard. "We worked with ConocoPhillips on the design of these barges for several years," said Dave Beardsley, vice president of construction and engineering. "They represent much of the

latest thinking in barge design and equipment."

Each new barge can carry 17,000 tons of cargo in 10 compartments. The flush-deck, unmanned barges have plumb-stem ship's style bows, with anchors and the latest in closed-tank gauging and high-level monitoring systems developed by Bergen Marine.

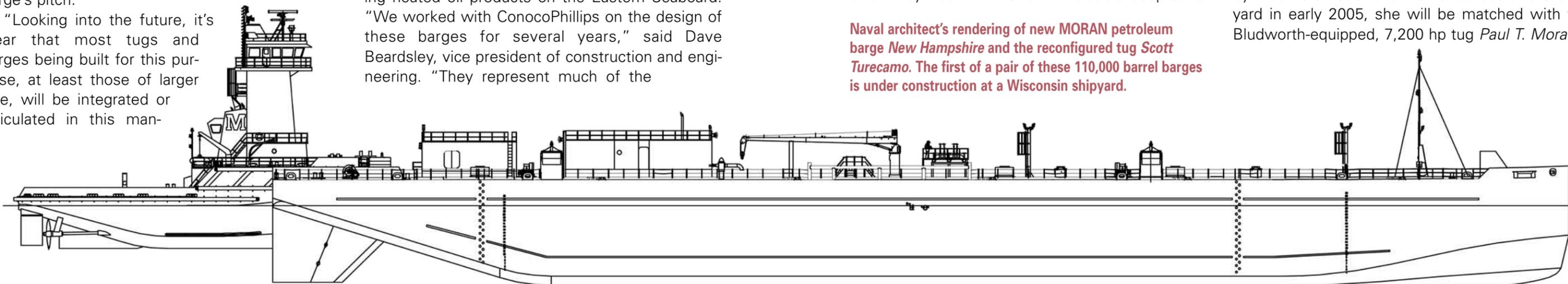
As part of its refit in preparation to be matched with the first new barge, the 5,100 hp tug *Scott Turecamo* is having both of her existing pilothouses replaced with a single elevated pilothouse with 50-foot height of eye. A massive trunk tower supporting the new pilothouse will contain a stair tower and additional stateroom.

"It will be a whole new look for that tug," said Beardsley. *Scott Turecamo*, constructed in 1998, is 121 feet in length with raised focsle design. Her two 12-cylinder EMD-645-F7B diesels coupled to

115-inch, open-wheel propellers can generate more than 70 tons of bollard pull. The tug will retain her existing towing winch and related gear, even though she will spend most of her time locked into the 60-foot notch of the new barge, *New Hampshire*. Reconfiguration of the *Scott Turecamo* is expected to be complete by November or December so that the tug will be able to extricate her new barge from the shipyard in Sturgeon Bay before the onset of the Great Lakes ice season.

Even as the company's first two 110,000 barrel ATBs are under construction at Bay Shipbuilding in Sturgeon Bay, Wisconsin, the 145,000 barrel barge, *Massachusetts*, is being double-hulled and converted to an articulated coupler system at Gulf Marine Repair in Tampa, Fla. The *Massachusetts* is being converted to a connection system provided by Bludworth Cook Marine. Once out of the shipyard in early 2005, she will be matched with the Bludworth-equipped, 7,200 hp tug *Paul T. Moran*.

Naval architect's rendering of new MORAN petroleum barge *New Hampshire* and the reconfigured tug *Scott Turecamo*. The first of a pair of these 110,000 barrel barges is under construction at a Wisconsin shipyard.



More containers enroute to Albany

MORAN tugs work with Columbia Coastal, boosting container trade to Albany and other ports

MORAN's container barge towing service to Albany, N.Y. for Columbia Coastal Transport passed its first anniversary this spring with excellent prospects for continued growth in coming years.

Since the inaugural run up the Hudson River in March, 2003, with one container on its barge, the service has increased to two voyages per week. The barge that departed on the first anniversary of the service carried 131 containers, according to Tom Delaney, senior vice president of New York-based Columbia Coastal.

"I think we've shown that this business can work, and a lot of the credit for that has to go to the Port of Albany," said Delaney. "Not only are we building a cargo business, but we are also keeping a huge number of tractor-trailer trucks off our highways." The twice-weekly Hudson River run up to Albany – a voyage of 14 to 16 hours each way – is one small part of a relationship between MORAN and



Containers shipped by Columbia Coastal Transport on barges handled by Moran Towing Corp. are stacked up awaiting transshipment at the Port of Albany.

Columbia Coastal that involves movements of container barges over much of the Eastern Seaboard, the Gulf of Mexico and into the Bahamas.

Columbia Coastal Transport is a privately-owned transportation company that offers U.S. flag coast-wise intermodal shipping services for a variety of customers including some of the world's largest container shipping companies. Columbia Coastal has been in the container barge transportation business for 15 years and, in May, took delivery of its 12th barge – the 343-foot *Columbia Boston*, with 912 TEU capacity.

In addition to its established, scheduled services to the major ports of Miami, Savannah, Charleston, Norfolk, New York (including Albany), and Boston, Columbia Coastal is also planning to bid soon for service to Bridgeport, Conn., and recently initiated service to Portland, Maine.

The year-old service to Albany is part of the Port Inland Distribution Network (PIDN) developed

by the Port of New York/New Jersey in conjunction with the Port of Albany. The partially public-funded program is part of an effort to relieve heavy truck traffic on principal interstate highways on the Eastern Seaboard.

The goal of the PIDN program is to ship containers by barge to a number of inland ports. Albany is just one of those locations, according to Frank Keane, general manager of the Port of Albany. Port officials estimate that the service could transport as many as 8,000 containers annually to Albany.

"Getting the trucks off the road is an issue that concerns everyone, and we're glad to be participating," said Ted Tregurtha, president of Moran Towing Corporation

"It's part of the overall congestion problem that we face on the East Coast. Trucks cause a fair amount of damage to our road system. There's also a great difference between the exhaust emissions from one tugboat compared to the collective exhaust emissions of 150 large trucks. So there are quite a few benefits involved with a towing service like this."

On a national level, the U.S. Maritime Administration (Marad) has also been promoting the use of waterborne transportation as part of its Short-Sea shipping program encouraging greater use of the nation's coastal and inland waters for movement of cargo. Earlier this year, a Louisiana company launched a weekly container-on-barge service between New Orleans and Baton Rouge, both on the Mississippi River.

Although most of the established container barge services of Columbia Coastal are not related to



MORAN tugs handle container barges for Columbia Coastal on the Hudson River to Albany and to other key ports on the Eastern Seaboard.

government programs to reduce truck traffic, they all tend to have that effect, said Delaney. "We've been doing this for 15 years on our own," he explained. "That's long before there were government concerns about trucks. But in the end, we

accomplish the exact same goals which help the environment and help make the highways safer."

Towing services for Columbia are managed by Peter Keyes, Vice President of MORAN'S port of New York and New Jersey and Offshore Operations. "We have towed for Columbia for many years, in part because we understand the demands of their business," said Keyes. "The container business works on tight deadlines and thin margins, so reliability and cost effectiveness are both at a premium. As a result, Columbia can be a demanding customer at times but we are always able to make it work somehow."

Columbia's Delaney agreed with Keyes. "Our long history with MORAN stems from how well we work together," he said. "Over the years, the give and take on both sides has allowed us to meet the exacting demands of our real customers, the container shipping lines." **M**

Ned Moran busier than ever as 2004/05 AWO chairman

Ned Moran has long been known to keep a hectic schedule. But now the MORAN senior vice president has been busier than ever since he took over as chairman of the board of American Waterways Operators (AWO) in April 2004.

"On some weeks, it seems that from morning to night all I do is AWO business," said Moran who is serving a one-year term as chairman of the Washington-based maritime industry advocacy group.

In reality, it is more like 20 to 30 percent of his time, he said. "There's a lot of work and effort involved. The issues are very serious and I think it's a credit to MORAN and its leadership that the company is willing to make this commitment."

Moran, who took over from Ingram Barge Co. president Craig Philip at the AWO spring convention in Washington, delivered the keynote speech to the convention, pledging to advance programs that encourage safety and accountability throughout the tugboat industry.

It was Ned Moran who initiated MORAN's involvement with AWO, first getting involved with the organization in the early

1990s when he took over as head of the company's operations in Baltimore. He was asked to join the organization's board of directors two years ago. AWO, founded in 1944, is an industry advocacy group that represents the large majority of tugboat, barging and inland towboat companies in the U.S.

Addressing an audience of several hundred industry leaders at the convention, Moran said he would "continue the journey" begun by his predecessors at AWO to ensure greater industry safety and enhance its value to the nation's economy.

"I will consider it a hallmark of my tenure as chairman to secure legislative passage of the towing vessel safety, security and inspection program proposal, and to help the Coast Guard launch a regulatory process to implement it," he said during opening remarks at the organization's annual event.

Specifically, Moran said that he and the AWO leadership team is in full support of the U.S. Coast Guard's request for an inspection program for the entire tugboat industry.

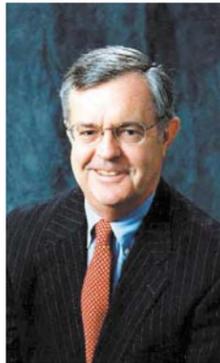
"We think this would be a huge leap forward," said Moran

in separate comments. "It will help us to shed that label of being 'uninspected' which both the public and many people in our own industry equate with being unregulated and unsafe. We will become a better industry after we are all inspected," he added.

AWO is already the central organizer of the U.S. Responsible Carrier Program that requires member companies to meet certain standards of equipment and safety for each vessel enrolled in the program. In his remarks in April, Moran also suggested that government agencies as well as private businesses should give preference in assigning contracts to tugboat companies that are involved in safety management systems such as the Responsible Carrier Program.

Moran said he would also focus during the coming year on helping to close what he described as loopholes in Jones Act regulations, and in working against a current proposal to extend the financial privileges of the Capital Construction Fund to shipping companies intending to participate in coastwise trade routes.

Ned Moran is the great grandson of Michael Moran, the company's founder and the son of Admiral Edmond Moran, a long time chairman of MORAN. **M**



Bob Patten steps down as controller

Although he continues to work with MORAN's accounting office on a part time basis, Robert J. Patten has stepped down from his long-time position as the company's Controller. Patten, who first came to work for MORAN in 1976, turned over the controller's position to Gus Flink at the beginning of 2004.

"It's been an honor and a privilege to work for both the late Tom Moran and for CEO Paul Tregurtha for the past 27 years," he said at his retirement. "The growth and success of MORAN is testament to their leadership skills and to those of many other people involved with this company. When you work for MORAN, you work for family. Dedication and loyalty come easily."

Patten, who resides in Bethel, Connecticut, with his wife, Mary, first came to MORAN as an accounting manager after working with the national accounting firm Peat Marwick. He worked at the World Trade Center for his first 10 years with the company and has since moved ever closer to his home as the company has occupied two different Connecticut offices.

Aside from the changes in MORAN's ownership, and strong growth culminating in MORAN's acquisition of Turecamo Maritime Corp., the most dramatic changes that Patten has seen over the years are those brought about by computers, he said.

Patten, who first learned how to use a computer during his time at MORAN, said there were hardly any computers in use when he first started with the company, and it was not until the early 1990s that there was a computer on everyone's desk at headquarters.

"The computer changed everything for the accounting department. The PC explosion has

allowed us to have individual accountants do double and triple the workload that they used to perform in the 'old' days," he said. As a result the accounting department has actually decreased in size to its present level of about seven staff members.

"The new generation of professional that we have here now, they are the ones who really started us with computers," he added. "Particularly when Ted Tregurtha came here and took over as president. He was kind of a flashpoint in getting all the staff and all of our systems up to speed with computers. Everyone kind of recognized that he was one of those whizzes when it comes to the newest technologies."

Looking back over the past couple of decades, Patten said he was especially cognizant of the way Moran has invested in expanding its barging operations and in developing tractor tug technology. "The growth is incredible and it just seem to go on and on," he noted. "There's been some very impressive investments in new equipment, and in technology and in a more efficient and safer means of operation."

Since his shift into the world of semi-retirement, Patten has been working two to three days per week in the accounting department at MORAN's new headquarters in New Canaan. "I've been doing my best to make some kind of contribution while keeping my mouth shut," he explained. "The best part about being retired is the extra time to spend with my grandchildren, while my wife says the best part about being semi-retired is that it gets me out of the house for a few days each week. For me, it's great to still have the active association with MORAN." **M**



MORAN PERSONNEL NEWS

Milestones in the lives of members of the Moran family, past and present



RETIREMENTS

Raymond Carrano	Moran Towing Corporation	June 27, 2003
Robert Patten	Moran Towing Corporation	December 31, 2003
Clare Bailey	Moran Towing of Maryland	March 29, 2004
Paul Horsboll	Moran Towing of Virginia	December 31, 2003

PROMOTIONS

Sean Perreault	Moran Towing Corporation	Engineering Manager
Gustave Flink	Moran Towing Corporation	Controller
Virginia Johnson	Moran Towing Corporation	Cash Receipts Coordinator
Robert Barry	Moran Towing of Charleston	General Manager
Thomas Craighead	Moran Towing of Florida	Vice President, General Manager
Gregory Jammes	Moran Towing of Florida	Assistant Port Engineer
Larry Diehl	Moran Towing of Florida	Chief Dispatcher
John Archer	Moran Towing of Maryland	Manager of Engineering Admin.
Kevin Crowder	Moran Towing of Maryland	Dispatcher
Manuel Sampredo	Moran Towing of Maryland	Port Engineer
Nathan Hauser	Moran Towing of Pennsylvania	Operations Assistant
Ronald Droop	Moran Towing of Savannah	Vice President, General Manager
Mark Vanty	Moran Towing of Virginia	Vice President, General Manager
Gary Newell	Seaboard Barge Corporation	Port Captain
Akia Shangai	Seaboard Barge Corporation	Administrative Assistant

OBITUARIES

Earl Allen	Moran Towing & Transportation Retiree	April 2004
James Bryson	Moran Towing & Transportation Retiree	April 2003
Elly Freiman	Moran Towing & Transportation Retiree	November 2003
Robert Loftus	Moran Towing & Transportation Retiree	June 2004
Stuart Mortensen	Moran Towing & Transportation Retiree	August 2003
Helen Parks	Moran Towing & Transportation Retiree	May 2002
Thomas Rasmussen	Moran Towing & Transportation Retiree	October 2003
Margaret Siner	Moran Towing & Transportation Retiree	November 2003
Peter Rocha	Moran Towing & Transportation	May 2004
James Rushing	Seaboard Barge Corp.	September 2003

NEW HIRES

Toriano Fredericks	Moran Towing & Transportation	4/26/04	Night Dispatcher
Robert Beighau	Moran Towing & Transportation	2/16/04	Night Dispatcher
Timothy Purdy	Moran Towing & Transportation	2/23/04	Night Dispatcher
Robert Feliciano	Moran Towing Corporation	3/02/04	Mail/Messenger
Leslie Smith-Harrison	Moran Towing Corporation	6/14/04	Sr. Benefits Admin.
Emily Sporn	Moran Towing Corporation	6/30/03	Quality/Safety Admin.
Virginia Banks	Moran Towing of Charleston	4/14/04	Dispatcher
Kathleen Hoyt	Moran Towing of Florida	11/10/03	Dispatcher
Kenneth Beckett	Moran Towing of Savannah	12/03/03	Dispatcher
James Phillips	Moran Towing of Savannah	5/04/04	Dispatcher
Ryan McHaney	Moran Towing of Texas Inc.	7/22/03	Dispatcher
Robert Clarkson	Seaboard Barge Corporation	2/02/04	Operations Coordin.
Kevin Collins	Seaboard Barge Corporation	8/11/03	Operations Coordin.
George Friant	Seaboard Barge Corporation	4/01/04	Sr. Barge Super.
Kari Lillemoen	Seaboard Barge Corporation	8/04/03	Contract Admin.

SERVICE AWARDS 2004

5 Years of Service



Kjell-Arne Liadal
Vincent Arroyo
John Austin
Thomas Bell
Harry Bogan
Casey Boswell
Rosalind Bronner
Calvin Cheetham
John Colella
Harry L. Dennis
Michael Donohue
Vincent Ellul
Billy Epps
Daniel Fitzmartin

Anthony Foster
Robert Garner
Kevin Garrity
Kenneth Gaskins
John Gazzola
James Gerg
Brian Gerring
Robert Gipson
Paul Grainger
Fred Grimm
Lonnie Hendrix
John Holland
Kenneth L. Hurd
Jose Izquierdo

Steven Jackson
Darren Kerney
Kevin Kirchner
Jane Klaben
Harry Lecesne
Danny S. Lopez
Albert Mann
Mihai Manoli
Michael Mastramico
Don McGrady
Robert McGuire
Kevin Nearey
Evdoxia Papahristou
Paul Paszkiewicz

Sean Perrault
William Pierce
Lazaro Reyes
Sherry Rhodes
Madelyn Roman
Charles Romano
James Sanislow
Frank Schauer
Jamie Scott
Cory Sheridan
Glenn Talton
Joseph Thomas
Kevin Thompson
Stephen Thompson

Kenneth Thuestad
Jose Torres
Timothy Trout
Cecil Williams
Gregory Williams

10 Years of Service



David Bean
Kevin Black
Richard Bohaczek
Steven Carmine
Donald Cheetham

Douglas Crockett
Romolo Dicesare
Charles Ellis
Judith Enright
Chris Guy

Fred E. Hamilton
Jerome Houston
Howard James
John Malmgren
James Morgan

Andrew Morris
Carlos Moulds
Gary Newell
Alan Self
Donald Southworth

Allen Swafford
Eugene Touseull
Steve E. Wells

15 Years of Service



Richard Bateman
Gary Biggs
Joaquin Calix
William Davis

Ronald Droop
Thomas Dundon
Gustave Flink
Fred Frabel

Elbert Fussell
William Gaillard
John Garvey
Virginia Johnson

Thomas Lauder
Drewry Little
Duane Preston
Charles Pugh

Theone Saltis
William Shields
Donald Waldeck

20 Years of Service



Alan Bischoff

Robert Johnson

John E. Sparks

25 Years of Service



Louis Barra
Lawrence Bencivenga

Gary D. Davis
Ronald Demello

Robert Flannery
Michael Gallo

Donald Howcroft
Fredrick Johnson

Ronald Rohn

30 Years of Service



Clifford Champagne

John Zents

Stephen Tilloston

Theresa Piner

Victor W. Earle

35 Years of Service



Patricia Boncoraglio

Richard Murphy

40 Years of Service



Donald J. Peck

Words contained on this decal, conspicuously displayed just below the pilothouse on the MORAN tug *Cape Cod* in Norfolk, Virginia, did not appear there by whim. They are key excerpts from the official mission statement of Moran Towing Corp. Every MORAN tug now carries these words displayed in a prominent location.



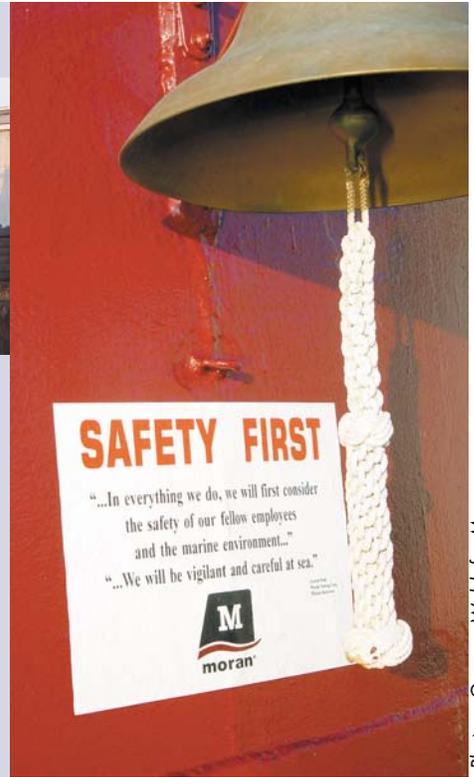
MORAN's complete mission statement is as follows:

'Our mission is to provide a marine transportation service that is valued by our customer.

In pursuit of our goals, we will be hardworking, honest, efficient and loyal. In everything we do, we will first consider the safety of our fellow employees and the marine environment.

We will strive to continually improve. We will be creative and innovative in business. We will be vigilant and careful at sea. We will listen to our customers, to each other, and to our suppliers.

We will gauge our success by the success of our customers.'



Photos: Gregory Walsh for Moran



To request a subscription to *Towline*, or to notify us of an address change, please send notification to the address below or send an e-mail to: Towline@MoranTug.com

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