

# *Tow Line*

NUMBER ONE-1990



**MORAN MOVES COAL**

## MORAN MOVES COAL

Twice a month, a Moran tug delivers a barge loaded with steam coal from the Lamberts Point coal terminal at Norfolk, Virginia, to the Eastern Utilities Associates' Montaup Electric Company Power Plant in Somerset, Mass. Moran has a new contract with Montaup Electric Company and is now building the barge *SOMERSET*, to deliver coal to the generating plant. Story on Page 4.



The Moran bulk Barge *VIRGINIA*, is unloaded by the crane at the Montaup Electric Company's power plant. *HEIDE MORAN* delivered the barge to the plant.

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Francis James Duffy, Editor



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The photo at right was taken of the painting of Michael Moran, founder of the company. It was painted in 1902, when he was seventy years of age and hangs in the boardroom of Moran's headquarter offices in Greenwich, Ct.

Thomas Moran, Michael's father, had immigrated from Ireland in 1850, with his wife Mary, Michael, his two brothers and three sisters. The mother, Mary, had died on the long transatlantic ocean voyage to New York. Thomas Moran was a skilled stone mason and found work on the Erie Canal. The Moran family settled in Frankfort, N.Y. Michael grew up near the canal and by twenty-two years of age owned a fleet of canal boats.

Traveling down the canal and Hudson River, he saw the opportunities in the great seaport of New York and at twenty-seven years of age in 1860, just ten years after coming to the United States, established a towboat agency, the genesis of the present corporation. This year Moran celebrates the 130th Anniversary of the company, headed by a fourth generation member of the family, Thomas E. Moran.

# MORAN MOVES COAL

**A**lthough the general public, for the most part is unaware of the importance of coal, since it has long faded from the scene for use as a home heating fuel or to fire marine boilers, it is still one of the nation's most valuable natural resources. The United States has some 34 percent of the world's recoverable coal, the largest concentration of any nation. It was coal that fueled this nation's great industrial expansion from its early history.

## Coal-fired Boilers Generated 55.8 Percent of Nation's Electricity

As a domestic fuel, coal is attractive because of the reliability of supply as it is not dependent on foreign imports. Coal today is still extensively used in our manufacturing industries, such as steel making, chemicals and even food processing. Perhaps the most important use for coal is in the generation of electrical power. According to The National Coal Association, 55.8 percent of the nation's utilities used coal-fired boilers in the United States in 1989. This figure represents 86 percent of the coal used in the United States today. The second largest market for coal is overseas customers, which represents 10 percent of the U.S. mines output.



Unmanned bulk coal barges, like the pictured *VIRGINIA*, have a larger cargo capacity than the colliers of the past.

## Waterborne Coal Transportation is the Most Economical

The most economical way to move coal is by waterborne transportation. When this fossil fuel first came into general use it moved as a bulk cargo on canal boats, wind-driven schooners in the coast-wise trade and square-rigged ships overseas. The railroads took over from the canal boats in the early part of the 19th century and still move most of the inland coal. When powerful steam tugs came upon the scene, the sailing vessels were demasted and turned into barges. Tugs moved the



The coal barge *VIRGINIA* unloading at the Montaup Electric Company, Somerset, Massachusetts.

wooden coal barges from the rail heads near the mines to the users. Later, larger capacity steam ships, called colliers, were built, replacing the wind-driven vessels in the coast-wise and international trade.

## Moran Tugs Move Coal On Schedule

Today modern unmanned bulk coal barges, designed, built and operated by Moran for its customers, move more coal than colliers and at far less cost. They are pushed or towed by 4,700 horsepower Moran diesel tugs, to supply customer's needs on a scheduled basis, year round. Moran has built the bulk barges *BRIDGEPORT*, *VIRGINIA* and *MARYLAND*.

*BRIDGEPORT*, launched in 1986, serves the needs of the United Illuminating generating plant in Bridgeport, Connecticut. *VIRGINIA* is given preference for use by Montaup Electric Company's Somerset, Massachusetts station. The barge *MARYLAND* is under long term contract to deliver metallurgical, or coking coal, to the Bethlehem Steel Plant in Baltimore, Maryland.

## Barging Benefits Electrical Consumers.

The advantage of using Moran bulk coal barges is most apparent in the experience of the United Illuminating Company's Harbor Station. The utility has a specially designed coal handling system and after consulting with Moran's people, who have years of experience in moving all kinds of bulk cargoes, the barge *BRIDGEPORT* was designed and built. The barge's 302-foot long unobstructed cargo hold has no transverse bracing to hinder coal handling. An on-board crane moves the 14 water-tight hatch covers when loading and unloading. Since the barge was designed for U.I.'s Bridgeport Station, it can be quickly unloaded. Steam coal is moved on the average once a week from the rail terminal in Norfolk, Virginia to Bridgeport. The barge is designed as an integral unit with the *AMY* or *HEIDE* class tugs. The size permits a saving in sea miles by sailing through New York Harbor and Long Island Sound. United Illuminating passes on the savings in coal transportation to its electrical consumers.

*Please continue on page 16*



The new barge *SOMERSET*, due to be placed in service this coming December, takes shape at the Gretna Machine & Iron Works, Harvey, La.



**I**t was on July 4, 1840, that the first Cunarder sailed from Liverpool, England, for Boston, Mass. Samuel Cunard, a merchant and ship owner of Halifax, Nova Scotia, was awarded the Royal Mail Contract. It was an accident of nature that first brought the Cunard ships to New York. In 1844, the severe winter rendered Boston harbor ice bound, delaying the mails with possible fines and Cunard redirected the ships to New York. The paddlewheeler *BRITANNIA* made the Atlantic crossing in two weeks, cutting the time from six weeks.

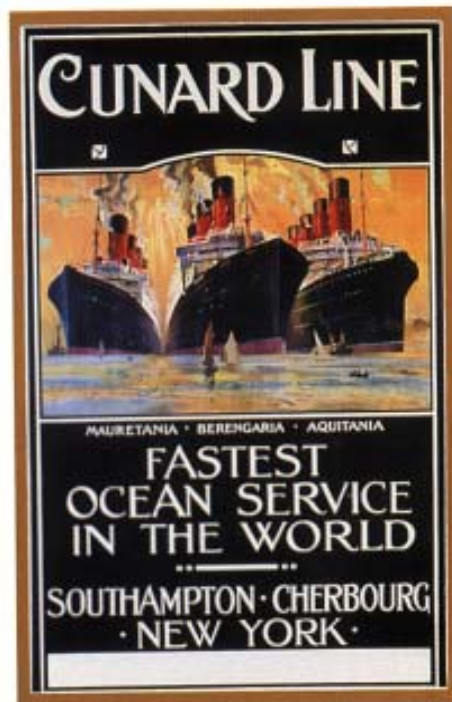


Over the ensuing years Cunard set the standard for transatlantic passenger travel. The company became a leader with many innovations at sea. The record is long but a few of the highlights are as follows: in 1893, the *CAMPANIA* was the first twin-screw ocean liner. The *SERVIA* brought electric light to sea. Steam turbine engines were used in the *CARMANIA* in 1905 to give the ship a service speed of 18½ knots. The *MAURETANIA* traveled the Atlantic for 22 years, holding the "Blue Ribband" with a speed record at 26 knots. The company carried one million troops and lost twenty ships in World War I, including *LUSITANIA* that made history when she was torpedoed off

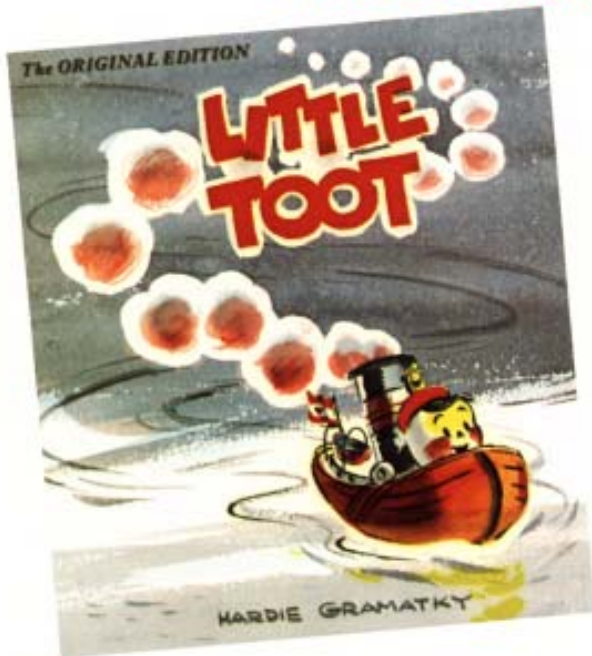
Ireland in 1915. World cruising was started with the *LACONIA* in 1922. Ten years later, while Americans lived under Prohibition, *BARENGARIA* sailed the famous "Booze Cruises" at \$50 per person.

In 1934, the White Star Liners were taken over by Cunard and the new company commenced work on *QUEEN MARY*, which was started in 1930 but suspended for lack of funds. The era of the Queens started in 1936 with the launching of the great *QUEEN MARY*, setting a new Atlantic record for crossing in 3 days, 20 hours and 40 minutes at 31.69 knots. *QUEEN ELIZABETH* came down the ways in 1940, making her maiden voyage in the secrecy of World War II, with her first passenger troops on the way to war. After the war, the green-hull *CARONIA* came on the scene, the first vessel built specifically for cruising. The last of the great superliners, *QUEEN ELIZABETH II*, better known as *QE2*, entered service on May 2, 1969, as a new concept, a ship built for transatlantic service and cruising. *QE2* is a familiar sight at New York City's passenger ship Terminal, the last passenger ship to sail in scheduled transatlantic service.

Moran has had a long-term relationship with Cunard and today, when one of the company ships call at New York, Philadelphia or Baltimore, we are proud that they will be entrusted to our tugs. Moran salutes Cunard on the line's 150th Anniversary and we look forward to serving the company in the years ahead.



## LITTLE TOOT'S 50th BIRTHDAY



Mrs. Dorothy Gramatky, wife of the author of *Little Toot* (L) and his daughter, Mrs. Linda Gramatky-Smith, welcome **MARGARET MORAN** to the 50th Birthday Party.

**I**f you travel inland far away from the nearest seaport, few people could identify a containership, tanker or car carrier, but you can be sure that everyone will know what a tugboat looks like. This universal recognition can be traced to a children's book by Hardie Gramatky, *Little Toot*. According to the publishers, G.P. Putnam & Sons, some six million copies of the book have been sold.

Although the inspiration for the book came from the author watching New York Harbor tugs, the mischievous *LITTLE TOOT* never sailed in the Moran fleet. When Walt Disney made the movie "Melody Time" from the book, he did come to Moran for help. Mr. Disney and Mr. Gramatky

spent some time sailing the harbor waters aboard **THOMAS E. MORAN**.

When G.P. Putnam & Sons held a 50th birthday party for *LITTLE TOOT* at Manhattan's Water Club in September of 1989 for local librarians, they also invited **MARGARET MORAN**. The luncheon guests were thrilled to see a real Little Toot in action, doing some fancy turns and blowing her whistle as she came up the East River.

*LITTLE TOOT* is still sailing! Linda Gramatky-Smith, daughter of the author and his wife, Dorothea Clarke Gramatky, have completed a book that the author was putting together when he died in 1979. The famous little tug is now working overseas in *Little Toot and the Lock Ness Monster*. The sequel story is also published by G.P. Putnam and costs \$13.95. The mother-daughter authors call the new book a "labor of love." Now, future generations of children will continue to love tugboats.

**P**ublic School 234 is one of New York City's newest schools, built in 1988 and located in the TriBeCa section of downtown Manhattan, at Greenwich and Chambers Streets, within sight of the Hudson River. The school boasts an unusual playground fence with wind-driven ships and a

tug and tow riding the waves. P.S. 234 is printed on the billowing sails of the schooner. A tug, with the distinctive big white "M" on her black stack, pulls a loaded barge. The maritime theme of the fence should remind the passersby that New York is still a great seaport.



## THE RUSSIAN NAVY VISITS NORFOLK

The request to move navy ships in Norfolk is routine for John Kuchta, Jr., vice president of Moran Towing of Virginia. The request was quite non-routine, however, when it came last July, 1989, for the three ships were from the Russian Navy. For the first time in more than a decade, units of the Soviet Navy came to visit a port in the United States. The last such visit was in 1975, when two Soviet warships came to Boston to celebrate the 30th anniversary of the end of World War II. This visit was a historic one, for it was the first time Soviet Navy ships came to a U.S. military port.

The three ships of the Russian Navy that were serviced by



*MARSHAL USTINOV*

Moran tugs at Norfolk, were the cruiser *MARSHAL USTINOV*; destroyer *OTLICHNY* and the fleet oiler *GASANOV*. The crews from the ships were welcomed to the Hampton Roads area by the military and civilians. McDonald's provided free food to the visiting Soviet sailors and everyone thoroughly enjoyed the Russian guests. The Russians in turn opened their ships for visiting by the public. As part of the reciprocal port call agreement with the United States, two U.S. Navy vessels visited the Soviet Naval Base at Sevastopol on the Black Sea, in August of 1989.

Photos by Tante-Wilson, Norfolk, Va.



*GASANOV*



**FLEET WEEK—1990** This year's annual June Fleet Week in the Port of New York & New Jersey was a joint celebration of the U.S. Navy and U.S. Coast Guard. 1990 marks the 200th Anniversary of the U.S. Coast Guard. Ten of the seventeen ships that came to New York Harbor in the Parade of Ships were from the Coast Guard.

The Coast Guard was established on August 4th, 1790, as the "Cutter Service," the new nation's only maritime service. The U.S. Navy was not formed until 1798. In 1915, the Revenue Cutter Service was joined with the U.S. Lifesaving Service to become the U.S. Coast Guard. Although smallest of the country's five armed forces, it ranks as the 12th largest

navy in the world. Part of the U.S. Department of Transportation, the Coast Guard has some 2,200 vessels, 236 aircraft, with 36,000 officers and enlisted personnel.

One of the visiting Coast Guard ships that is never seen in New York waters was the icebreaker *POLAR SEA*. Pictured above at the New York Passenger Ship Terminal, she is the largest ship in the Coast Guard and one of the world's most powerful icebreakers. Normally operating in the Arctic and Antarctic regions, *POLAR SEA* circumnavigated North America in 1985, including a record transit of the Northwest Passage.

# A COMMITMENT TO TRAINING

**M**oran has an extensive training and educational program to assist employees, both ashore and afloat, to keep up to date in their professions. Shore-side employees are offered an educational refund program covering college courses related to their work. Both formal and informal training is provided to Moran employees working on company tugs and barges. All company supervisors have the responsibility for on-board training.

Tankermen on the oil barges of Seaboard Shipping Co., a Moran subsidiary company, recently completed a five day, resident course on "Tankship Dangerous Liquid Cargo," at the U.S. Merchant Marine Academy's Department of Continuing Education, Kings Point, N.Y. The U.S. Coast Guard approved course covered classroom lectures, practical demonstrations and cargo handling using the Academy's liquid cargo handling simulator. It gave the oil barge crews the updated skills to do their jobs in a safe, pollution free manner.

The tug captains and mates also



Dwight Norrgard, Sea Safety International Inc., dons a survival suit.



Tankermen receive class room lectures from Professor at Kings Point.



Instructor explains the storage and operations of emergency life raft to tug crews at Moran's Yard.

attended a one week course at the U.S. Merchant Marine Academy's National Maritime Research Center, tailored to the company's requirements. The course was given by Marine Safety International. The highlight of this course was the use of the facilities of the ship simulator. Captains and mates were able to carry on all the operations for shiphandling and tug-barge maneuvers on the computer controlled simulator.

Sea Safety International Inc., one of the vendors that supplies the company with safety equipment on the boats, conducted more informal demonstrations on the piers at Wards Island and Staten Island, while the tugs were in port. Dwight

Norrgard, of Sea Safety, demonstrated the use and care of life rafts, EPERB's, survival suits and emergency signals.

In addition to the maritime training course, Moran headquarters personnel took advantage of the opportunity to lecture on company benefits, environmental, pollution, and right to know laws and regulations, substance abuse rules and laws. The training sessions have been enthusiastically received and have had the added advantage of having all our people getting to know one another better. Moran's investment in employees education and training means our customers receive the services of the best people in the maritime industry today.

Photo by Tom Pearce



Seamanship is still an important part of the tankerman's job.



## THE EMPIRE STATE VI

In 1874, the U.S. Navy loaned the City of New York a square-rigged, sloop-of-war built in 1844, *ST. MARY'S*, for use as a schoolship and thus was born the New York Nautical School. The schoolship passed from the New York City's Board of Education to the State of New York's Department of Education in 1913, evolving into the present Maritime College of the University of the State of New York, the oldest such institution in the United States. There have been many changes in the course of study over the 116



*ST. MARY'S*

Photo Credit: MSC, U.S. Navy



*U.S.N.S. COMFORT (T-AH 20)*



*EMPIRE STATE VI*, (left) replaces *EMPIRE STATE V* (right)

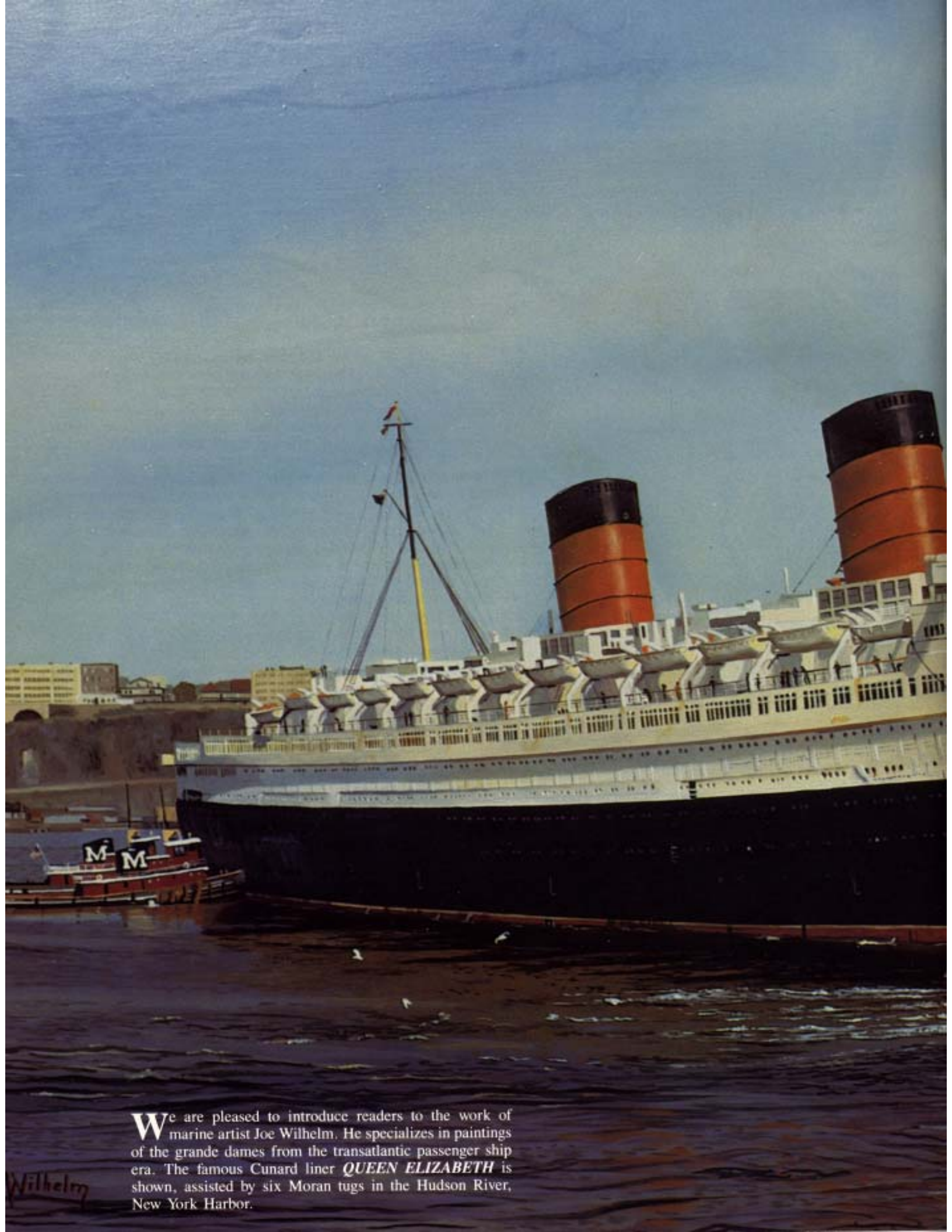
year history of the school, but cadets are still required to go on training cruises to have sea time for their U.S. Coast Guard license, just as they did on *ST. MARY'S*.

On Sunday, April 1st, 1990, Moran's dispatchers received a very unusual order, move two ships, both with the same name and at the same pier. The tugs took out the old *T.S. EMPIRE STATE V* from the pier at the N.Y. State Maritime College's campus at Fort Schuyler and moved in the new training ship *EMPIRE STATE VI*.

The old ship had served the college well since 1973. She had started life as *PRESIDENT JACKSON*, but was converted to a troop transport, *USNS BARRETT*, before launching for service in the Korean War. Moran received the contract from MarAd to tow the old training ship to the James River Reserve Fleet in Virginia.

Moran had towed the new *EMPIRE STATE VI* (Ex *SS MORMACTIDE*) to the Bay Shipbuilding Corporation, Sturgeon Bay, Wisconsin for conversion into a public nautical training ship. (See *TOW LINE* 1989.) The conversion work on the ship was completed in a race with the winter closing of the St. Lawrence Seaway, and the ship sailed to the maritime college on December 31, 1989. She was christened as the college's eighth school ship on May 5th, 1990. The sponsor for the ship was Mrs. Ann D'Amato, mother of U.S. Senator Alfonse D'Amato (R-NY). The co-ed cadets sailed *EMPIRE STATE VI* on her first training cruise this past summer, visiting the Canary Islands and Italy.

The United States Naval Hospital Ship *COMFORT* receives a fireboat welcome as she returns to Baltimore on August 1st, 1989, assisted by Moran tugs. She had been away from the port for a yard period in Norfolk, Va., including a complete repainting of her white livery. The hospital ship docked at Baltimore's Pier II in Canton at Vane Brothers Company's dock. Physicians, surgeons and nurses from Bethesda Naval Hospital trained on *COMFORT*. She was one of two hospital ships sent to support troops in the Persian Gulf this past August, 1990.



We are pleased to introduce readers to the work of marine artist Joe Wilhelm. He specializes in paintings of the grande dames from the transatlantic passenger ship era. The famous Cunard liner *QUEEN ELIZABETH* is shown, assisted by six Moran tugs in the Hudson River, New York Harbor.

Wilhelm



QUEEN ELIZABETH

M M M M

TOW LINE

# SHIPS in the NEWS



*MARA LOLLI-GHETTI*—Scorpio (SM), Maiden Arrival, July 26, 1989



*ROYAL VIKING SUN* (Right)—Royal Viking Line, August 23, 1989



*ARCTIC OCEAN*—Ecuadorian Line, Maiden Arrival, October 4, 1989

Photo by Brian Cliff



*WESTERDAM*—Holland America Lines, Maiden Arrival, March 21, 1990



*MV PROBO HAWK*—Havtor Management, A/S, Maiden Arrival, April 23, 1990



*REGENT STAR*—Regency Cruise Lines, Maiden Arrival, June 24, 1990



**MV MERIDIAN**



**MV HORIZON**

**CHANDRIS CELEBRITY CRUISES**

**C**handris Celebrity Cruises had two maiden arrivals in the Port of New York & New Jersey in 1990. The **HORIZON** arrived on May 12th and the **MERIDIAN** on July 2nd. Both ships will enter the New York/Bermuda, seven night cruises. Chandris Celebrity Cruises is part of the Chandris group of companies and has a ten year commitment to Bermuda.



**MINHE**



**TAIHE**

**CHINA OCEAN SHIPPING CO.**

**T**he port welcomed two of the five new Chinese-flag ships, registered in Shanghai, that are part of the expansion of

the China Ocean Shipping Co. fleet. Cosco will deploy the ships in the U.S.-China trade routes. The Beijing based company maintains a world-wide fleet of containerships, bulk carriers, passenger/vehicle ferries, car carriers and tankers in

international trade. **TAIHE** made her maiden arrival to the Port of N.Y. & N.J. on September 24th, 1989 and the **MINHE** arrived last October 28th, 1989. They are the largest containerships now sailing in the Cosco Fleet.

**Ashore**



**and Afloat**



Thomas E. Moran, CEO and chairman, (R), presents Captain Russell G. McVay, with an award for twenty years of service with the company, in positions afloat and ashore. Captain McVay was appointed by Mr. Moran on July 1, 1990, to the newly created position of vice president, environmental protection and safety over the Moran fleet of tugs and barges.



Vincent Borello (R), Moran's Shipyard, receives a twenty-five year award from Dave Beardsley, manager of the Construction and Repair Dept. Vinny Borello was appointed manager of Morgan's Shipyard, Staten Island, on September 1st, 1990.



Malcolm W. MacLeod, Moran's president (L), gives John J. White, Purchasing Dept. his twenty-five year award.

# MORAN MOVES COAL

*Continued from page 4*



The barge **BRIDGEPORT** unloading at the United Illuminating Company's Bridgeport Station.

## A New Coal Barge for Montaup Electric Company.

At present, Moran's **VIRGINIA** supplies Montraup Electric Company's Somerset Station. The barge averages one and a half trips a month from Norfolk to Somerset. The plant, however, will soon benefit from a new barge, designed and built by Moran.

**VIRGINIA** has four separate holds and more restrictive hatch openings. The new barge, to be christened **SOMERSET**, has a design similar to **BRIDGEPORT**, with a 13,000 short-ton coal capacity. The Somerset plant has a monthly fuel requirement of 40,000 tons. **SOMERSET** is near completion at Gretna Machine & Iron Works, Harvey, La. and is due for launching this December 1990. With the cost of oil rising, Montaup's officials look forward to a saving in fuel cost with the coal delivered by **SOMERSET**, a saving that will continue to be passed on to their customers in lower utility bills.

## SERVICE AWARDS 1989 & 1990

### THIRTY-FIVE YEARS

Malcolm W. MacLeod

### TWENTY-FIVE YEARS

Vincent Borello  
Rosalie Grobowski  
Shirley Holt, III  
John White

### TWENTY YEARS

Donald Howcroft  
Milton Lue  
Capt. Russell G. McVay  
Ronald Novak  
Ron Obida  
Thomas Rasmussen  
George Stitik

### FIFTEEN YEARS

Thomas Cosgrove  
Frank DeLuca  
Ronald Earl  
Gloria Little  
Gerard G. Molina  
Stanley Petro, Jr.  
Denise Piner  
Lon Schlekewy

### TEN YEARS

Boyd Dillingham  
James Colburn  
Thomas Farrell  
Robert Flannery  
Steven Holt  
Chris Lewis  
John Lukac, Jr.  
William Patras  
Stephen Kelly

### FIVE YEARS

Robert Cowling  
Marina Balanevesky  
Rita Barrow  
Warren Jones  
John Joyce  
Dexter F. Marcellin  
Douglas Perham  
Roy R. Smith



Capt. Russell McVay, vice president (L), congratulates dispatcher Stanley Petro, Jr. on completion of fifteen years of service.



Lee Christensen, vice president of finance (R), acknowledges Frank DeLuca's fifteen years of service in the Accounting Department.



Robert M. Loftus (R), vice president of the Construction and Repair Department, presents Gerard G. Molina, manager of communications, with a fifteen year award.





Malcolm W. MacLeod (L), Moran's president, wishes Dexter F. Marcellin, good luck as he completes five years service.



John Lukac (R), port engineer, accepts his ten year award from Robert M. Loftus, vice president of the Construction and Repair Department.



Joseph DeAngelo, Moran's treasurer (R), presents Rita Barrow with a five year award.



Robert E. Larson (R), controller, congratulates Marina Balanevsky on completing five years of service in the Accounting Department.

## IN MEMORIAM

It is with deep regret that we report the death of the employees listed below and send our sympathy to their family and friends.

- Vincent Ammann (Ret.)—May 3, 1990
- Spencer R. Antry—November 11, 1989
- Thomas A. Blackwell—July 7, 1989
- Catherine Flaig (Ret.)—November 12, 1989
- Reidar Hovland—September 15, 1989
- Louis Mazzarella (Ret.)—December 3, 1989
- Robert D. O'Farrell—January 6, 1989
- Terrence G. O'Connor (Ret.)—June 1, 1990
- Richard D. Rebele—September 23, 1989
- Robert J. Robinson (Ret.)—June 5, 1989
- Frances Werfelman (Ret.)—March 28, 1989
- William C. Guess—September 1, 1990
- Charles Marshall (Ret.)—September 12, 1990
- Tarleton A. Schuyler (Ret.)—October 1, 1990



**CUNARD: 150 GLORIOUS YEARS** by John Maxtone-Graham, David & Charles Ltd., Brunel House, Newton Abbot, Devon, England, 128 pages, \$39.95

John Maxtone-Graham is one of the best known maritime authors around today and also one of the most gifted. His *The Only Way To Cross*, is a definitive piece, a classic reference of the long-ago glory days of transatlantic ocean travel. Enhancing his reputation further, his latest work, *Cunard: 150 Glorious Years*, is a fitting birthday tribute to one of the great names to sail the Atlantic.

The author's style is, as always, smooth, accurate and certainly evocative. The high quality pages flow with wonderful reproductions, many of them in blazing color, of mostly bygone Cunarders and of those who sailed and worked on them. There are also sepia of the old *MAURETANIA* and *AQUITANIA*, sailing days at New York and Southampton, paintings of the *QUEENS* (all three of them) and reproductions of prized memorabilia: the menu cards, the logs, the fanciful playing cards. Perhaps, in a slight criticism, I, personally, would have liked to have seen included more of the smaller Cunarders. All in all, it is a splendid book about a splendid shipping company. Indeed, they were 150 glorious years.

by William H. Miller, Jr.

**FIREBOATS** by Paul Ditzel, Fire Buff House, P.O. Drawer 709, New Albany, Indiana 47150-71989, 164 pages, 225 photos, hard cover, \$24.95 + \$2.50 for shipping.

Paul Ditzel, long associated with the Los Angeles Fire Department, has written many articles and books on the American Fire Service. This book is the first volume that covers the marine fire fighting services in the United States.

Though there were earlier examples of water-borne fire fighting crafts, most were experimental or jury-rigged designs. A boat designed and built to fight maritime fires did not come into general use until late in the 19th century. The major factors in the development was the growth of the seaports, advances in marine steam power plants, pumping technology and the advent of paid full-time Fire Departments. The author traces the history of the nation's fireboats from the 1800's to the present, covering some 50 seaports and 200 boats.

There is exciting coverage of some of the major maritime fires, and detailed technical data, but the book is not a definitive work. Writing on the subject can be done from a firefighter's viewpoint, a maritime history, or both. Ditzel's style is aimed towards those already familiar with American firefighting.

The book is heavily weighted toward West Coast ports, particularly Los

## RECOMMENDED READING

Angeles, where the author has his greatest experience. One interesting facet he explores in depth is the use of SCUBA equipped firefighters for under pier operations. This concept was pioneered by the Los Angeles Fire Department in the early 1960's, and has still to be developed by other large departments. There is an interesting account of Tacoma's new surface-effect fireboats (SES). These fast boats, with significant pumping capacity, may well be the start of a new generation of fireboats.

Notably absent in the book is coverage of the heroic and dangerous exploits of the Coast Guard boats and the commercial tugs, especially in East Coast ports. They have frequently worked alongside the municipal fireboat.

Review by Al Trojanowicz,  
N.Y. City Fire Department

### OTHER BOOKS RECEIVED

**WHITE STAR LINE, OFFICIAL GUIDE 1877**, Sea Breezes, 202 Cotton Exchange Building, Old Hall Street, Liverpool, L3 9LA, England, \$11.00, post paid.

When passengers boarded one of the White Star Liners in 1877 they received this little guide book and Sea Breezes magazine has made it possible for us to go back in time with this reissue. The text includes the Line's history, rules and regulations, extensive illustrations and even reproductions of the steam engine indicator cards.

F.J.D.

**OVER & BACK**, the History of Ferryboats in New York Harbor by Brian J. Cudahy, b&w photos, 472 pages, \$39.95 (cloth).

There have been many books written about ferryboats, but none can approach the extensive research done by Brian Cudahy for this work. He has covered all the routes and lines that operated in New York Harbor over the past two centuries. Although an excellent scholar and writer, some of the photos by the author would have been better left to professionals. I was disappointed that he omitted the story of the ferryboat *BROOKLYN*, that was used as a maritime high school and to train Coast Guard engine ratings in WW II.

F.J.D.



# Moran Towing Corporation

Two Greenwich Plaza □ Greenwich, Connecticut 06830

## TUG FLEET

### Portsmouth, New Hampshire

#### Moran Towing of New Hampshire, 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*
Marion Moran	5,000HP*
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
Molra Moran	2,360HP
Harriet Moran	2,150HP
Cynthia Moran	1,750HP
Diana L. Moran	1,750HP
Eugene F. 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
Sewell Point	2,360HP
Carolyn	1,800HP
H.C. Jefferson	1,800HP
Georgia Moran	1,750HP

### Baltimore, Maryland

#### Moran Towing of Maryland, Inc.

The World Trade Center  
Suite 800  
Baltimore, Maryland 21202

Cape Henlopen	3,300HP*
Cape Romain	3,300HP*
Grace Moran	3,165HP
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 Charles	3,300HP*
Cape Cod	3,300HP*

Dorothy Moran	3,300HP*
Fells Point	2,400HP
Kings Point	2,400HP
Cavalier	2,360HP
Drum Point	2,360HP
Town Point	2,360HP
Cedar Point	1,750HP
Swans 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*
Power	1,800HP
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

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





Once again we are privileged to feature a painting by marine artist, Gerald Levey, ASMA. The *PETER MORAN* moves out smartly to dock the United Fruit Lines ship *CAPE CUMBERLAND*. Mr. Levey's dates the painting in New York Harbor as 1955. The scene is near Pier 1, Hudson River.