

Tow Line

NUMBER ONE 1985



Another Generation

ON THE COVER

Another Generation

The new owners of Moran are photographed in the board room of the World Trade Center headquarters office, New York City. Standing center, Thomas E. Moran, president and chairman of the board (L to R) Edmond J. Moran, Jr., vice president, Moran's barge division, Malcolm W. MacLeod, president of the subsidiary company, Curtis Bay Towing, Lee R. Christensen, vice president of administration and finance, W. Anthony Watt, vice president of construction and repair and Russell G. McVay, vice president of operations.



Thomas E. Moran, president of the company, and the fourth generation of the family to head the firm. He is standing in front of a painting of his great-grandfather, Michael Moran, founder of the company, that was painted in 1902 when he was seventy years of age.



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M.V. NORDIC PRINCE marks the return of passenger service to the port by Royal Caribbean Line after a fifteen year hiatus. The Norwegian flag cruise ship operates on a weekly schedule from the Port Authority's Passenger Ship Terminal to Bermuda.

Photo credit: Tow Line Aerial Photo, Pilot Tom Olivo

A New Chapter in Moran's History

A new chapter has been written in the history of the Moran Towing Corporation. In December of 1984, all stock in the privately held company owned by family members was acquired by Thomas E. Moran, president and chairman of the board, his younger brother, Edmond J. Moran, Jr. and four other senior executives. At a time when many old-line companies have lost their identity through take-overs and mergers by conglomerates, Moran remains under the ownership of members of the fourth-generation of the founding family. The change in stock ownership is the first major difference in holdings for the 125-year old firm since it was incorporated on August 15, 1905.

"A Good American Success Story"

Thomas Moran never tires of telling the story of how the company was first started by his great-grandfather in what he describes as "a good American success story." The genesis of the company was 1860, when Michael Moran, an Irish immigrant, founded it in New York City after being in his adopted country only ten years. The family had settled along the Erie Canal, where the father Thomas, a skilled stone mason found work. Young Michael started on the canal as a mule driver, went on to buy a fleet of canal boats and discovered opportunity for tug boats in New York harbor. He bought a half interest in the steam tug *IDA MILLER* for \$2,700, and by 1881 built the first boat for the company, the *MAGGIE MORAN*. The tug was named for his wife and carried the white block letter "M" on the stack. The traditions of naming boats for family members and having the logo on the stack are still carried on today.

Ten Powerful Propellers

Over the ensuing years the company grew in peace and war, and by 1886 had on its billhead "Ten Powerful Propellers." M. Moran, as he would always sign his name, became a leader in the port's community and on the 100th anniversary of the evacuation of New York by the

British he was appointed "Commodore" of the harbor craft parade, an honorary title he held until his death. Michael Moran died in 1906, at the age of 74 and his son Eugene F. Moran became president of the company.

Eugene F. Moran

Although Eugene was only 34 years of age when he took over the company he had worked on the boats and in the office since 1888 with his father. Under his leadership for the next 34 years, the company went into many new ventures and constantly developed modern equipment and methods. Eugene F. Moran would often relate his father's philosophy of doing the work and the work will seek you out."

Like his father before him, Eugene F. Moran, was active in the many organizations in the port community. He served for forty-seven years on the Maritime Association of the Port of New York's committee on rivers, har-

bors and piers as chairman. Through his efforts the channels were dredged deep enough for the largest ships of the day, keeping the port in the position of the nation's number one seaport. During World War I, Eugene F. Moran served in the U.S. Navy as the officer in charge of floating equipment in New York Harbor. He also served the port area as a commissioner of the Port Authority of New York & New Jersey. Eugene F. Moran was president of the company from 1906 to 1940, and chairman of the board when he died at the age of 89 in 1961.

Edmond J. Moran

The third generation of the family to take the reins of the company was Edmond J. Moran, who became president in 1940 at the age of 44, when he succeeded his uncle Eugene. He had started as a clerk with the company in 1915, working in every shoreside department over the years, with the exception of time out during the First World War to serve as a Naval Officer. When the nation again went to war in 1941, Edmond J. Moran left the company for military service. The Moran fleet reached 112 vessels during the war, including 49 of the emergency built V-4 type tugs assigned by the government to be crewed and operated by the company.

Edmond J. Moran first went to Washington to serve with the War Shipping Administration in vessel procurement. He then went into the Navy where his expertise with tugboats was used for the Normandy invasion. Directing a fleet of some 200 tugs and barges, many of which had crossed the Atlantic from New York's Harbor fleet, the then Captain Moran, supervised the towing of two artificial harbors from England to the beachheads in France. Edmond J. Moran received decorations from the American, British and French governments and was promoted to rear admiral, USNR for his work in the invasion.



Edmond J. Moran, Jr.

The Post-War Years

Admiral Moran returned to the family business in 1946 and was elected chairman of the board in 1964. The post-war years were ones of great expansion for the company and the fleet showed the big "M" around the world in towing and salvage work. The company also grew with the acquisition of many of the smaller firms in the port area. Diesel-electric started to replace steam-power plants on the tugs at this time. Admiral Moran was replaced as chairman of the board in 1980 by his son, Thomas E. Moran, but he continued as a director.

Thomas E. Moran

Unlike the preceding presidents of the company, Thomas E. Moran, the Admiral's oldest son, came to the company in 1964, with extensive executive experience in the maritime industry. Mr. Moran had sailed during the Second World War as a staff officer in the merchant marine aboard T-2 tankers and Victory ships in the combat zones. He holds the War Shipping Administration's Merchant Marine Combat Bar and Phillippine Liberation Ribbon for wartime service.

At the end of the war in 1946, Thomas E. Moran came ashore to work for Marine Transport Lines in the operations department. Marine Transport was a pioneer in the construction and operation of specialized



Lee R. Christensen

vessels for the transportation of liquid and dry bulk cargoes. Mr. Moran became manager of operations for Marine Transport in 1952, and was elected vice president of operations and chartering of the firm in 1959, at the age of 33.

Thomas E. Moran came to the family-owned firm as president, having had ten years experience as a member on Moran's board of directors. In the past two decades the traditional work of the harbor has changed with containerization, larger tankers and the demise of the trans-Atlantic passenger ships, but Moran has met the challenge by modernizing the fleet and venturing into new areas.

"Have the Boats Capable of Doing the Work . . ."

Following the founder's, advice, Thomas E. Moran embarked on a bold building plan of tugs and large barges to "Have the boats capable of doing the work . . ." Starting in the 1970's, eighteen new boats were built for general harbor work and ocean-going tows.

In 1971, Thomas E. Moran placed the largest single contract for new tugs in the company's history. The five boats in the *JUDY MORAN*-class are 107-feet long, and powered by two General Motors diesel engines producing 3,300 horsepower. Their twin propellers and rudders give them excellent maneuverability. Three of these boats are assigned to Norfolk, Virginia and two to the Port of New York & New Jersey.

To provide for the requirements needed for long-haul ocean towing, tug/barge work and rescue operations four tugs of the *HEIDE MORAN*-class were ordered in 1974. These ocean-class tugs are 126-feet long and have 4,750 horsepower power plant generated by two General Motors diesels. With this type of tug Moran is capable of making the longest overseas tows, as well as handling the large oil and bulk barges in the coastwise trade.

Moran's Barge Fleet

As far back as 1905, Moran set records for long distance tows when it took a barge around Cape Horn, a 13,220 mile sea voyage from New York to San Francisco. Today Moran tugs and barges circle the globe in addition to the coastwise and local waters. The petroleum barges of the Seaboard Shipping Company, subsidiary of Moran, supply fuel to power plants in the port and New England ports.

Since Thomas E. Moran became chief executive officer of the company it has expanded into the transportation of dry bulk cargoes on a large scale. The company built specialized vessels, such as the barge *VIRGINIA* in 1982, at a cost of \$15,200,000, with a capacity of 27,000 short tons. This barge has a notched stern, similar to others in the fleet, to accommodate the *HEIDE*-class tugs. Not confined to coastwise service, *VIRGINIA* recently took a cargo of grain from the East Coast of the United States to Casablanca, Morocco. The barge *CARIBBEAN*, with a capacity of 19,500 short tons, is larger than many of the bulk ships in service. This type of waterborne transportation offers customers large savings and with the company's modern, high-horsepower tugs, scheduled delivery.

Over the years Moran has had experience in towing and barging ocean drilling rigs, portable power plants, dead ships, and bulk cargoes of sugar, phosphates and salt. Moran's fleet of tugs have long served the needs of the Atlantic Cement Company, moving its barges from the plant on the Hudson River, at Ravena, New York, to ports on the East Coast. When power

Continues page 6



Malcolm W. MacLeod

Photo Credit: Paul Swenson

Moran's History

Continued from page 5

plants shifted back to coal from oil in recent years, Moran bulk barges were available. In 1984, Moran Container Services Company was formed as a subsidiary to provide shippers with a container barge feeder service on the East Coast. Barge 411 is the largest lift on/lift off container barge sailing under the American flag with a capacity of 748 containers.

Still "The Best in the Business"

The new owners are dedicated to carry on the tradition of service to the customers and innovations in the changing maritime industry that has made Moran a leader in the field of towing and transportation. Thomas E. Moran intends to bring the company confidently into the future, drawing on the new owners' experience, both in Moran and the marine industry. Moran's motto will not change: "The Best in the Business."

Introducing Moran's New Owners

In addition to Thomas E. Moran, the other new owners of the company include his younger brother, Edmond J. Moran, Jr., Lee R. Christensen, Malcolm W. MacLeod, Russell G. McVay and W. Anthony Watt, all executives with years of experience with Moran and in the maritime industry.



Russell G. McVay

Edmond J. Moran, Jr.

Edmond J. Moran, Jr., the youngest son of Admiral Moran, came to the family firm in 1971, from the States Marine Lines, Corporate Planning Division, starting in the sales department. A 1967, graduate of Georgetown University, Washington, D.C., he was appointed assistant vice president in 1973. When Moran acquired the Florida Towing Company in 1976, he became vice president and general manager of that operation in Jacksonville, Florida. While at Florida Towing he was appointed by the governor to the State Board of Pilot Commissioners. He also served as general manager of Moran Towing of Texas, a subsidiary company in Port Arthur, at this time.

In 1981, Edmond J. Moran, Jr., was transferred to Houston, Texas, to become president of Moran Maritime Services, the company's oil transportation development office. He returned to New York in 1983, to become manager of Moran's Barge Division, which includes all ocean-going, dry bulk and tank barges, along with the oil barges of the subsidiary company Seaboard Shipping Company.

Edmond J. Moran, Jr., is a resident of Larchmont, New York, where he lives with his wife and three children.

Lee R. Christensen

Lee R. Christensen, presently vice president of administration and finance, came to Moran in 1963, from the accounting firm of Peat, Marwick & Mitchell. A graduate of Rutgers University, with a BA and MBA, Mr. Christensen advanced from accounting manager to controller in 1965, vice president in 1974, and in the same year was appointed to the Moran board of directors. He holds a CPA from the State of New Jersey and is a graduate of the Harvard Graduate School's Advanced Management Program for senior executives.

Malcolm W. MacLeod

Malcolm W. MacLeod served as a crew member on Moran tugs after his graduation from Massachusetts Maritime Academy, Buzzards Bay, on Cape Cod, Massachusetts. During his thirty years in the maritime industry

he served as a deck officer in commercial tugs and for three years as an officer aboard fleet tugs of the U.S. Navy.

Mr. MacLeod came ashore to join Moran's headquarters staff in New York in 1957, in the sales department. He worked at various assignments for the parent company, Moran Towing, in New York, including development of economical waterborne movements of fossil fuels for the area's utility companies.

In 1978, Mr. MacLeod was elected by Moran's board as vice president of the affiliated company, Curtis Bay Towing Companies, based at Baltimore, Maryland, and covering the operations in the three ports of Baltimore, Philadelphia and Hampton Roads. He became executive vice president at Curtis Bay in 1979, and was named president and chief executive officer of the company in January of 1980. In September of 1983, Mr. MacLeod was appointed Consul of Finland for the City of Baltimore and the State of Delaware.

Russell G. McVay

Russell G. McVay followed the career path of many of Moran's executives in first gaining experience aboard the company's tugs before coming ashore and taking over management duties. He is a graduate of the U.S. Merchant Marine Academy, Kings Point, New York, and joined Moran as a mate on off-shore tugs in



W. Anthony Watt

1964. During this time Captain McVay was involved with various towing operations, including ocean rescues, coastwise barge tows, ocean disposal and ship piloting.

In 1969, Russell McVay received his first appointment ashore as a manager in Moran's Chesapeake area companies. He managed a fleet of oil barges used in the delivery of heavy oil to power stations and terminals throughout the Atlantic seaboard.

Captain McVay came to the New York headquarters office in 1973, as manager of Seaboard Shipping Company, a subsidiary oil barge operation. In 1978, he was appointed manager of harbor operations and in 1980, was named by the Moran board as vice president of Moran Towing & Transportation Company, Inc. In August of 1983, the duties of this position were expanded to include supervision of Moran's harbor fleet, as well as coastwise and ocean going units, including the movement of bulk cargoes of coal, grain, fertilizers and containerized cargoes.

Russell G. McVay is presently completing the Advanced Management Program at Harvard's Graduate School of Business. In 1984, he was awarded the U.S. Merchant Marine Academy's Alumni Association's Outstanding Professional Achievement Award.

W. Anthony Watt

W. Anthony Watt started his career in the maritime industry after graduation from Paul Smith's College, New York, in 1961, when he joined the Spentonbush Fuel Transport Service. He worked with this firm as a dispatcher, personnel manager and port captain. In 1967, he went with Midland Marine Brokerage Corp. as a chartering broker, assisting in equipment sales and shipyard representation.

Anthony Watt became sales manager of the Jacksonville Shipyard Inc., in Jacksonville, Florida in 1971. The yard specializes in the construction and repair of small vessels, tugs and barges. While at the yard he did repair estimating and assisted as ship superintendent.

In 1973, Anthony Watt joined the Florida Towing Company as vice president of operations. He became

vice president of the firm when it became part of the Moran organization in 1976. Mr. Watt came to the New York office of Moran in 1978, when he was appointed manager of the subsidiary company, Seaboard Shipping Company. With his background in shipyard management, he became assistant manager of the construction and repair department in 1980, and manager of that department in 1984. W. Anthony Watt was elected by the Moran board as vice president of the construction and repair department in January of 1985.

Mr. Watt is a resident of East Islip, Long Island, New York, where he lives with his wife, son and two daughters.



Seamen's Church Institute Moves

One of lower Manhattan's maritime landmarks will soon fade from the scene, the Seamen's Church Institute at 15 State Street, overlooking the Battery. The Institute has sold the building and moved to smaller temporary quarters at 50 Broadway unlike the 23 story building it left, there will be no rooms for seamen or dining facilities in the new location. Before SCI left the building, Christie's East auctioned off a large part of the collection of ship models, paintings and other marine artifacts. The new quarters will still have a merchant marine school, reading room, Seafarers Club, mail service, counseling and referrals. SCI completed 150 years of service in 1984, serving seafarers who came to the port.

Fred S. Boyce Retires



Frederick Sprague Boyce, vice president and general manager of Central Wharf Towboat Co., Inc., a Moran subsidiary in Portland, Maine, will retire on June 30th. The native of Portland has over 51 years in the maritime industry.

Mr. Boyce started his career after graduation from high school when he entered the family firm of Boyce Machine Co. as an apprentice machinist doing marine work. During World War II the firm, which his father founded in 1926, expanded in support of the shipbuilding industry. Boyce Machine Co. was part of the emergency wartime shipbuilding at the South Portland Shipyard and Mr. Boyce worked on the Liberty and Victory ships that help win the war.

In 1948, Mr. Boyce joined the fishing fleet of Peacock Canning Co., sailing as chief engineer and captain, while continuing with Boyce Co. in the off-season. He became a chief engineer with Williams Brothers, Inc., a Moran company, when that firm took over Boyce Machine.

Fred Boyce started a twenty-nine year career with the Central Wharf Towboat Co. in April of 1956. Over the years he advanced from executive assistant to the manager, general manager, and in 1964, vice president and general manager of the company.

The Propeller Club of the United States, Port of Portland, Maine, branch, honored Frederick Sprague Boyce, on May 22nd, 1985, as their "Maritime Person of the Year." He was a long and active member of the club, serving on many committees, including two terms as president.

The Liberty Ships

At one time the wartime built Liberty Ship was as common a sight as sea gulls in the ports around the world. The first of these ships, the *PATRICK HENRY*, was launched in 1941 and by the end of the war in 1945, over 2,700 of these standard ships were built. It seemed for a time that they would sail on forever, these 10,920 deadweight ton ships, powered by a 2,500 horsepower, reciprocating steam engine, but in 1966 American and British insurance companies placed a surcharge on them because of age. The high rates, coupled with maintenance costs, drove the last of the Liberty Ships sailing in commercial service from the sea.

S.S. Jeremiah O'Brien

Today we are fortunate in still having one survivor of this famous fleet left, an unaltered vessel in mint condition, and perhaps most surprising, still sailing, the *S.S. JEREMIAH O'BRIEN*. Through the foresight of Rear Admiral Thomas J. Patterson, USMS (Ret.), while he was assigned to the West Coast with MarAd, the *O'BRIEN* was protected from scrapping for years while in the Reserve Fleet. In 1978, a group of interested people formed the National Liberty Ship Memorial, Inc., and with volunteers from industry, labor and government, and donations from around-the-world, sailed the *O'BRIEN* out of the Bethlehem Shipyard, San Francisco, under her own power on May 21, 1980.

The *JEREMIAH O'BRIEN* is now docked at Fort Mason, San Francisco, and open to the general public. Like a ghost from the past, every year on National Maritime Day in May, the ship makes a cruise of the Bay area, carrying some 700 passengers and crewed by volunteers, most of whom served in WW II. The ship is dressed in her wartime livery of battle gray, has the emergency life rafts on deck and even part of the armament in the gun tubs. The vessel is now listed on the National Register of Historic

Places, and in addition is a National Historic Mechanical Engineering Landmark.



S.S. JOHN W. BROWN

S.S. John W. Brown

A second Liberty Ship, the *JOHN W. BROWN*, is now in the MarAd reserve fleet in the James River, Virginia. Unlike the *O'BRIEN*, this ship has been in active use since she was launched 42 years ago in Baltimore, Maryland, and has had three different careers. She first saw wartime service as a general cargo carrier, then was converted to a limited capacity trooper in time to help land assault troops at the Anzio beach head in Italy. After the war the *BROWN* had a brief career as a breakbulk cargo ship with the States Marine Corporation.

A Floating High School

Just at a point when so many of her sister Liberties ended up as scrap, or sailing as tramps under a foreign flag, the *BROWN* was loaned to the City of New York as a schoolship for high school students. She served genera-

tions of students from 1946 on, preparing them for a career at sea. In 1982, the city returned the ship to the Federal government, which had it towed to the reserve fleet.

Liberty Ship Project

Through the efforts of the Liberty Ship Project of the National Maritime Historical Society, a group founded in 1978, to preserve the *JOHN W. BROWN*, legislation was introduced by Congressman Mario Biaggi (D-N.Y.) to set the ship aside for future transfer to a private group as a Merchant Marine memorial museum. The *BROWN* gained a place on the National Register of Historic Places in March of this year and the group has started a drive to bring the ship back to New York harbor for July 1986's, celebration for the 100th birthday of the Statue of Liberty. Information about the not-for-profit organization may be obtained from: Liberty Ship Project, P.O. Box 3356, Rockefeller Center Station, New York, N.Y. 10185.

S.S. Michael Moran

One of the famous Liberty Ships was named for the founder of the Moran Towing & Transportation Co., Michael Moran. The *S.S. MICHAEL MORAN* was launched on August 16, 1944, at Portland, Maine. She came to New York Harbor in March of 1945 and must be the only ship handled by Moran tugs bearing the family name. The *S.S. MICHAEL MORAN* survived the war and was towed by the *GAY MORAN* and the *ATA ROBERT W. WILMOT* to the reserve fleet in Beaumont, Texas. She was again called to serve the nation in 1958, and removed from the reserve fleet. The *MICHAEL MORAN* was towed out into the Atlantic Ocean and used as a target ship for the then new Navy missiles, going down to a watery grave.

USS IOWA COMES HOME



The battleship *IOWA* returned to the port last October for a visit to the city where she was built in 1942, at the former Brooklyn Navy Yard. The 887 foot-long ship had recently been brought out of a 25-year retirement to be slated as the flagship of a seven-warship surface-action group to be based in Staten Island. *IOWA* is a veteran of World War II and the Korean War.



MORAN CONTAINER SERVI

BARGE 411 LOADS AT



HOWLAND HOOK TERMINAL

BARGE 411, a 400 foot-long, 748 TEU capacity vessel of Moran Container Services Company, takes on a load of boxes at the Howland Hook Container Terminal, on the West Shore of Staten Island, New York, along the Kill van Kull waterway. BARGE 411 is now running between the ports of Philadelphia, Baltimore and Norfolk from the various container terminals in the port.

The Howland Hook Terminal is due to be taken over by the Port Authority of New York & New Jersey, which has agreed to invest \$110 million on improvements and expansion. Howland Hook is the New York Terminal for the American New York class containerships of the United States Lines in the company's 'round the world service.

Photo credit: Tow Line Aerial Photo, Pilot Tom Olivo

SHIPS in the NEWS



M.V. BREMERHAVEN—Jacobs, Ernst, Flensburg

M.V. BREMERHAVEN The results of the West German project "Ship of the Future" came to the port with the maiden arrival of the reefer ship *M.V. BREMERHAVEN*. This ship is one of the most advanced state-of-the-art to arrive here to date. She has none of the conventional spaces: the bridge is a command center, engine room control is from a harbor/day center on the first deck, all with the latest electronic monitoring equipment and computer controls. Mounted on the stern is a survival craft, a completely enclosed hull vessel that can carry twenty-eight people and is launched from an inclined ramp. A Mitsui-build MAN-B&W, 15,100 horsepower diesel gives the ship a service speed of 22 knots. *M.V. BREMERHAVEN* was built at the West German yard of Flender Werft AG in Lubeck, and is owned by Jacobs, Ernst, Flensburg. The ship is on time charter to Standard Fruit Co. and has been unloading at Pier 42, East River, in Manhattan.



M.V. ORION HIGHWAY—Kawaski Kisen Kaisha, Ltd.—"K" Line

M.V. ORION HIGHWAY The "K" Lines pure car carrier, *M.V. ORION HIGHWAY*, made her maiden call to the port this past November. Sailing from her home port of Nigoya, Japan, she had been launched from the Kurushima Dockyard on October 22nd, 1984. The ship is 11,050 deadweight tons and has a capacity of 4,977 automobiles. She had called first at Jacksonville, Florida before coming to Port Newark with 1,976 Toyotas and Mazdas for the port area. Kerr Shipping Co. is the agency for "K" Line.



M.T. LIQUID BULK EQUITY—Tokumaru Kaium Company, Ltd. of Tokyo

M.T. LIQUID BULK EQUITY The *MARGARET MORAN*, with docking pilot Captain Bill Hennessey, handled the *M.T. LIQUID BULK EQUITY* on her maiden arrival from Port Said, Egypt, this past March. The ship is on time charter to Liquid Bulk Tanker Services and carried a cargo of vegetable oils to berth 14, Hudson Tank Terminal, Port Newark. The 12,650 deadweight ton, parcel-chemical tanker is owned by Tokumaru Kaium Co., Ltd. of Tokyo and is managed for the time charter by M.T. Maritime Management Corporation of Westport, Connecticut.



M.T. INDEPENDENCIA II—Government of Venezuela



M.T. A.P. MØLLER—A.P. Møller Shipping Company



M.Y. JEZEBEL—Robert C. Stigwood, New York City

M.T. INDEPENDENCIA II The Kerr Steamship Co. was the agency for the tanker *M.T. INDEPENDENCIA II* when she came to the port on a maiden visit in March. The 29,926 deadweight ton tanker was built in 1973, but this was her first visit here. The ship is owned by the Government of Venezuela. Captain Joe McDonald docked *M.T. INDEPENDENCIA II* at the Texaco Terminal, Bayonne, New Jersey, with the assistance of the *MARGARET MORAN* and the *DOROTHY MORAN*.

A.P. MØLLER Captain Johannes Djurhuus brought the product carrier tanker *A.P. MØLLER* to the port on her maiden voyage this past December. The ship was named for the founder of the firm, the late A.P. Møller and sponsored by his daughter, Salley Møller at the Odense Steel Shipyard in Denmark. The tanker is 50,600 deadweight tons, smaller than the first one of this name built in 1965, a turbine tanker of 98,170 deadweight tons, reflecting recent changes in oil tanker designs. A B&W, 12,250 horsepower diesel drives the ship at a top speed of 16 knots. There are four separate systems with 15 tanks for cargo. The *A.P. MØLLER* is the first in a series of three ships built at this shipyard for the A.P. Møller Shipping Company.

M.Y. JEZEBEL Looking like a toy boat at the Port Authority's Brooklyn piers on the East River, the *M.Y. JEZEBEL* has become a frequent visitor to the port. The 214 foot-long yacht, sailing under the Bermuda Yacht Club ensign, was built in Kiel, Germany in 1930 and is still powered by the original MAN engine. The vessel was commissioned as the *USS BEAUMONT (PG-60)* in 1942 and served the U.S. Navy in the Pacific as a weather ship. She carries a crew of 27 to care for 11 passengers. Robert Stigwood, a Broadway producer, has restored the yacht to her original lines with a teak deck and masts, clipper ship bow and uses it between his homes in New York and Bermuda.

USCGC Penobscot Bay Commissioned

It is always a pleasure to welcome a new vessel to the harbor's fleet and when the boat is one of the U.S. Coast Guard it makes it a very special event. On a cold January day, the *USCGC PENOBSCOT BAY* was commissioned at her new home on Governors Island, New York. The new icebreaking tug will join the Coast Guard's "black hull" fleet, vessels that service the aid-to-navigation and keep the channels free of ice. The new tug is the seventh in a series of buildings by the government to replace the 110-footers now in use, many of which saw service in World War II.

Bubbles Brake Ice

PENOBSCOT BAY has an overall length of 140-feet, a draft of 12-feet, giving her the capability to maneuver in most of the port's waterways. Two Fairbanks Morse diesel engines give her a speed of 12-knots, with a range of 4,000 miles. One of the unique fea-

tures of the boat is a bubbling system in its hull that makes it possible to break ice up to 30-inches thick.

The hull air lubrication system, called a "bubbler," gives *PENOBSCOT BAY* the added ice breaking ability. Large quantities of compressed air at low pressure is piped through small ports in the hull and the raising air reduces friction, which in turn means less horsepower to move the boat through ice. The bubbler system is housed in a portable van with a diesel engine and air compressor on the main deck aft. The van is removable for shoreside storage when not needed.

Smaller Crew

The new tug has improved accommodation for the seventeen crew members. All living space, pilot-house and engineering control center are air conditioned, accessible from within the vessel and located above the main deck (with the exception of the engineering control center). Even though the boat is larger than the one she'll replace she requires three less people to man because of improved automation.

Minority Contractor

The *PENOBSCOT BAY* was built by Bay City Marine Inc. of San Diego, California at a cost of \$15.9 million. The firm is minority owned, founded by David Lloyd, a black man who began his career in shipbuilding as a

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USCGC PENOBSCOT BAY WTGB-107 Clockwise, left top. The first watch is piped aboard for the crew of tug, *USCGC PENOBSCOT BAY* at her new home, Governors Island, Lt. Jon N. Bechtle USCG, captain of the boat, receives a gold big apple from Ms. Susan Frank, Commissioner of Port & Terminals, City of New York, the tug's captain receives a gift to the ship from the builder, Mr. David Lloyd, the national ensign is raised on the stern at commissioning.



NEW YORK CENTRAL NO. 16 — From 1924 to 1968 this steam tug was a familiar sight in New York Harbor. It looked like the end for NUMBER 16 when she was retired from the railroad and languished in Witte's Salvage Yard, Staten Island, but in 1982, she was rescued and brought to Boston for rebuilding. The tug is now high and dry, restored to original livery and part of Grandma's Restaurant, Buzzards Bay, Mass. Her steam engine has been removed and replaced with an ice cream parlor.

U.S. Lighthouse Society

There is now an organization for all who have an interest in lighthouses, the U.S. Lighthouse Society. After some 2,000 years these sentinals for mariners are fast fading into history, replaced by electronics and space-age navigation. The aim of this not-for-profit organization is to collect information and artifacts on lights worldwide, educate the general public on the history of the many aids-to-navigation, and publish a quarterly historical publication, *The Keeper's Log*. In the United States today there are fewer than 40 light stations that have keepers. Many of the famous lights have been stricken from the Official Light List, and the government has no funds to preserve these landmark structures. Information may be obtained from: U.S. Lighthouse Society, 130 St. Elmo Way, San Francisco, CA 94127.

Vessel Traffic Service Goes on Line in Port

The U.S. Coast Guard started operation of the Vessel Traffic Service for part of New York Harbor this past January. The VTS is a voluntary system, using radar, VHF-FM radio and low-light TV cameras to monitor ship movements. Vessels report their entry to the area between Manhattan and Staten Island, in the upper New York Bay, fifteen minutes before arrival, giving name, route and destination. The control center of VTS, which is manned twenty-four hours a day on Governors Island, will relay back traffic conditions on the waterway. The success of the system depends on participating vessels' accurate reports and cooperation. The system is designed to cover a larger area of the port in an emergency.

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laborer and is now sole owner. The company has a training program for minority workers, which make up 52% of the staff. The boat was built at Tacoma, Washington, the largest vessel build by the company to date. The cutter was constructed under a 137,000-square foot fabrication and erection shop and delivered to the east coast by the company. Cutters of this class are 30-feet longer and 70% greater full load displacement than the older 110-footer WYTM'S they replaced.

Vice Admiral Yost Commissioned Tug

Vice Admiral Paul A. Yost, USCG, Commander, Coast Guard Atlantic Area and the Third Coast Guard District, lead the official party on Omaha Pier, Governors Island, for the commissioning ceremony. The new tug set watches and went into service on January 4, 1985. Moran welcomes *PENOBSCOT BAY* to the New York Harbor family.

Ashore



and Afloat



Lloyd R. Graham

Lloyd R. Graham Retires

Lloyd R. Graham, vice president, has retired from the company after heading the marketing and sales division for nineteen years. Mr. Graham has been an executive in the maritime industry for twenty-seven years, having joined Moran in 1966.

At a retirement luncheon hosted by his colleagues at the City Midday Club, Robert Loftus summed up Lloyd Graham's career in the company when he said that he was the epitome of "the man from Moran." A well known leader in the port's community, Lloyd Graham had been an official and member of many marine organizations and clubs. He had served as director of the Maritime Association, governor of the Propeller Club, trustee of the Floating Hospital, chairman of the Oslo Golf Club, treasurer of the Downtown Athletic Club and director of the Friends of the Seamen's Church Institute.

During World War II Lloyd Graham enlisted in the U.S. Army as a private, saw combat duty in Europe, including the D-day invasion, and was discharged a major. He completed



Robert M. Loftus

twenty-four years of military service, having become a colonel in the Army Reserve.

Mr. Graham is a graduate of Bucknell University and holds an MBA from New York University's Graduate School of Business. He is married, father of three children, has one grandson and is a resident of Darien, Connecticut.

Robert M. Loftus Appointed Vice President of Sales

Mr. Robert M. Loftus has replaced Lloyd R. Graham, as vice president of the New York sales office of Moran. A veteran executive with the company, he started in the sales department in 1962, after service in the merchant marine and the U.S. Navy as an officer. He was appointed sales manager in 1967, and vice president of construction and repair in 1969. Before his present appointment, Robert Loftus was president of the joint venture company, Moran-Crowley Environmental Services Company.

Mr. Loftus is a graduate of the New York State Maritime College, Fort

Schuyler, New York. He holds an MBA from New York University's Graduate School of Business and is an adjunct professor at the College of Insurance, New York City. Robert Loftus is married and lives in Glen Rock, New Jersey.

Anniversary Service Awards

Moran has always counted on the people, aboard the boats and the shoreside staff, as the company's most valuable asset. We are proud to cite those listed below in recognition of the milestones in their careers. The period covered is from January through June of 1985.

FORTY YEARS

Avard Evans

THIRTY FIVE YEARS

Walter Anglim

THIRTY YEARS

Cathy Tarpey

TWENTY YEARS

Vincent Borello

FIFTEEN YEARS

John El Leighton

Paul W. Wiseman

Nadine Gupton

TEN YEARS

Louis Parady Jr.

Frank DeLuca

Erling Kristiansen

Dennis Calain

FIVE YEARS

Stephen M. Holt

John Lukac, Jr.

John Colomara

Roger Vooght

James Yager

SPANISH LINE OPENS ITS OWN AGENCY PLACES TWO SHIPS IN U.S. SERVICE

Transatlantica—Spanish Line has replaced charter tonnage for their trans-Atlantic service with two of their own ships and increased their marketing efforts by opening a general agency. According to Alfonso G. Escalera, president of the new company, the demand from shippers west bound from the Mediterranean ports was so great the company decided to use their own ships. In order to better service these customers, Transatlantica started their own agency.

M.V. Pilar & M.V. Almudena

The two ships, *PILAR* built in 1981 and *ALMUDENA* built in 1982, were launched from the yard of Astilleros Espanoles, S.A. Puerto Real for Spanish Line and are homeported in Cadiz, Spain. The two ships have a capacity of 1,336, 20-foot equivalent units each and Spanish Line said they will offer more regular service than relying on chartered vessels.

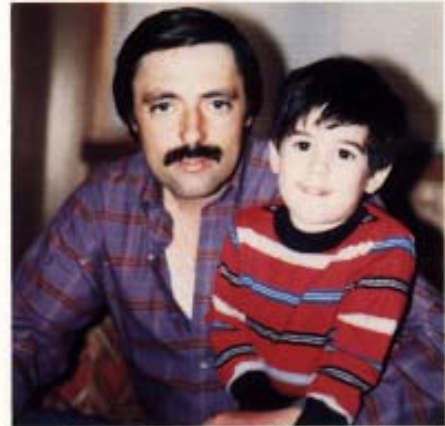
Ports Bypassed by Round-the-World Lines

Spanish Line serves a group of ports that are now bypassed by the larger round-the-world carriers. Mr. Escalera says the Line has a dedication to the trade and the concept of "feeder" ports receiving containers from load centers may not be the

wave of the future. Spanish Line is a conference carrier and believes its membership in the North Atlantic Mediterranean Freight Conference will help prevent rate-cutting.

Joint Venture with Italian Line

Spanish Line is planning to set up a joint venture with Italian Line between East Coast American ports and countries along the western Mediterranean. Both companies are state-controlled and already have a large share of the market. There will be five ships involved, two from Spanish Line and three from Italian Line. Although the ships will share space and combined operations they will remain under their present owners. There is also the possibility of Costa Line, a privately owned Italian company, joining in this venture. Mr. Escalera said the combination of the two companies will help them meet the challenge from the larger, round-the-world lines in this trade.



Stephen D'Esposito and son, Anthony

DIANA MORAN'S CREW MAKES RIVER RESCUE

The *DIANA MORAN*, under the command of captain Al Sattali, was on a routine tow taking the loaded barge *CONNECTICUT* upriver to the Northeast Utilities power plant at Middletown, Connecticut, on Saturday, February 9th, when it passed under the Baldwin Bridge that crosses the Connecticut river. The tug's crew noted a car stopped on Interstate 95, midway across the span, and then saw a man drop the 81 feet from the bridge into the icy water below.

The tug's spotlight scanned the water and saw the man near the bow of the barge. Maneuvering the tug and barge, no small feat in the narrow channel, the crew was able to throw a life ring to the man, but he was too weak to hold it and be pulled in. Deck hand Stephen D'Esposito went over the side of the barge on a ladder, held by a crew member, and was able to get a line around the 250 pound man and have him hauled aboard the barge. Stephen D'Esposito is credited with risking his life to save the man, Thomas Modi, of Jewett City, CT. Moran is proud of the actions of the captain and crew of the *DIANA MORAN* in making this difficult rescue.



M.V. ALMUDENA

RECOMMENDED READING

From America to United States, Parts one to three

By W.H. Mitchell & L.A. Sawyer, World Ship Society, Kendal, Cumbria, LA 9 7LT, England, 1979-1984
Part one £4.50, Part two £5.00, Part three £5.50

Beginning in 1937, the U.S. Maritime Commission subsidized what was to become the biggest merchant shipbuilding effort the world has ever seen, 6,000 ships in all. The enormous program began with the liner *AMERICA*, finally delivered in 1940, and then was completed with appearance of her record-breaking running mate, the *UNITED STATES* of 1952. Between are the rosters of hundreds of ships, many of them quite familiar to the maritime readers. In all, some 700,000 personnel were employed to create this fleet, of which some 45% were built in West Coast yards, 34% along the East Coast and 2% on the Great Lakes.

The ships in the book include some of the known classic wartime vessels and some postwar designs too. There are the C1, C2, C3, C4 and C5 classes, the V-4 tugs, and finally, the Mariner Class of the early fifties. Full details and many photos of the ships are given, their keel laying, launch dates, and then their ultimate dispositions. Veteran mariners are sure to find their former ship, perhaps with a photo in wartime or peacetime livery. Firms such as Farrell, American Export and Alcoa, that ran the ships for the government and later owned them in peacetime, are heavily represented.

This superb work, the very finest of its kind, is quite ironically the output of two Englishmen. Both the authors deserve the very highest praises for their extensive and accurate compilation and exhaustive research. Done in softcover and featuring some of the best black and white photographs, these first three volumes should be on the shelf of anyone that sailed in

WW II, or realized the importance of the great seamar of that time. Volume four, the last of the series will come out next year.

Review by William H. Miller, Jr.

The Odyssey of C.H. Lightoller by Patrick Stenson, WW. Norton & Company, New York, N.Y., 1984, 325 Pages, 15 photographs, \$16.95

There is no ship in history that is so widely known as the *RMS TITANIC*, a disaster that has captured the attention of generation after generation. Charles Hubert Lightoller was the *RMS TITANIC*'s Second Officer when the ship hit an iceberg on her maiden voyage on the night of April 14, 1912, sinking with the loss of 1500 lives. This book is not, however, another *TITANIC* story, but the life of an exceptional man of which the White Star Liner is just one part.

Lightoller started his career at sea at fourteen years of age, signing on as an unpaid apprentice on the square-rigger *PRIMROSE HILL*, out of Liverpool in 1888. His classroom sailed around the Cape Horn, covered 30,000 miles, with the only test to pass was survival. He continued on getting his time for the coveted mate's ticket in the *HOLT HILL*, which ended up shipwrecked on St. Paul's Island, in the Indian Ocean, the first of four such experiences Lightoller would have. Lightoller next sailed as Third Mate on the *KNIGHT OF ST. MICHAEL*, in nitrate trade from Europe to South America, and learned the most feared peril at sea, fire. Having his fill of wind-driven ships, young Lightoller went into steamships on the West African run. After a close call by almost drowning in Africa, Lightoller wrote his sister Janie: "Don't you bother, the sea is not wet enough to drown me, I'll never be drowned." His life story proves that this was not an idle boast.

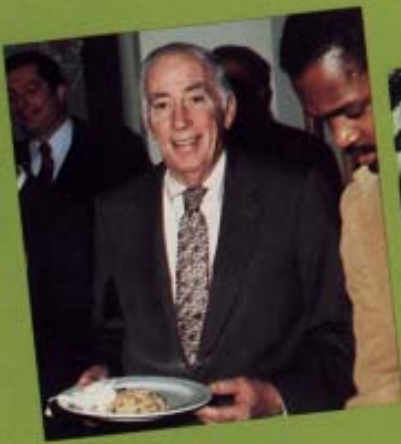
For a short time Lightoller leaves the sea to hunt for gold, never completing the journey from Edmonton, Canada, but he does survive again, in spite of the odds in the cold. On the way back to England the seaman turns cowboy to pay his way. Back at sea Lightoller earns his Master's Cer-

tificate and enters the North Atlantic service on the prestigious White Star Line ships. On the Western Ocean run he learns the unwritten law of the mailboats, "Get On or Get Out." The book covers the familiar story of the sinking of the *TITANIC* and the long hearings, both in the United States and England. Lightoller was a hero of the disaster, holding to the tradition of the sea "women and children first."

Soon after the *TITANIC* disaster Lightoller enters the Royal Navy and again is shipwrecked in wartime service. Returning to the White Star Line the loyal "company man" soon learns he'll never get a command because of his connection with the *TITANIC*. Coming ashore he earns a living and the Second World War gives him one more adventure when he takes his private 65-foot yacht *SUNDOWNER* and evacuates 130 soldiers from the beach at Dunkirk. The book is a fine sea story, giving another side of the *TITANIC* story and a study of what makes a hero.



SIR WALTER RALEIGH—Operation Raleigh, a round-the-world expedition, will involve 4,000 young people in scientific and community work in 50 countries, over a period of four years. The flagship of the expedition, *SIR WALTER RALEIGH*, is the former Hull stern trawler *SWANELLA*, which paid a visit to the port this past December. The ship is equipped with scientific labs, diving support gear, a landing craft and inflatable boats.



*A Treat at Windows on the World
Moran Employee's Holiday Buffet*





SS JEREMIAH O'BRIEN

Still sailing. Like a ghost from the past, four decades after her launching, the World War II Liberty Ship SS JEREMIAH O'BRIEN carries passengers on an annual cruise in San Francisco Bay, California, in honor of National Maritime Day on May 19, 1985. Liberty Ship story on page 8.

Photo Credit: Howard Savig, Jr.