

TOW LINE

Fall 1980



ESSENTIAL ELECTRIC ENERGY will be produced by the Florida Power & Light Company from the petroleum cargo carried by Moran's barge *Florida* shown here at berth in the Port of West Palm Beach on September 8th.

In the stern notch of the 130,000 barrel capacity barge *Florida* is the 4,700 horsepower transporting tug *Joan Moran*.

The newest Moran tug/barge combination began service to the Florida Power & Light Company facilities on the west coast of Florida in June 1980.

After a half century of serving electric generating utilities in the Northeast United States, Moran welcomes this opportunity to serve the huge Florida Power & Light Company in the Southeast.



BARGE FLORIDA AT FLORIDA POWER & LIGHT COMPANY'S RIVIERA PLANT



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TOW LINE

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Norwegian Caribbean Lines' SS Norway in New York

Moran Moves Fuel for Utilities (See Page 4)

Meet Moran's Harbor Tug Dispatchers (See Centerspread)

Moran Moves Fuel for Utilities On Atlantic and Gulf Seaboards

THE FIRST VOYAGE of Moran's new petroleum barge *Florida* began at Baytown, Texas on June 28, 1980. Carrying her first cargo of fuel oil for the Florida Power & Light Company, barge *Florida* was transported to Boca Grande, Florida by tug *Joan Moran* for discharge into the utility company's storage tanks.

The bright orange painted barge *Florida* was built for Moran at the Houston, Texas division of Todd Shipyards. The capacity of the *Florida*'s ten cargo tanks is 130,000 barrels; the length of the barge is 400 feet and the beam is 78 feet.

Assigned to tow barge *Florida*, tug *Joan Moran* is a twin-screw, twin-rudder, diesel tug of 4,700 horsepower built in 1976 by Jakobson Shipyard in Oyster Bay, Long Island, New York.

Moran's newest tug/barge combination will serve the Florida Power & Light Company facilities on the Atlantic and Gulf coasts of Florida. Calls at installations on Florida's west coast will be made from oil loading ports in the Gulf. Calls at the power company plants at Palm Beach, Port Everglades and Port Canaveral will be made from oil terminals in the Bahamas.

Joins Seasoned Fleet

In beginning her service to the Florida Power & Light Company, barge *Florida* joins a seasoned fleet of Moran tugs and barges daily engaged in transporting fuel for a dozen power generating stations in the greater New York and New England areas.

Yearly, some 62 million barrels of fuel oil are transported to these major utilities in a new fleet of petroleum barges, built during the past decade and operated by the Seaboard Shipping Company—a Moran subsidiary.

Seaboard dispatchers, from offices in One World Trade Center, New York City, control the movements of these barges locally, in the Hudson River, through Long Island Sound to Connecticut, and as far north as Salem, Massachusetts.

Locally, the Consolidated Edison Company in New York City has been served by Seaboard barges since the early 1940's with barge runs of 20/25 miles to waterside plants in Manhattan, Brooklyn and Queens.

Up the Hudson River from oil terminals in New York harbor, Orange & Rockland Utilities' huge generating plant at Bowline Point near Haverstraw, New York and a second plant at Tomkins Cove (51 miles upriver) receive a dozen calls a month by barges *Maine* and *Rhode Island*.

In Connecticut, the Northeast Utilities System whose member companies include the Hartford

BARGE RHODE ISLAND approaching Orange & Rockland Utilities' Bowline Point electric generating plant near Haverstraw, N.Y.



Electric Light Company (HELCO), the Connecticut Light & Power Company (CL&P), the Western Massachusetts Electric Company (WMECO) and the Holyoke Water Power Company (HWP) receive fuel purchased by the Northeast Utilities Service Corporation in Seaboard barges at five generating stations.

The Hartford Electric Light Company stations on the Connecticut River at Middletown and South Meadow (41 miles and 53 miles upriver) receive 20 to 25 calls a month by barges *Connecticut*, *Sea Horse I* and *New Jersey*.

The Connecticut Light & Power Company plants at Norwalk, Devon (on the Housatonic River) and Montville (on the Thames River) are served by barges *Maine* and *Rhode Island* in addition to the *Connecticut*, *Sea Horse I* and *New Jersey*.

With exceptions, the bulk of the fuel oil delivered in Seaboard barges to the Northeast Utilities System is loaded in the port of New York.



BARGE CARIBBEAN arriving at New England Power & Light Company's Brayton Point plant in Massachusetts.

In Massachusetts, the giant New England Power & Light Company plant at Brayton Point (near Fall River) is served by Seaboard barges with fuel oil and by the 19,000 dwt barge *Caribbean* with coal.

By passing through the Cape Cod Canal, Seaboard barges call monthly

on New England Power & Light Company's station at Salem, Massachusetts, north of Boston.

Fuel Service Fleet

In the 1960's Moran planned new tugs
(Continued on Page 12)

BARGE NEW YORK in Gulf of Mexico bound for Tampa, Florida.



Moran Tows First 50 LNG Spheres For General Dynamics' First 10 LNG Ships

Operating under American registry and with American crews, previously launched LNG tankers *LNG Aquarius*, *LNG Aries*, *LNG Capricorn*, *LNG Gemini*, *LNG Leo*, *LNG Libra*, *LNG Taurus* and *LNG Virgo* are now plying between Indonesia and Japan.

90,000 Voyage Miles

The first 10 series-produced General Dynamics LNG vessels are nearly identical.

Each vessel is 936 feet in length, 143 feet 6 inches in beam, displaces over 95,000 long tons and has a cargo system containing five identical cryogenic-quality aluminum alloy spheres with a storage capacity of

OFF SHORE TUG *Sheila Moran*'s arrival at General Dynamics' Quincy Shipbuilding Division yard in Massachusetts with barge *Hercules* carrying the huge 120 feet-in-diameter LNG Sphere #50 on May 19, 1980 marked a record of fifty successive tows from General Dynamics' sphere fabricating and assembly plant in South Carolina.

Since December 1976, when tug *Sheila Moran* delivered the initial LNG sphere for installation in America's first U.S.-built liquified natural gas-carrying tanker—the *LNG Aquarius*—(See TOW LINE, Spring '77 Issue), a total of fifty spheres have been delivered by Moran tugs at intervals to coincide with the shipyard's building schedule for the first ten series-produced LNG vessels.

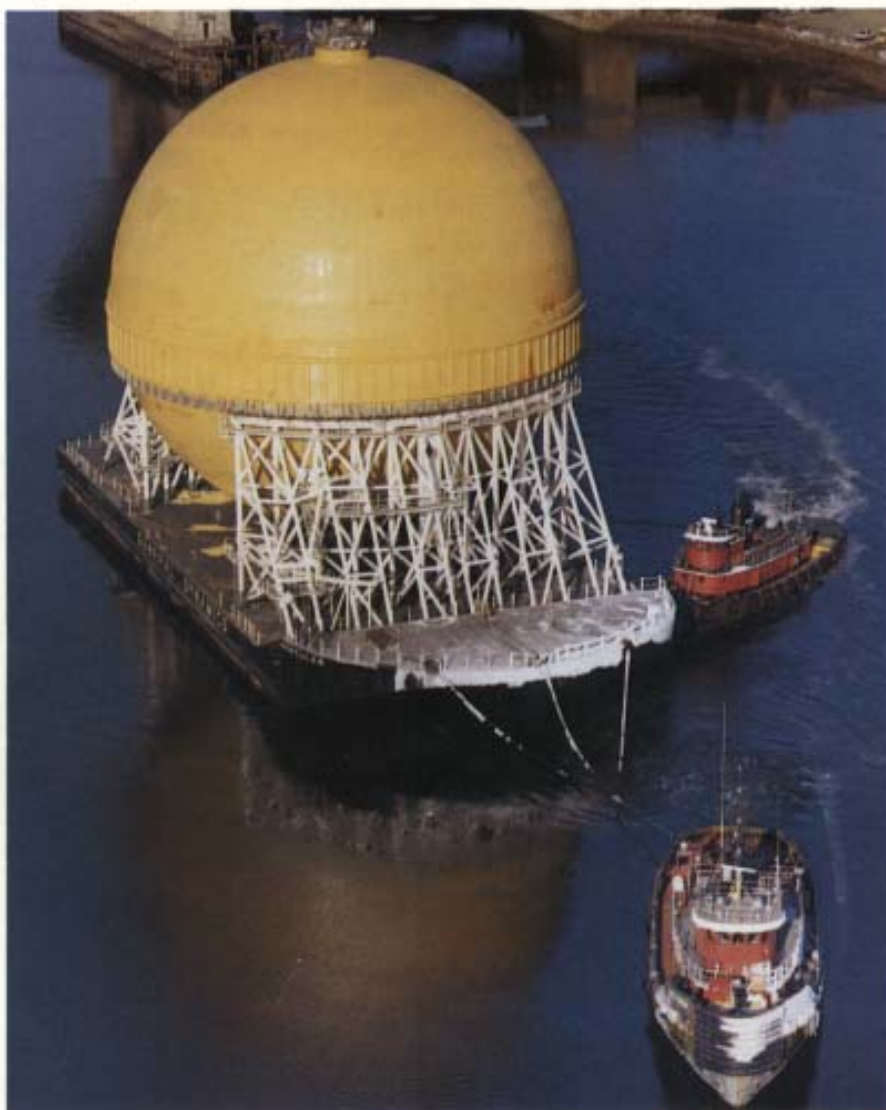
LNG Sphere #50

LNG Sphere #50 was placed by the Quincy yard's 1,200 ton-lift Goliath crane into the *Louisiana*, the 34th ship to be built since General Dynamics acquired the Quincy shipyard in 1964 and the 2nd vessel to be built to transport liquified natural gas from Algeria to the Gulf Coast of the United States for Lachmar.

Lachmar is a partnership of subsidiaries representing Panhandle Eastern Pipe Line Company of Houston, Texas; the Moore McCormack Bulk Transport Company of Stamford, Connecticut and General Dynamics of St. Louis, Missouri.

For American consumers, the *Louisiana* and sistership *Lake Charles* — christened April 18, 1980 — will each make 13 round trips a year between Arzew, Algeria and New Orleans, Louisiana to provide a total yearly supply of more than 35 billion cubic feet of natural gas.

ARRIVAL AT QUINCY—With ice still hanging from the bow and towing bridle of barge *Hercules*, tug *Sheila Moran* is assisted by a local tug to berth at General Dynamics' Quincy Shipbuilding Division yard following a winter's trip. Photo courtesy of General Dynamics.





DANNY GRANDONE



KENNETH CASHIN



VINCENT CASHIN



LEE EYSTERLID



KEN JOHNSON



CHARLIE MARSHALL



BRUCE RICHARDS



JERRY SADDEL



Moran Moves Fuel for Utilities . . .

(Continued from Page 5)

of greater power and maneuverability and new barges of greater capacity in view of the great surge in demand for increased electric power from the utility companies.

Moran's on-going building program which continues today produced a balanced fleet of tugs and barges designed to fill specific needs at specific waterside facilities.

In service at present to transport fuel to power generating plants are the 130,000 barrel capacity petroleum barge *Florida*; the 64,000 barrel capacity barges *Rhode Island* and *Maine*; the 45,471 barrel capacity barge *Connecticut*; the 41,770 barrel capacity barge *Sea Horse I*, the 36,278 barrel capacity barge *New Jersey*; the 24,000 barrel capacity barge *Delaware* and the 19,000 ton capacity coal barge *Caribbean*.



BARGE FLORIDA ready for launching at Houston, Texas division of Todd Shipyards on May 31, 1980.

Distinctive, although not in service to the electric power utilities, is the huge 250,000 barrel capacity refined petroleum products barge *New York*.

Barge *New York* was the largest petroleum barge of her kind when

built for Moran at the Gulfport Shipyard in Port Arthur, Texas in 1970. Since her launching, the *New York* has been in continuous service along the Gulf and Atlantic seaboards.

BARGE MARYLAND arriving at Sparrows Point, Maryland from Norfolk, Virginia.



While oil supplanted coal as fuel for power plants in the past two decades, Moran still transports a sizable quantity of coal.

The Curtis Bay Towing Company, a Moran subsidiary in Baltimore, Norfolk and Philadelphia, operates the largest coal-carrying barge ever seen on Chesapeake Bay.

Barge *Maryland*, built for Moran at the Bethlehem Steel Company's Beaumont, Texas shipyard in 1970, is a hopper barge of 23,000 ton capacity.

Mated with the 4,200 horsepower towing tug *Cape Hatteras*, barge *Maryland* has been in continuous service on the Chesapeake between Newport News, Virginia and Sparrows Point, Maryland since her launching.

On the Horizon

Moran is an experienced transporter of coal.

Moran's fleets of tug/barge units,



ONE WORLD TRADE CENTER in New York City is headquarters for the Moran Towing Corporation.

which have provided industry with cost efficient and dependable transport of a variety of bulk products for decades, first transported coal, then oil as fuel for major electric power utilities.

During the 1960's, Moran tugs transported some 135,000 tons of coal each month in four new hopper barges built for the Connecticut Light & Power Company. Loading at South

Amboy, New Jersey and Pier 18, Jersey City, the tug/barge units crossed Long Island Sound to serve CL&P stations at Norwalk and Montville, Connecticut.

During the decade reaching into the 1970's, tugs *Margaret Moran* and *Betty Moran* were mated to the 11,000 deadweight ton Eastern Coal & Gas Associates' barges *Eastern No. 1*, *Eastern No. 2* and *Eastern No. 3* in transporting coal to New York utilities from Baltimore, Maryland.

On the horizon is the barge *Texas*, a sister to the 130,000 barrel capacity petroleum barge *Florida*. Building at Todd Shipyard's Houston, Texas division for Moran, barge *Texas* will be in service in 1981.

In keeping with the current anticipated reversal in the '80's and '90's of the coal to oil cycle experienced by the utilities companies in the '50's and '60's, Moran is deeply engaged in preparations for this return to the movement of the solid fuel.

BARGE CL&P 3 arriving at Connecticut Light & Power Company's Norwalk, Connecticut station in the 1960's.



Meet Moran's Dispatchers . . .

(Continued from Centerfold)

ing at its numerous terminals and piers, the capacity of its several anchorages and *everything* pertinent to the safe conduct of vessels.

Coupled with this knowledge is an awareness of New York harbor regulations, restrictions and the "notices to mariners" issued by various government agencies including port construction or improvement projects that may affect maritime traffic.

Every day, the Moran Harbor Tug Dispatcher must brief himself on current port conditions, including the effect of existing weather on his work.

Know the Fleet

The Moran Harbor Tug Dispatcher must know the capabilities of the tugs in the harbor fleet and the abilities of the men who man them.

Built to match the port's wide range of needs, the Moran fleet of New York harbor tugs vary in size and power. The twenty-six tugs assigned to New York from Moran's extensive harbor and ocean tug fleets now average nearly 3,000 horsepower.

While the docking pilots, captains and crews of Moran's harbor tugs are experienced in all phases of the port's work, certain assignments require the added finesse of senior personnel in addition to the most powerful tugs.

Attention to these capabilities are most important to the proper assignment of tugs.

Know the Customer

A thorough understanding of the needs and expectations of each user of tug services is of prime importance to the Moran Harbor Tug Dispatcher.

Through daily exposure to the traffic in and out of the harbor, the Harbor Tug Dispatcher becomes familiar with the regular users of the port and their operations. Berthing assignments of new, large vessels may require consultation with both customer and docking pilot.

Port information is often given to a potential customer establishing a new service by Moran's Harbor Tug Dis-

patcher who, when the time comes to provide tug service, depends upon that customer's accurate information to properly respond to his needs.

The Moran Harbor Tug Dispatcher seeks to maintain a cooperative liaison with the customer, by telephone contact, supplemented by personal contact when possible. In this regard, customer visitations to Moran's operations center are more than welcomed by the dispatchers.

Planning the Program

Daily responsibilities within the Moran dispatching office are divided between the Program Planner and the Harbor Tug Dispatcher implementing that day's program.

Program Planners are Senior Harbor Tug Dispatchers who are especially qualified to plan the efficient utilization of the harbor tug fleet for the day following the receipt of orders for services.

On the basis of the information supplied by the customer with his order and the information he has at his fingertips, particularly the valuable data compiled in a constantly updated loose-leaf book—the *Dispatcher Manual*—which allows him to predetermine safe movements of vessels, the Program Planner assigns pilots and tugs and prepares the work program for the next day as completely as possible.

In order to place the right tug at the right place at the right time—which includes units dispatched into Long

Island Sound and up the Hudson River—the Program Planner draws upon a broad store of detailed knowledge to accurately estimate the time required for each assignment and, equally important, the tug's running time to the next assignment.

But, the best laid plans of the Program Planner are tempered by the following day's contingencies.

Practising the Art

The dispatching of Moran's harbor tug is a continuous process; one day's program blending into the next. With the Planner's program as a daily "blueprint", the Harbor Tug Dispatcher matches the ebb and flow of work with the contingencies that invariably arise.

Of necessity, tugs must take fuel, provisions and change crews periodically but unforeseen circumstances require decisive adjustments to the program. Vessel arrivals or departures are delayed for a variety of reasons, a last minute change in the original tug service order halts a tug en route to an assignment, emergencies arise diverting a tug for repair or to hasten to the aid of a stricken vessel, or an unexpected change in weather may call for revision of the entire day's program.

The Moran Harbor Tug Dispatcher, mindful of the importance of on time service with the proper equipment, devises solutions to meet each contingency.

With an eye on the clock, on the job cards systematically arranged on his desk, on the ship arrival ticker tapes, on the tide and slack water table, on the weather reports and a hand on the microphone and telephone, the Moran Harbor Tug Dispatcher on duty is in control of the port's greatest fleet of modern tugs.

With the valuable aid of other Moran men ashore and afloat, the Office of the Captain of the Port, United States Coast Guard, the Maritime Association of the Port of New York, the Port Authority of New York and New Jersey, other Governmental and private agencies and the operational staffs of customers placing orders for tug service, the Harbor Tug Dispatcher exercises this control with the greatest possible efficiency.

KEEPING A WEATHER EYE

Dear Mr. Blinn:

Thank you for the extra copies of TOW LINE . . . you might be interested to know that Doris Moran has become a Volunteer Marine Weather Reporting Station of the U.S. Weather Bureau.

We are daily, and sometimes twice daily, at a location about 18 miles offshore. The Weather Bureau has furnished us with instruments and forms for obtaining and reporting weather observations.

. . . Mr. Charles Schlott, the Port Meteorological Officer at Newark Airport . . . has assisted us in this program.

Sincerely,
Thomas Evans,
Captain, Doris Moran



**MORAN'S 29TH ANNUAL
STAFF PICNIC & DINNER**

**at Eisenhower Park
and Milleridge Inn
on June 27, 1980**



