

# *Tow Line*

NUMBER ONE - 1989



THE PORT OF JACKSONVILLE, FLORIDA

## ON THE COVER

# THE PORT OF JACKSONVILLE, FLORIDA

**CATHLEEN E. MORAN** passes under the new Dames Point Bridge (N.B. BROWARD) on the way to Blount Island, Jacksonville, Florida. The new concrete and cable stay constructed bridge has become a symbol and landmark for the Port of Jacksonville.



**ANN MORAN** leads **CATHLEEN MORAN** to a ship docking job at the Blount Island Marine Terminal, Jacksonville

Tow Line Aerial Photo, Helicopter Pilot Brian Bush



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# Tow Line

VOLUME 42

NUMBER ONE-1989

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Two Greenwich Plaza  
Greenwich, C.T. 06830  
Cable Address: MORANTOW  
Francis James Duffy, Editor



## *USS LAKE CHAMPLAIN (CG-57)*

The Aegis guided-missile class cruiser *USS LAKE CHAMPLAIN*, receives a special welcome from the Port of New York & New Jersey in August of 1988. She was the first warship to be commissioned in the port for some twenty-five years. The ship was named for Lake Champlain, located between New York and Vermont, the site of important naval battles during the Revolution and the War of 1812. The commissioning ceremonies were held at the New York Passenger Ship Terminal and attended by 15,000 invited guests. Moran tugs and pilots handled the ship for the navy.

*Tow Line* Aerial Photo, Helicopter Pilot Tom Oliva

# MORAN TOWING OF FLORIDA

In 1934 Wayland T. Coppedge formed the Florida Towing Company to serve the Port of Jacksonville, Florida. Over the years the company grew with the port and in 1976 was acquired by the Moran Towing Corporation. Many of the veteran employees, both ashore and afloat, continue with the company to this day. With the purchase by Moran, came the modernization of the tug fleet. In 1977 *ANN MORAN* was launched from the J. Ray McDermont Shipyard in Moran City, Louisiana and the 3,300 horsepower, twin screw tug went into service at Jacksonville where it still serves.

Edmond J. Moran Jr. became the first vice president and general manager of the subsidiary company, assisted by a former Florida Towing executive, W. Anthony Watt as assistant vice president. In 1982 William P. Muller replaced Edmond J. Moran Jr. as vice president and general manager in Jacksonville.

## COMPANY'S NAME CHANGED

In 1988 the name of Florida Towing was changed to Moran Towing of Florida, Inc. Thomas E. Moran, chairman and CEO of the parent company, appointed Donald J. Peck as vice president and general manager in 1989. Peck came to Jacksonville with a quarter of a century experience in the Port of Baltimore with Moran Towing of Maryland, Inc. His assistant vice president is Henry O. Wiggins, with thirty years experience in the operation and repair of tugs and barges. Another veteran Moran executive is Jimmy A. Papis, operations manager.

## SEVEN BOAT FLEET

There is now a seven boat fleet of tugs based in Jacksonville serving customers at some twenty major marine facilities along the St. Johns River. The St. Johns River runs 248 miles in from the Atlantic Ocean and has the distinction of being one of three rivers in the world that flows northward. A 38-foot channel, that has no tidal restrictions, provides easy access for vessels.

Today Moran of Florida offers customers seven-day a week, twenty-four hour service with tugs and dispatchers. The tug fleet is served by the company's own repair facility. In addition to the usual work of ship docking and handling barges, the ABS classed tugs in Jacksonville are available for rescue and ocean towing.

## THE PORT OF JACKSONVILLE

The Port of Jacksonville, with 21 miles of port facilities, is one of the major seaports on America's East Coast. "Jaxport" has grown along with the container revolution and is also the nation's largest port for importing foreign cars. Today the Jacksonville Port Authority (JPA) owns and operates two large marine facilities, Blount Island Marine Terminal and Talleyrand Docks and Marine Terminal.

Moran keeps two tugs based at Blount Island to better serve the customers needs. Blount Island has new fourth generation container cranes, a new rail intermodal yard and modern roadways. Facilities are being updated to serve the needs of the new and larger container vessels, some with a capacity of 4,500 20 ft. TEUs.

The tug fleet serves bulk ships and refrigerated cargo ships for customers at The Talleyrand Docks and Marine Terminal. In the inner port the tugs move the vessels using the Jacksonville Shipyard. At the entrance to the St. Johns River, Moran tugs provide service to the U.S. Navy fleet, based at the Mayport Basin. The aircraft carriers *USS FORRESTAL* and *USS SARATOGA* are homeported there. The Trailer Marine Transport Corporation, a Crowley Company, has a terminal in the port and Moran tugs provide power to turn the Ro-Ro barges in the river.

Moran Towing of Florida serves customers in the Port of Jacksonville and has the backup and resources of the Moran Towing Corporation.



Donald Peck, vice president and his administrative assistant Betty J. Crow.



Henry O. Wiggins, Assistant V.P.



Jimmy A. Papis, Operations Manager

# THE PORT OF JACKSONVILLE, FLORIDA



Jacksonville Shipyard



Blount Island Marine Terminal



U.S. Navy Carrier Base, Mayport



Talleyrand Marine Terminal



Trailer Marine Transport Terminal



Maiden Arrival *SANKO GRACE* at the Coal Dock.



## ***HELEN D. COPPEDGE FIGHTS NAVY PIER FIRE***

**W**hen a pier caught fire on April 3, 1989, at the Naval Supply Center, Jacksonville, Paul Leone and Jim Papis, dispatched the Moran tug *HELEN D. COPPEDGE*. *HELEN D* found the fendering dolphin on fire when she reached the pier. The tug fought the fire while waiting for the City Fire Department. The crew aboard *HELEN D* were Captain Charles Williams, Harold Williams, Ron Rohn and Tommy Harvey.

Captain Ralph C. Parrott, SC, USN, Commanding Officer of the Naval Supply Center, sent a letter to Don Peck, V.P. of Moran Towing of Florida, praising the help of the company and the crew of *HELEN D*. Captain Parrott wrote: "The action of all involved are indicative of the devotion of the maritime community towards mutual assistance and aid." The Navy also sent a plaque to be placed on the boat in appreciation.

# CHANDRIS CELEBRITY CRUISES BUILDS NEW SHIP



*MV HORIZON*

**T**he Chandris Group of companies, of Piraeus, Greece, has formed a new cruise line called Chandris Celebrity Cruises. It will be co-marketed with the existing Chandris Fantasy Cruises and operated out of New York starting in 1990.

## *MV HORIZON*

The Celebrity division will operate two ships, one the \$175 million *MV HORIZON*, which is under construction at the Meyer Werft Shipyard in Papenburg, Germany. The ship will be 45,000 gross tons, carry 1,400 passengers and have a service speed of 22 knots.

## MAIDEN ARRIVAL 1990

*MV HORIZON* will make her maiden arrival in the Port of New York & New Jersey in the spring of 1990. *MV HORIZON* is the first ship that Chandris has had specially built new. She will enter the seven-night cruise run from New York to Bermuda.

## *SS MERIDIAN*

The second ship is the 30,000 gross ton *SS MERIDIAN*, which is a \$35 million reconstruction of Chandris *SS GALILEO*. *GALILEO*, presently on the New York/Bermuda run for the 1989 cruise season, will go in for reconstruction after the end of the season.

*SS MERIDIAN* will be completed early in 1990, cruising first out of Florida and returning to New York in May 1990 to join *HORIZON* and also enter the New York to Bermuda, seven nights cruises.

## CHANDRIS GROUP FOUNDED IN 1915

The Chandris Group, which includes hotels, was founded in 1915, entering passenger service in 1922. Over the years the company has acquired some of the world's best known passenger ships, rebuilding and upgrading them for cruise service. Chandris introduced the "Fly/Cruise" concept and has been operating to Bermuda from New York for 27 seasons. The new company has a ten year commitment to the Bermuda market.

Moran looks forward to welcoming and providing service to the new company and ships, as it has for many years in the past with Chandris Fantasy Cruises.



*SS GALILEO*

## THE SECOND ANNUAL FLEET WEEK

The Port of NY & NJ hosted the U.S. Navy and U.S. Coast Guard for the second annual Fleet Week, which took place between April 29th and May 4th this year. Thirteen naval ships, representing the thirteen original colonies in 1776, came into the port in a Parade of Ships at noon on Saturday, April 29th. The naval ships were lead into the harbor by a wedge of civilian tugs, including *MIRIAM MORAN*. The harbor parade also included pleasure boats.

*HMS ROSE*, a recreated 1757 British 24 gun frigate, was part of the fleet of warships. The 400 gross-ton *ROSE* is the largest operational wooden square-rigged ship in the world. The 24 guns aboard the wooden ship were fired as a greeting to the naval ships. *HMS ROSE* is based in Bridgeport, Ct. and used for educational and sailing training.

Among the visiting ships was the aircraft carrier *USS FORRESTAL (CV-59)*, Coast Guard barque *EAGLE* and cutter *USCGC HAMILTON (WHEC-715)*, and guided-missile cruiser *USS TICONDEROGA (CG-47)*. The ships were open to the public while some 6,000 navy personnel enjoyed liberty in the port.



A N.Y. City fireboat's water display heads the wedge of tugboats leading the navy ships into the harbor for Fleet Week '89.

Tow Line Aerial Photo, Helicopter Pilot Chuck Howard

*HMS ROSE*

## NAVY DEDICATED NEW PIER



The Navy dedicated Pier One, at Stapleton, Staten Island, N.Y., on May 3rd, 1989. The 1,410-foot-long Pier is designed to berth the Battleship Battle Group, which includes the Battleship *IOWA (BB-61)*.

The pier was a joint venture by Yonkers Construction and

Weeks Stevedoring Companies. It is the first completed Strategic Homeporting facility for the Navy. Construction was started in February of 1987 and the first ships are expected to call Staten Island their homeport in the summer of 1990.

# SHIPS in the NEWS



*MV CROWN ODYSSEY*—Royal Cruise Line, Ltd., Maiden Arrival, September 15, 1988



*MV 3-MAJ*—Scorpio (SM), Maiden Arrival, February 6, 1989



*MV CABLE VENTURE*—Cable & Wireless Public Ltd. Co., Maiden Arrival, January 9, 1989





*MV SAN DIEGO*—Ivaran Lines, Maiden Arrival, June 13, 1989



*MT OCEAN NAVIGATOR*—Amoco Transport Co., Maiden Arrival, January 13, 1989



*SS DAWN PRINCESS*—P & O Steam Navigation Co., Maiden Arrival, October 13, 1988



The Liberty Ship *JOHN W. BROWN* returns home to Baltimore, Maryland, where she was launched on September 7, 1942. Moran Towing of Maryland's tug *CAPE ROMAIN* took the wartime built ship from the NORSHIPCO yard in Norfolk, Virginia, where she had been drydocked after leaving the James River Reserve Fleet. Restoration of the ship, which is on the National Register of Historic Ships, will continue in Baltimore, before the World War II veteran is open to the public. Project Liberty Ship has ambitious plans for the ship, including steaming her back to France in 1994 for the 50th anniversary of the Normandy Invasion. (See *Tow Line*, No. 1, 1985, "The Liberty Ships," Page 8.)

Photo by Michael Gillen



# MORAN TOWS THE SS MORMACTIDE



The SS MORMACTIDE leaves NORSHIPCO, Norfolk, Virginia, under tow by the SHEILA MORAN, assisted by tugs of the Moran Towing of Virginia fleet. Photo by Capt. Bill Norgeot

On October 26, 1988, SHEILA MORAN, under the command of veteran deep sea towing Captain Malco Guidry, took the former cargo ship SS MORMACTIDE under tow for a 2,000 mile trip to the Bay Shipbuilding Corporation, Sturgeon Bay, Wisconsin. The C-4 freighter had preliminary work for the ocean tow made by the NORSHIPCO yard in Norfolk, including removing the bridge wings so she could fit through the canal locks. The ship had been in the National Defense Reserve Fleet (NDRF) in the James River. Moran Towing of Virginia provided assistance tugs to SHEILA in moving the ship from the yard and getting the towing gear set.

On November 2nd, in the Gulf of St. Lawrence, Captain Guidry hit some early, heavy winter weather and went into St. George's Bay, Newfoundland. This stop for WOW (waiting on the weather) was the only major delay during the 23 day tow. The tow had gotten under way at 1800 on October 26th and traveled up the East Coast, into the St. Lawrence River, through some 13 different canal locks, across Lake Ontario, Lake Erie, Lake Huron and Lake Michigan.

SHEILA wasn't alone during the trip for Moran support personnel joined her on the morning of November 7th when she reached Montreal, Canada, in the St. Lawrence River. Moran's Captain Bill Norgeot, who had made many of the arrangements for the tow, met the ship here. Marine superintendent Dennis Sanschagrín and his father, Captain Grover Sanschagrín, Moran's senior docking pilot, boarded the dead ship at Montreal with a five man crew for the remainder of the voyage. The crew on the dead ship had no need for refrigeration during their six days aboard for winter comes early in this part of the world. Two tugs of Great Lake Towing, Detroit, OHIO and SUPERIOR, which is a wooden hull boat, joined the tow to assist SHEILA.

When the ship reached one of the locks along the St. Lawrence Seaway she was met by Charles F. Goodrich of Moran. "We just had to tell Charles what we needed," Captain Guidry said, "and no matter what time of the day or night we reached a lock he was there."

When SHEILA and SS MORMACTIDE reached Sturgeon Bay, Wisconsin, and delivered the ship and both the vessels were covered with snow and ice. SHEILA was one of the last vessels to transit the Seaway to the Atlantic Ocean before it was closed for the winter.

The Bay Shipbuilding Corporation has a \$19.8 million contract with the U.S. Maritime Administration to convert the freighter into a training ship for the State University of New York's Maritime College, at Fort Schuyler, Bronx, N.Y. MORMACTIDE is 565 feet overall, has a beam of 75 feet, with a gross tonnage of 12,691. The yard will convert the ship to accommodate 800 officers, cadets and crew in an enlarged deckhouse. She will have the steam power plant overhauled, a new 1,200 KW diesel generator and distilling plant installed. The layout will be changed to include living and messing, new classroom and laboratories, all air conditioned.

The conversion contract is expected to take one year. The ship will be renamed EMPIRE STATE VI and the college hopes to take over the ship in the Fall of 1989. The present TV EMPIRE STATE, a tired lady that served as a troopship during the Korean War, will be returned to the Reserve Fleet.



Photo by Ducky Tricase

The SHEILA MORAN was assisted in the St. Lawrence Seaway by two tugs of Great Lakes Towing on the stern.



Photos by Charles F. Goodrich



The tow passing through one of the thirteen locks it travelled.

# THE AMERICAN MERCHANT MARINERS' MEMORIAL



**A**fter a decade of planning the design and location, an announcement has been made for the American Merchant Mariners' Memorial. The bronze sculpture work will be placed at the tip of Manhattan, on a breakwater near Pier A, off the shores of Battery Park. It is estimated that some five million tourists visit the area annually. The breakwater itself is of historic interest, since it was here that immigrants first landed from Ellis Island and entered into their new adopted home. Pier A is also a National Landmark and the oldest actively used pier in the port.

The sculpture is by award winning artist Marisol Escobar. It is called "Four Bronze Figures of Surviving Mariners Whose Ship Was Lost." The work has eight-foot tall figures

in a lifeboat. Three of the seamen are in the boat, while the fourth is being hauled aboard to safety by one of his shipmates. Two of the men search the horizon for a rescue ship.

In 1988 merchant mariners who served in World War II received veteran status from the Federal Government. During this war some 6,700 civilian seamen lost their lives as the result of enemy action. The monument will honor these men, and all seafarers that served in the nation's wars.

The \$750,000 estimated funding is sought from the general public. Contributions may be sent to American Merchant Mariners' Memorial, Inc., 1 World Trade Center—Suite 2611, New York, N.Y. 10048.

## IN MEMORIAM

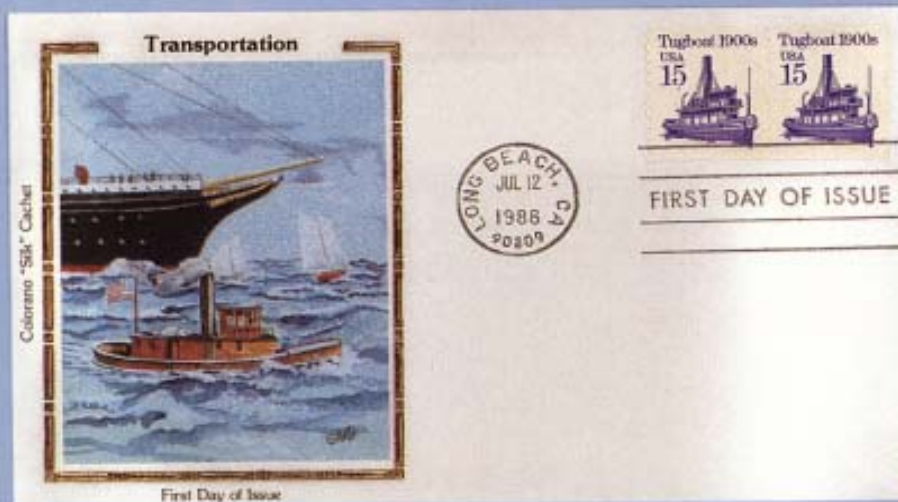
It is with deep regret that we report the death of the retired employees listed below. Our sincere sympathy to their families and friends.

Capt. Joseph Miller—Dispatcher—June 23, 1987

N. Howard Nielson—Construction & Repair Dept.—September 10, 1988

Volmey E. Lacy—Chief Engineer *PATRICIA MORAN*—April 18, 1989

Edward J. Hennessey—Sales Dept.—May 1, 1989



**TUGBOAT STAMP** The U.S. Postal Service has issued a 15-cent stamp depicting a steam tugboat of the 1900s. The stamp pays tribute to the part the tugs have played in the nation's transportation systems in the inland waters and coastwise trade. The new postcard-rate stamp was unveiled in July, 1988, aboard the museum-ship *RMS QUEEN MARY* at the Port of Long Beach.



When the photo of *MIRIAM MORAN* was received it was difficult to tell that it wasn't a picture of the real tug since the model was such an authentic work. It was made by model builder Mr. M.P. Bouman, pictured preparing his tug for a voyage. Mr. Bouman sent the photos from his home in Holland with the explanation that his *MIRIAM* is powered by the electric motor from an auto's windshield wipers.



Fred J. Coseglia leads the list of service awards with 40 years. His award, with 2 diamonds and a sapphire, is presented by Thomas E. Moran (L).

**SERVICE AWARDS—1988 & 1989**

**40-YEARS**

Fred Coseglia

**30-YEARS**

Henry Wiggins

**25-YEARS**

Eddie Lee  
Thomas E. Moran  
Donald Peck

**20-YEARS**

Dennis Sanschagrin

**15-YEARS**

Victor Earle

**10-YEARS**

Peter Leone  
Daniel Klaben

**5-YEARS**

Francis J. Duffy  
Wayne Peery



Daniel J. Klaben, Insurance Department, is congratulated by the chairman of the board, Thomas E. Moran, on completion of ten years of service.



Donald Peck, recently appointed vice president and general manager of Moran Towing of Florida, congratulates Henry Wiggins on completion of 30 years of service. Mr. Wiggins returns the complement, giving Mr. Peck his 25 year service award.

## RETIREMENTS



**E**ddie Batcheller (L) was hosted to a retirement dinner by his fellow employees on his retirement from the company after some 43 years of service. Captain Russell G. McVay, vice president of operations, presents Eddie with one of the many gifts he received at the dinner. Captain McVay told guests that in all the time Eddie Batcheller was responsible for crewing no tug was ever delayed for want of a full crew.

**C**aptain Jim Fagerstrom (standing R) receives a painting of the tugs docking a ship by Dispatcher Dirk Van Oostendorf at his retirement luncheon. The painting, showing the ship at the New York Passenger Ship Terminal, was a familiar sight for Captain Fagerstrom where he worked as a tug crew member and as Moran's house pilot for over 38 years. Looking on in admiration is Mrs. Fagerstrom and Captain Russell G. McVay.



**V**ince Amman (L), receives a fishing rod from Joe DeAngelo (Center) and Bob Sherry (R) on his retirement in January of this year. Vince's last position was Internal Audit Department Manager.



## PROMOTIONS



Moran's president, Malcolm W. MacLeod, presents Marilyn Livi with her five year service award. Livi has been appointed Director of Personnel, Crewing.



**William P. Muller**  
Assistant Vice President of Operations



**Mark D. Vanty**  
Manager, Seaboard Division



**Robert F. Sherry**  
Internal Audit Department Manager



**Daniel J. Wall**  
Assistant Personnel Manager

### **CAPTAIN FRANK J. HUGHES, RETIRED PRESIDENT OF CURTIS BAY TOWING, DIES AT 73.**

**C**aptain Frank J. Hughes, who retired in 1980 as president of Curtis Bay Towing, a Moran subsidiary company that is now Moran Towing of Maryland, died on August 28, 1989.

Captain Hughes was born in Boston in 1915 and started his maritime career in 1935 on graduation from Massachusetts Nautical School. He served at sea as a deck officer with American-Hawaiian Steamship Company and United Fruit Company. In 1942 he went into ocean salvage work on sea-going tugs. He received his unlimited master's license in 1944.

During World War II, he commanded the War Shipping Administration tug *GAY HEAD*, and was awarded the U.S. Navy's Bronze Star for his service in France during the Normandy invasion.

After the war Captain Hughes became manager of salvage and deep-sea towing for the Moran Towing Company. He was appointed executive vice president of the Moran subsidiary, Curtis Bay Towing of Baltimore, in 1958. He

became director of Moran Towing Corporation in 1961 and president of Curtis Bay Towing in 1966.

Captain Hughes served two terms as president of the Propeller Club of the Port of Baltimore. He was a member of the American Bureau of Shipping and a commissioner on the Maryland State Board of Pilots. At the year of his retirement he was made a Knight of the White Rose of Finland for his long and faithful service as honorary Finnish Consul for Maryland and Delaware.

Captain Hughes also held membership in the Annapolis Yacht Club, the Downtown Athletic Club in New York City, the Merchants Club of Baltimore and was a president of the Tuppenny Club of Baltimore. He was on the Board of Directors of the Value Trust Fund of Legg-Mason of Baltimore.

Captain Hughes is survived by his wife Mary, two sons, Thomas and Daniel, two grandchildren and his sister, Kathleen Sandison.

# TOWBOATS AND TUGS

DRAWINGS BY  
SAMUEL WARD STANTON



**TOWBOATS AND TUGS**, Drawings by Samuel Ward Stanton, H.K. Whiting, 19 Estate Rd., Belle Mead, NJ 08502, 41 pages, 40 pen & ink drawings \$10.

This is the 10th book in the series of American steam vessels of the 19th century by the noted artist and maritime historian, who was lost on *TITANIC*. The picture captions give a brief history of each tug. The work includes a drawing of *NED MORAN*, a wooden hull tug built in 1895 as *APOLLO*, bought by the company in 1948 and dismantled in 1954.

F.J.D.

**JOHN A NOBLE: The Rowboat Journals**, by Erin Urban, The John Noble Collection, 279 Richmond Terrace, Staten Island, N.Y. 10301, Hardcover, 96 pages, 40 illustrations, \$40.

In recent years, quite a few people have wondered when "they" would come out with a book on John Noble and his work. "They" is Erin Urban of the John Noble Collection, and she's done a fine job, choosing from the 800 drawings and 12 journals left by the artist. The 40 drawings are pencil, charcoal, and conte' on paper, and cover a broad spectrum of his work. Most of the work is composed of scenes very near his home base in Staten Island and Bayonne. In focusing on this small geographic area, Noble demonstrates that waterfront atmosphere and mystery is a matter of perception, not concoction.

This world within a port contains places known to many readers: the Arthur Kill and Kill Van Kull, Shooters Island and Prails Island, Port Johnson and Bayonne, the Hackensack River, Newtown Creek, Black Tom and the East River. The monuments in this world are the oil refineries, coal pockets, bridges, and wharves. The actors are waterside people, old barkentines and schooners, tugs, barges, dredges, cargo ships, and a dinosaur-

like floating grain elevator. An abandoned schooner reflected in still harbor waters typifies the scene.

Noble's masterful tonal treatment of light, shadow and reflections is such that a color version of these subjects would be akin to spraying the Venus de Milo. A strong feature in most of these drawings is the preservation of the paper's light areas and the incorporation of an atmosphere of "distance beyond." We are reminded that somewhere down there in the harbor's backwaters, behind the highways and condos, there is a magic waterfront populated by a different breed of people. Seen from Noble's perspective, the horizons are as distant as those of the oceans.

Review by Peter K. Eagleton, ASMA

**LIGHTS & LEGENDS**, A Historical Guide to Lighthouses of Long Island Sound, Fishers Island Sound and Block Island, by Harlan Hamilton, Westcott Cove Publishing Co., Stamford, Ct. 06904, 1987, illustrated, 286 pages, \$12.95.

Both the recreational and commercial mariners will find this book jam-packed with information about all the 39 major lighthouses from Execution Rock, at the entrance to New York's East River, to Point Judith, R.I.

The book has a chapter on each lighthouse, giving a picture, history, technical characteristics and any especially interesting occurrences in the area. It also has chapters about lighthouse technology and the worldwide history of pharology (lighthouse engineering).

This carefully researched book is a valuable reference work that should find a place in the pilot house afloat of all vessels that sail these waters.

Review by Captain Tom Evans

## RECOMMENDED READING

### OTHER BOOKS RECEIVED

#### **Tugboats I Have Known**

By Fred G. Godfrey, Todd & Honeywell, Ted Cuttermill Rd., Great Neck, N.Y. 11021, Illustrated, \$10.95 hardcover.

A delightful story of the true tale of a boy's fascination to tugboats that turned into a life's vocation. It covers the days when the tugs still plied Lake Champlain and the canals of New York. The author spent his working life on the boats and knows the subject. F.J.D.

#### **Great Cruise Ships and Ocean Liners from 1954 to 1986**

By William H. Miller, Jr., Dover Publications, Inc., 31 East 2nd Street, Mineola, N.Y. 11501, 128 pages, 170 ship photographs, paperback, \$9.95.

Here he is again, the most knowledgeable writer on passenger ships, giving the readers another fine work. The book covers the new breed of ships, built and designed for cruising, and the last of the great ocean liners. F.J.D.



#### **The Frigate Constitution and Other Historic Ships**

By F. Alexander Magoun, Dover Publications, 31 East 2nd Street, Mineola, N.Y. 11501, 256 pages, illustrated, \$9.95.

Here is a book for serious students of ships that played a critical role in American history. Each ship is carefully researched with extensive data and illustrations. F.J.D.



# Moran Towing Corporation

Two Greenwich Plaza □ Greenwich, Connecticut 06830

## TUG FLEET

### Portsmouth, New Hampshire

Portsmouth Navigation Division  
Moran Towing of Maine, Inc.

34 Ceres Street, P.O. Box 472  
Portsmouth, New Hampshire 03801

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

### New York, New Jersey

Moran Towing & Transportation Co., Inc.

Two Greenwich Plaza  
Greenwich, Connecticut 06830

Esther Moran ..... 6,300HP\*  
M. Moran ..... 6,300HP\*  
Sheila Moran ..... 4,700HP\*  
Alice Moran ..... 4,700HP\*  
Heide Moran ..... 4,700HP\*  
Cape Cod ..... 4,290HP\*  
Patricia Moran ..... 3,500HP\*  
Kerry Moran ..... 3,500HP\*  
Amy Moran ..... 3,300HP\*  
Judy Moran ..... 3,300HP\*  
Margaret Moran ..... 3,300HP\*  
Miriam Moran ..... 3,300HP\*  
Maureen Moran ..... 2,360HP  
Moira Moran ..... 2,360HP  
Harriet Moran ..... 2,150HP  
Cynthia Moran ..... 1,750HP  
Diana L. Moran ..... 1,750HP  
Eugene F. Moran ..... 1,750HP  
Georgia Moran ..... 1,750HP  
Margot Moran ..... 1,280HP

### Philadelphia, Pennsylvania

Moran Towing of Pennsylvania, Inc.

1101 Market Street  
Suite 2601  
Philadelphia, Pennsylvania 19107

Cape May ..... 3,300HP\*  
Reedy Point ..... 2,400HP  
Sewells Point ..... 2,360HP  
Carolyn ..... 1,800HP  
H.C. Jefferson ..... 1,800HP  
Wagners Point ..... 1,750HP  
Cedar Point ..... 1,750HP

### Baltimore, Maryland

Moran Towing of Maryland, Inc.

The World Trade Center  
Suite 800  
Baltimore, Maryland 21202

Cape Romain ..... 3,300HP\*  
Cape Charles ..... 3,300HP\*  
Fells Point ..... 2,400HP  
Kings Point ..... 2,400HP  
Hawkins Point ..... 1,750HP

### Hampton Roads, Virginia

Moran Towing of Virginia, Inc.

109 East Main Street  
P.O. Box 3415  
Norfolk, Virginia 23514

Cape Hatteras ..... 4,290HP\*  
Cape Henry ..... 4,290HP\*  
Cape Henlopen ..... 3,300HP\*  
Dorothy Moran ..... 3,300HP\*

Grace Moran ..... 3,165HP  
Town Point ..... 2,360HP  
Drum Point ..... 2,360HP  
Cavalier ..... 2,360HP  
Swan Point ..... 1,750HP

### Jacksonville, Florida

Moran Towing of Florida, Inc.

North Regency One, Suite 460  
9485 Regency Square Blvd.  
Jacksonville, Florida 32225

Cathleen E. Moran ..... 3,500HP\*  
Ann Moran ..... 3,300HP\*  
Mary M. Coppedge ..... 3,200HP\*  
Helen D. Coppedge ..... 2,850HP\*  
Powerful ..... 1,800HP  
Barbara Moran ..... 1,750HP  
Julia C. Moran ..... 1,750HP

### Beaumont/Orange/ Port Arthur, Texas

Moran Towing of Texas, Inc.

Box 139, 2300 Hwy, 365, Suite 570  
Nederland, Texas 77627

Marion Moran ..... 5,000HP\*  
Doris Moran ..... 5,000HP\*  
Cape Ann ..... 4,700HP\*  
Joan Moran ..... 4,700HP\*  
Helen Moran ..... 3,500HP\*  
Mary Moran ..... 3,300HP\*  
E.M. Black ..... 1,600HP  
Stella II ..... 1,600HP

\*Denotes Twin Screw





The painting of *EUGENIA MORAN* starting out to dock a wartime built C-2 break-bulk freighter in 1970 is by Gerald Levey, ASMA. The painter fell under the spell of the New York waterfront while growing up in Brooklyn and his work covers merchant ships and harbor craft of the past fifty years. He went on to join the Navy, graduating from Columbia University as an Ensign in the regular Navy. Captain Levey spent 24 years on active duty on surface ships and submarines. His last command was the submarine *USS SABLEFISH*.

Mr. Levey now makes his home in New London, Connecticut and is an official of the American Society of Marine Artists and a designated official Navy artist. His work has been displayed in the Mariners Museum at Newport News, Virginia, the Lyman Allyn Museum at New London and the Patriots Point Maritime Museum, Boston. He attributes the sale of many of his works, to the popularity of the Moran tugs in the paintings.

TOW LINE