

Tow Line

WINTER 1994/1995



The Silver Anniversary of Serving the Queen

ON THE COVER

The MIRIAM MORAN assists the QUEEN ELIZABETH 2 as she sails from Berth 1, Pier 88, New York Passenger Ship Terminal.

When the QUEEN ELIZABETH 2 made her maiden arrival in New York Harbor on May 7, 1969, Moran tugs placed her gently into the New York Passenger Ship Terminal for the first time. Over the past twenty-five years the "QUEEN" never arrived or left New York without Moran tugs in attendance.

This is the Silver Anniversary year for the QE2, but like all ladies, she prefers to remain ageless. Over the years she has had many changes, including the power plant conversion from steam to diesel in 1987. The history of the ship covers service around the globe, including sailing as a troop carrier in the Falkland Islands in 1981.

QE2 carries on a grand tradition as the only passenger ship still offering scheduled trans-Atlantic service. Whether cruising or traveling on the Atlantic, passengers are still extended a type of civilized personal and culinary services found in few places in today's world. In November of 1994, QE2 had a \$45-million refurbishment, named "Project Lifestyle," covering cabins and public rooms. Moran looks forward to continuing to serve the QUEEN into the next century. ↓



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Tow Line

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TO OUR CUSTOMERS AND FRIENDS



Executives of Moran's new owner, Moran Towing Corporation, (LtoR) Mr. Paul R. Tregurtha, Chairman, Mr. Malcolm W. MacLeod, President and Chief Executive Officer and Mr. James R. Barker, Vice Chairman.

This past July of 1994 another chapter was written in Moran's history when Moran Towing Corporation stock was acquired by Moran Transportation Company, a new entity formed by Mr. Paul R. Tregurtha, Mr. James R. Barker and several of Moran's senior managers. Paul Tregurtha and James Barker are Chairman and Vice Chairman, respectively, of the new company and no other changes will be made in management. Malcolm W. MacLeod is President and Chief Executive Officer of the new company. The company will continue to carry on the 135-year tradition of Moran as "The Best in the Business." Building on the experience of owners with an in-depth background in the maritime industry, they will be searching out new challenges and opportunities in the marine transportation business.

Mr. Tregurtha and Mr. Barker are principals in Mormac Marine Group of Stamford, Connecticut, a marine company with three ocean-

going American-flag tankers and also in The Interlake Steamship Company of Cleveland, Ohio, with twelve dry-bulk vessels in service on the Great Lakes. Mormac has its genesis in the once great Moore McCormack Steamship Company, that was founded in 1913 by Emmet J. McCormack and Albert V. Moore. At one time, this company operated forty-five ships under the American flag, including the famous cruise ships ARGENTINA and BRAZIL. Both Mr. Tregurtha and Mr. Barker were associated as executives with Moore McCormack Lines.

Moran Transportation Company operates fifty-four tugs and thirteen barges from eight ports on the East and Gulf Coasts of the United States. The company traces its roots from a towing operation founded by an Irish immigrant, Michael Moran, in 1860. Headquartered in Greenwich, Connecticut, Moran is now a leader in ship docking, oil and dry-bulk transportation, both in the domestic and international trade. J

IN MEMORIAM



THOMAS E. MORAN, 1925-1994

It is with great sadness that we report the untimely death of Thomas E. Moran, chairman emeritus of Moran Towing Corporation. He died of heart failure on September 26, 1994, in his sleep at his home in Darien, Connecticut. Mr. Moran was 69 years of age.

Thomas E. Moran was born in Brooklyn in 1925, the eldest son of the late Admiral Edmond J. Moran. He was a veteran of wartime service at sea during World War II as a staff officer on T-2 tankers and Victory Ships in the American Merchant Marine from 1943 to 1945. He held the War Shipping Administration's Merchant Marine Combat Bar and Philippine Liberation Ribbon.

After discharge from the merchant marine he joined Marine Transport Lines' operations department in 1946. He became manager of operations for Marine Transport in 1952, and was elected vice president of operations and chartering in 1959, at the age of 33. Thomas E. Moran came to the family-owned firm as president in 1964, becoming the fourth generation member of the founding family to head the firm. He had been a member of the board of directors for ten years previous to his election as chairman in 1980. He was elected chairman emeritus of the company upon its sale earlier this year.

Thomas E. Moran enjoyed telling the story of how the company was founded by his great-grandfather, Michael Moran, in what he described as "a good American success story." The genesis of the company dates back to 1860, when Michael Moran, an Irish immigrant, founded Moran Towing in New York City, after being in his adopted country only ten years.

Under Thomas E. Moran, the firm took a new, bolder direction, moving from a general ship-docking and harbor towing operation to a diversified marine transportation organization with worldwide business. Today the Moran group operates a fleet of 54 tugboats and 13 barges in eight ports on the East and Gulf Coasts of the United States and in international service. Malcolm W. MacLeod, present president and CEO of Moran,

summed-up Mr. Moran's career with the company: "All of us in Moran Towing will remember Tom as the engine that propelled our train during his 32 years as chief executive of our company." "As a leader in our industry he will be dearly missed," Mr. MacLeod said.

Mr. Moran was recently honored in March 1994, by the Connecticut Maritime Association when he received the Association's "1994 Commodore Award." The annual award is

made to leaders in the industry who have made outstanding contributions in the maritime field.

Mr. Moran is survived by his wife, Miriam K. Moran; three sons, Peter M. of Westport, David E. of New Canaan and James T. of Monroe, Connecticut; two daughters, Cathleen Vermeylen of Chatham, New Jersey and Barbara Simson of Wilton, Connecticut; two stepsons, Walter K. Schwind of Fairfield and Scott A. Schwind of Darien, Connecticut; and two stepdaughters, Suzanne K. Rodembush, of Cheshire, Connecticut and Georgia M. Livsey of Greenfield, Massachusetts and 15 grandchildren. He is also survived by a brother, Edmond J., Jr. of Baltimore; and three sisters, Nancy Grinder of Aiken, S.C., Margot Davis of St. Louis, Mo. and Sheila Reynolds of New York City. ⚓

HMY BRITANNIA



On one of the coldest days in February of 1994, a group of vessels met at Berth 1, Pier 88 of the New York Passenger Ship Terminal on the Hudson River. The harbor waters were filled with ice floes, floating down from the northern parts of the river as a result of the winter's single-digit temperatures. A 65-foot Coast Guard harbor tug, USCGC LINE, was there to break up the ice around the inner berth. The U.S. Navy had provided a LCM (Mike boat) and a crew of sailors dressed in international orange winter gear to handle lines. MARGARET MORAN was standing by with veteran docking pilot Captain Grover Sanschagrin, while the KERRY MORAN was assigned as a second boat. The flotilla, dressed in winter ice, was assembled to take care of the royal yacht, HMY BRITANNIA, on her first visit to New York since 1976.

The 412-foot yacht HMY BRITANNIA was built at the famous John Brown shipyard in Clydebank, Scotland. She was christened by her majesty the Queen in 1953, and had a complete refit in 1987. As part of the Royal Navy, BRITANNIA flies the white ensign, has a rear admiral as captain, and a crew of 21 officers and 229 specially picked navy "yachtsmen."

The royal yacht is an elegant vessel with a clipper bow, cruiser stern, large buff-colored stack, three raked masts and teak decks. The vessel is divided into two main sections; forward of

the mainmast is where the ship's company and main machinery spaces are located, while aft are the 40 cabins and public rooms of the "royal apartment." Three galleys serve the ship's officers, crew, and royal family and guests. At times, a Royal Marine Band is carried. A 12,000-bhp steam turbine gives her a service speed of 12 knots.

The yacht's prime mission is to provide a residence for the Queen and other members of the Royal Family when traveling. A secondary function is to go on "commercial deployments," promoting U.K. products abroad. It was the latter reason for her coming to New York, for none of the Royal family was aboard. When first built the yacht's designers incorporated her for use as a hospital ship, but with changing requirements, such as a helicopter landing pad, this is no longer practical.

The MARGARET met the yacht off the World Trade Center, Manhattan, for the trip up the Hudson to Berth 1, at the New York Passenger Ship Terminal. Normally the tug comes alongside the vessel to be boarded with the pilot, but even with a white canvass to cover the bow, the yacht's captain objected to the tug coming near the yacht's polished hull with the gold stripe. The yacht sent over a launch for Captain Sanschagrin and hoisted him aboard on the davits in the boat. MARGARET showed her power, as she preceded

the yacht, breaking ice, on the trip upriver.

When the yacht reached the terminal, KERRY took a line from her bow and MARGARET, a stern line. None of the docking boats would ever make any contact with the yacht's hull. The two tugs, working each end of the yacht as docking pilot Captain Sanschagrin issued orders by VHF radio, moving the yacht off Berth 1. The yacht's crew passed lines to the navy sailors on the LCM, which ran them to other sailers on the pier. It was tough, slow work for the deck crews on the yacht and tugs, the navy sailors on the LCM and line handlers on the pier, all working in the cruel temperatures. HMY BRITANNIA made a typical European type docking, using the tugs only to breast the yacht off the pier, while her winches moved her almost sideways. She stayed in New York for three days, including one of the worst snowstorms of the winter, and then sailed off to the sunny Caribbean to meet the royal family. The yacht later played a major part in the 50th anniversary of the invasion of Normandy on June 6th, 1994 when she carried the various heads of state to France.

It is doubtful if New York will ever see the Royal Yacht BRITANNIA again, for it was announced this past June that the Queen was taking her out of service, one of the many recent economy cuts by the Royal Family. The yacht may be put up for sale, or scrapped. ↓

AN OIL SPILL DRILL IN NEW YORK HARBOR



The Coast Guard is responsible for initial response capabilities in 19 different locations in the country under the Oil Pollution Act of 1990. The Vessel of Opportunity Skimming System (VOSS) is pictured in the photo deployed aboard the Port of New York & New Jersey based 140-foot icebreaker tug USCGC PENOBSCOT BAY. The VOSS system includes an oil weir skimmer, outrigger & collection boom, davit and hoist, transfer pumps and portable collapsible barge. This type of system can recover 80% of the oil, including light and heavy grades, with only 20% water. The VOSS system can be placed aboard a variety of vessels. It is transported by truck or aircraft to the spill location.

On the morning of Thursday, April 14, 1994, Captain Thomas Gilmour, USCG, Captain of the Port of New York was awakened in the early morning by a phone call to his living quarters at the Coast Guard Base on Governors Island. USCG Group New York called to report that there was a major oil spill in the harbor. At 0600 the HEIDE MORAN had the oil barge TEXAS under tow outbound when there was a collision, south of buoy # 6 in the Ambrose Channel, with the inbound tanker MT ADVANCE of Barber International Inc. On the collision impact oil spilled into the water from both the barge and the tanker. This was a major oil spill, in a location that would foul the New York and New

This was a major oil spill drill, in a location that was sure to cover the New York and New Jersey waterfronts, beaches and wild life areas.

Jersey beaches and wild life areas, as the current, wind and tides changed.

The 400-foot long oil barge TEXAS, pushed by the 4,700 HP tug HEIDE MORAN, was traveling at 7 knots. She was loaded with 100,000 barrels of heavy #6 oil, having just

taken on the cargo at the IMTT oil terminal, Bayonne, N.J. for delivery to Philadelphia, Pennsylvania. The collision with the tanker opened the No. 1 port tank that completely released some 12,900 bbls of oil. The barge's No. 2 port tank was leaking at a steady rate estimated at 440 bbls of oil per hour. There was no damage to the HEIDE MORAN.

The inbound, Maltese-flag, 670-foot tanker ADVANCE, with a draft of 33-feet, traveling at 8 knots, had aboard a cargo of 290,000 barrels of Ceuta Venezuelan crude oil bound for discharge at the Tosco Bayway Oil Refining facility in New Jersey, on the Kill Van Kull waterway, between Staten Island and New Jersey. The tanker had suffered a gash as a result of the collision to the



Capt. Thomas Gilmour, USCG, (left) Captain of the Port, answers questions at a press conference on the pier at the Coast Guard base, Governors Island, N.Y.

No. 1C port wing tank, releasing 5,000 barrels of oil and then continuing to leak 500 blbls per hour.

Both vessels went aground after the collision. There were no reported injuries aboard the manned barge TEXAS, the tug HEIDE MORAN or the tanker MT ADVANCE. The seas on the morning of April 14, 1994 were calm, with a SW light and variable wind. The next flood tide was due at 16:42.

Captain Gilmour immediately set in motion the New York area Contingency Plan, which had been mandated under the Oil Pollution Act of 1990. Coast Guard personnel, other federal, state and local agencies were notified and put their plans of action in operation. The owners of the tanker, Barber International, and the barge and tug company, Moran Towing, activated their plans and sent their people to Governors Island within hours of the collision. By 0800, company representatives were in the Unified Command Center on Governors Island. The clean up and recovery response Companies that had contracts with the vessels owners started to assemble equipment, including the oil spill recovery stand-by vessels.

The initial equipment response came from the Coast Guard, with the deployment of skimmers to recover the oil from the water, portable barges to hold the recovered oil, oil containment booms for isolation of the spill, and the

use of "Vessel of Opportunity Skimming Systems (VOSS)," aboard the buoy tender PENOBSCOT BAY in New York Harbor. The Coast Guard's Atlantic Strike Force, from Elizabeth City, N.C., was also ordered to New York.

Fortunately for the Port of New York and New Jersey this major oil spill was a simulated drill to test the response capabilities of the marine transportation industry and all the federal, state and local government agencies. It gave the concerned

parties the opportunity to fine-tune their response plans under actual working conditions, including the deploying of the clean up and recovery equipment. The exercise is a requirement of law in the Oil Pollution Act of 1990 to plan for the "...worst case oil discharge to the maximum extent practical." A meeting was held in May at the National Strike Force Command Center in Elizabeth City, N.C. to evaluate the drill and issue a report and make recommendations.

To further make the drill as realistic as possible, a group of journalism students from New York University were involved. They phoned the various players, much in the same way that the media would in an actual spill, asking questions and demanding answers. At the two press conferences held during the drill, students questioned the government and industry representatives, while the TV and still cameras covered the event. During the drill various players gathered in the Coast Guard's Public Affairs offices and issued press releases. There was coverage by the working press too.

As a prominent transporter of petroleum products by barge in the drill area, Moran had volunteered the organization's personnel, facilities and equipment to add to the realism of the drill. Senior executives of Moran, Barber International and all governmental agencies, who would also be part of the response in an actual spill, were active participants in the drill. ↓



Captain Russell G. McVay represented Moran at the second press conference on Governors Island.

SHIPS IN THE NEWS

M/S MAASDAM,
Holland America
Line,
Maiden Arrival,
November 11, 1993



PCC HUAL ROLITA,
Hoegh-Ugland
Auto Liners,
Maiden Arrival
January 19, 1994

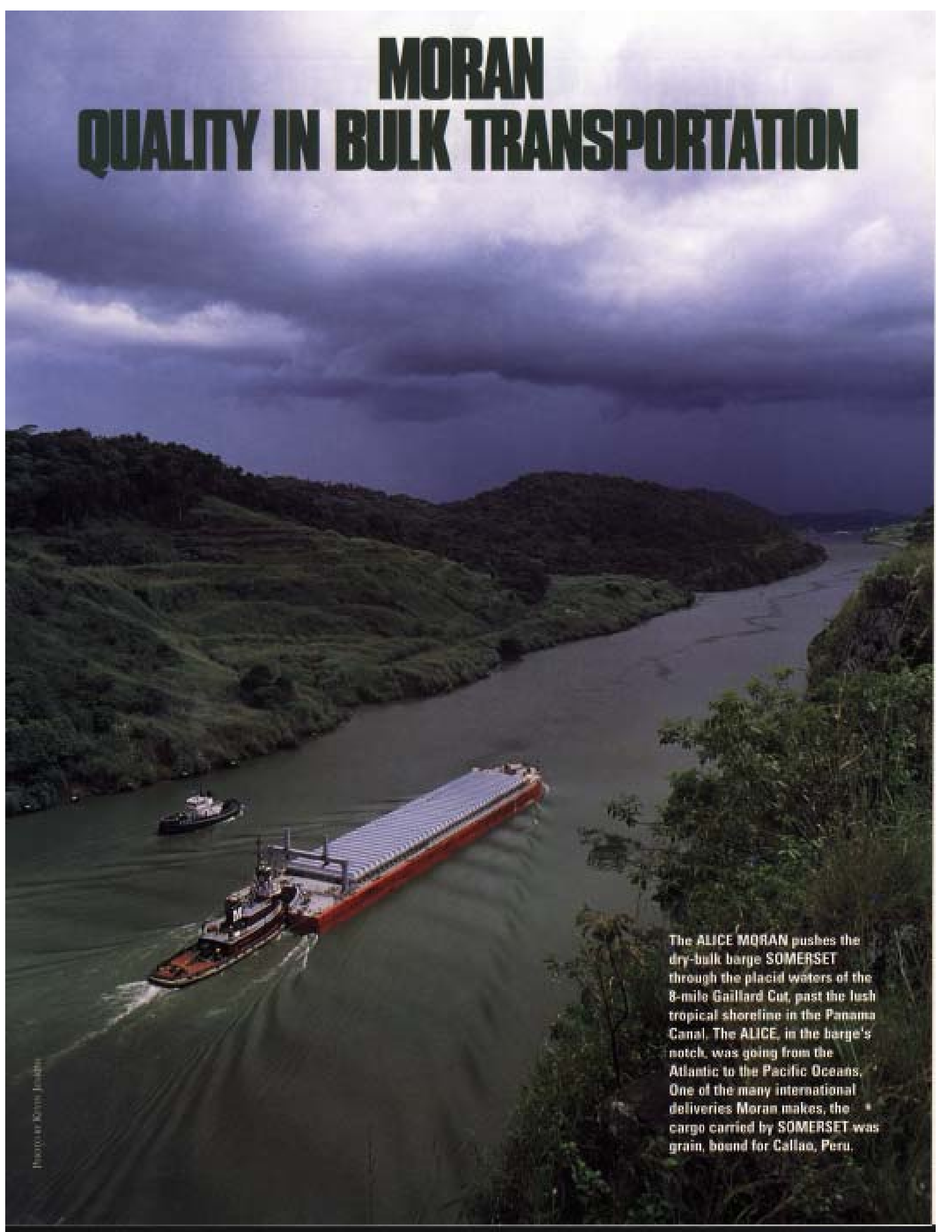


C/V FROTA BELEM,
Frota Amazonica,
Maiden Arrival
June 3, 1994



Continued on page 13

MORAN QUALITY IN BULK TRANSPORTATION

A large Moran tugboat is pushing a dry-bulk barge through a narrow canal in the Panama Canal. The canal is surrounded by lush green hills and dense tropical vegetation. The sky is overcast with dark, heavy clouds. The water is a murky green color. The tugboat is positioned at the front of the barge, pushing it from behind. The barge is a long, rectangular vessel with a flat top and a red hull. The canal is flanked by steep, green hills. The overall scene is one of industrial activity in a natural setting.

The ALICE MORAN pushes the dry-bulk barge SOMERSET through the placid waters of the 8-mile Gaillard Cut, past the lush tropical shoreline in the Panama Canal. The ALICE, in the barge's notch, was going from the Atlantic to the Pacific Oceans. One of the many international deliveries Moran makes, the cargo carried by SOMERSET was grain, bound for Callao, Peru.

135-YEARS OF EXPERIENCE SAILS WITH EACH VOYAGE

In war and peace, with steam and diesel, for 135 years Moran has towed all manner of craft to and from ports the world over. In recent years the Moran organization has evolved from primarily a towing and ship docking company into an integrated marine transportation company in response to the changing patterns of domestic trade and the economics of shipping, both liquid and dry-bulk cargoes, in safe, reliable and cost efficient barges.



Moran Services Corporation's marine transportation team, from left to right, Bruce D. Richards (Chartering & Contract Administration), William P. Muller (Operations) and David A. Beardsley (Construction & Repair). These personnel work in conjunction with Edmond J. Moran, Jr., President of Moran Mid-Atlantic, (not shown) whose duties include new business development.

Cargoes carried aboard Moran barges benefit from Moran's long experience in the transportation of bulk commodities. Drawing on 135 years of know-how and customer satisfaction; Moran's experienced team ashore and afloat are hard at work striving to satisfy its customers needs. Before a tug/barge unit is constructed, Moran's marketing and business

development group are working with existing and potential customers to ensure a vessel design to fit its customer's requirements.

Once a tug/barge unit is delivered and placed in operation, even on a worldwide voyage, the tug remains in daily contact with operations managers ashore to ensure a safe transit and a speedy discharge. With years of experience in

carrying bulk cargoes, few challenges arise that Moran's personnel ashore and afloat cannot overcome.

We welcome your company's inquiry on the transportation of petroleum products, including clean petroleum products and residual fuel oil; solid commodities, such as coal, grains, fertilizers, or waste cargoes. ↓

MORAN'S BARGE FLEET

VESSEL'S NAME	SERVICE TYPE	DIMENSIONS	YEAR BUILT	COMMODITY CARRIED	CARRYING CAPACITY
VIRGINIA	Dry Bulk Carrier	522x85x40	1982	Dry Bulk Products	27,000 Tons
SOMERSET	Dry Bulk Carrier	418x75x28	1990	Dry Bulk Products	14,500 Tons
BRIDGEPORT	Dry Bulk Carrier	418x75x28	1986	Dry Bulk Products	14,000 Tons
MARYLAND	Open Hopper	515x80x34	1970	Dry Bulk Products	22,800 Tons
NEW YORK	Tank Barge	508x90x41.3	1970	Clean Products	254,000 BBLS
TEXAS	Tank Barge	400x78x31.9	1981	Residual Products	132,000 BBLS
FLORIDA	Tank Barge	400x78x31.9	1980	Residual Products	132,000 BBLS
PENNSYLVANIA	Tank Barge	370x74x25	1971	Residual Products	93,000 BBLS
MAINE	Tank Barge	350x60x19.9	1976	Residual Products	64,000 BBLS
RHODE ISLAND	Tank Barge	350x60x19.9	1972	Residual Products	64,000 BBLS
CONNECTICUT	Tank Barge	325x60x20.6	1994	Residual Products	41,454 BBLS
SEAHORSE I	Tank Barge	290x60x18.9	1971	Residual Products	41,770 BBLS
NEW JERSEY	Tank Barge	300x43x19.9	1969	Residual Products	36,278 BBLS

THE ENVIRONMENTALLY FRIENDLY OIL BARGE *CONNECTICUT*



The double-hull tank barge **CONNECTICUT** under tow by the **MARGARET MORAN**. Photo by Tom Pearce

Do you need to transport your petroleum cargo in the Gulf of Mexico or along the United States East Coast? Call on Moran's fleet of ocean barges. With a diversified fleet of oil barges, suitable for the transportation of crude oil, industrial fuel oil, gasoline, including reformulated gas and MTBE, (an oxygenate commonly used to reduce pollutants in gasoline) Moran is committed to quality customer service and environmental responsibility, as evidenced by the construction and delivery of the double-hull, ocean service barge **CONNECTICUT**, built by Trinity Marine Group in Beaumont, Texas, now under long-term contract to the Connecticut Light & Power Company of Hartford, Connecticut. This barge, which complies with all requirements of the Oil Pollution Act of 1990, carries approximately 40,000 barrels of #6 fuel oil to five generating stations operated by CL&P and two operated by the United Illuminating Company of New Haven, Connecticut.

The barge **CONNECTICUT'S** design reflects the new generation of state-of-the-art, environmentally friendly marine transportation equipment, and Moran's commitment to a safe and reliable operation. The **CONNECTICUT** is the outcome of a better than 30 year relationship with CL&P, who, sensitive to their own customer's

needs, desired to transport all of their heavy fuel oil used to generate electricity in double-hull vessels.

Like all Moran tank barges, **CONNECTICUT** carries special equipment for immediate response to any oil spill, a 1,200 foot oil containment boom and absorbent pads to aid in cleanup operations. **CONNECTICUT'S** crew,

all U.S. Coast Guard certified tankermen, are specially trained by Moran's expert management personnel in the safe handling of all liquid cargoes. By constantly anticipating customer needs, meeting regulatory concerns and modernizing its fleet, Moran offers you the best service in marine oil transportation. ↓



The barge **TEXAS** and tug **HEIDE MORAN**, inbound from sea with a cargo of fuel oil for the Bayway Refining Company, Linden, N.J.

MORAN'S DRY-BULK BARGE FLEET



The 3,300 HP AMY MORAN pushes the 418-foot long dry bulk barge BRIDGEPORT, loaded with a cargo of coal.

Moran's fleet of dry-bulk barges, services markets along the East Coast and in the Gulf of Mexico. Moran operates three ocean-going bulk barges suitable for the carriage of coal and grain cargoes. These barges are the 27,000 short ton capacity VIRGINIA and two 14,000 ton barges BRIDGEPORT and SOMERSET.

The BRIDGEPORT and SOMERSET are used predominantly to transport coal under long term contracts in the New England area for utility customers such as United Illuminating of Hartford, Connecticut and Montaup Electric of Somerset, Massachusetts and industrial users, such as the C.H. Sprague Energy Company of Portsmouth, New Hampshire.

The barge VIRGINIA has performed a variety of transportation services for a number of different

On board cranes carried on the barge VIRGINIA unload cargo in a port without land-side facilities.



customers in both foreign and domestic service. For example, the VIRGINIA has delivered bulk com to Port Elizabeth, South Africa, bagged rice to Durres, Albania and bulk rice to Dakar, Senegal to name but a few of the locations. Where discharge gear may not be available at the port of discharge, Moran has placed vacuators, or cranes on board to make the vessel self-discharging.

Moran also operates the 22,800 short ton barge MARYLAND, suitable for inland service; this barge, like the BRIDGEPORT and SOMERSET, has one open hold.

All the unlimited oceangoing barges in the Moran fleet are classed by the American Bureau of Shipping. Moran's modern fleet and expertise in marine towing and transportation can bring your products to their destination safely and economically. ↓

SHIPS IN THE NEWS



**C/V CONTSHIP
SINGAPORE,**
Contship,
Maiden Arrival
July 10, 1994



**C/V TORM
BRIGITTE,**
Torm Line,
Maiden Arrival
July 19, 1994



**BURWAIN
HELENA,**
Burwain Bulkers
International,
Maiden Arrival
July 19, 1994

THE LAST CONVOY



Liberty Ship JOHN W. BROWN

On May 2, 1994, on a sunny Monday morning, the Liberty Ship JOHN W. BROWN sailed into New York Harbor in her wartime livery of battleship gray, flags flying, with full armament and a gun crew of U.S. Navy Armed Guard veterans.

In March of 1994, a group of members from the maritime community of the Port of New York & New Jersey, including a Moran Towing & Transportation Company representative, had an early morning meeting at the Whitehall Club in Manhattan. The agenda was to plan a New York welcome for three ships that would sail from the port to France, for the 50th anniversary of D-day, the invasion of Europe, on the beachhead of Normandy, France in 1944.

Most of the large convoys that sailed for Europe during World War II with troops and supplies assembled and left from The Port of New York. It was only fitting that the port should give the last surviving ships a special send off as they sailed on what was to be the "Last Convoy." Initial plans called for two ships from the West Coast, the Liberty Ship SS JEREMIAH O'BRIEN, from San Francisco, and the Victory Ship SS LANE VICTORY, from San Diego, to join the Liberty Ship SS JOHN W. BROWN, from Baltimore and sail together into New York. Upon leaving New York, the ships would sail together to rendezvous off Bermuda with the training ship TV STATE OF MAINE, of the Maine Maritime Academy, to sail in the Last Convoy for France.

The first disappointment the pro bono reception committee received was the cancellation of the O'BRIEN to make a port call at New York because of the tight schedule to arrive in France by June 6th and the cost of fuel. A second cancellation came from the LANE, when she had mechanical difficulties while still on the Pacific Coast that could not be repaired in time to rendezvous with the other ships. When the shipyard repair costs of the BROWN greatly exceeded the sponsoring groups resources, it looked like there would be no ships

to welcome in New York. The U.S. Coast Guard's office of marine inspection (MIO) in Baltimore came to the rescue, giving a limited waiver for the BROWN to sail to New York, making possible one ship for the "Last Convoy."

On May 2, 1994, a sunny Monday morning, the Liberty Ship JOHN W. BROWN sailed into New York Harbor in her wartime

livery of battleship gray, flags flying, with full armament and a gun crew of U.S. Navy Armed Guard veterans.

While all the merchant crew carried U.S. Coast Guard "Z" cards, most also carried Medicare cards, too.

Coming to New York was the culmination of the years of work for the volunteers that first started in 1978 to return the 50 year old liberty ship, one of the last of some 2,700 built during World War II, back to service.

In many ways the BROWN was returning to her home port too for the ship was used from 1946 to 1982 as a stationery school-ship in Manhattan, part of a New York City High School program for maritime trades.

When the JOHN W. BROWN sailed up the Hudson River, she was met off the New York Passenger Ship Terminal in Manhattan by Morans and docked at Berth One. She was then open for visitors during her three days in port. Many

navy and merchant marine veterans, as well as graduates and staff from the ship's school-ship days, came aboard and were thrilled to see the wonderful job of restoration.

The member of Project Liberty Ship, the group that had preserved the BROWN in Baltimore, were disappointed that they could not sail the ship to France for the D-day anniversary. The ship was hosted to a full New York Harbor welcome. Fireboats gave a water display, escorting vessels blew their whistles and horns in greeting and there was a twenty-one gun salute

from the Battery Park Seawall. The committee also had special receptions for the crew at the Whitehall Club and on Liberty Island. Since leaving New York in May, the BROWN has been dry docked and full repairs made to the hull, and boilers making it possible for the ship to make port calls in Boston and Greenport, Long Island. Project members are talking about the possibility of sailing to Europe in 1995 for the V-E day celebrations. ♪



The BROWN has her full World War II armament aboard.



A steam whistle, like the one on the BROWN, is seldom heard in New York Harbor anymore.

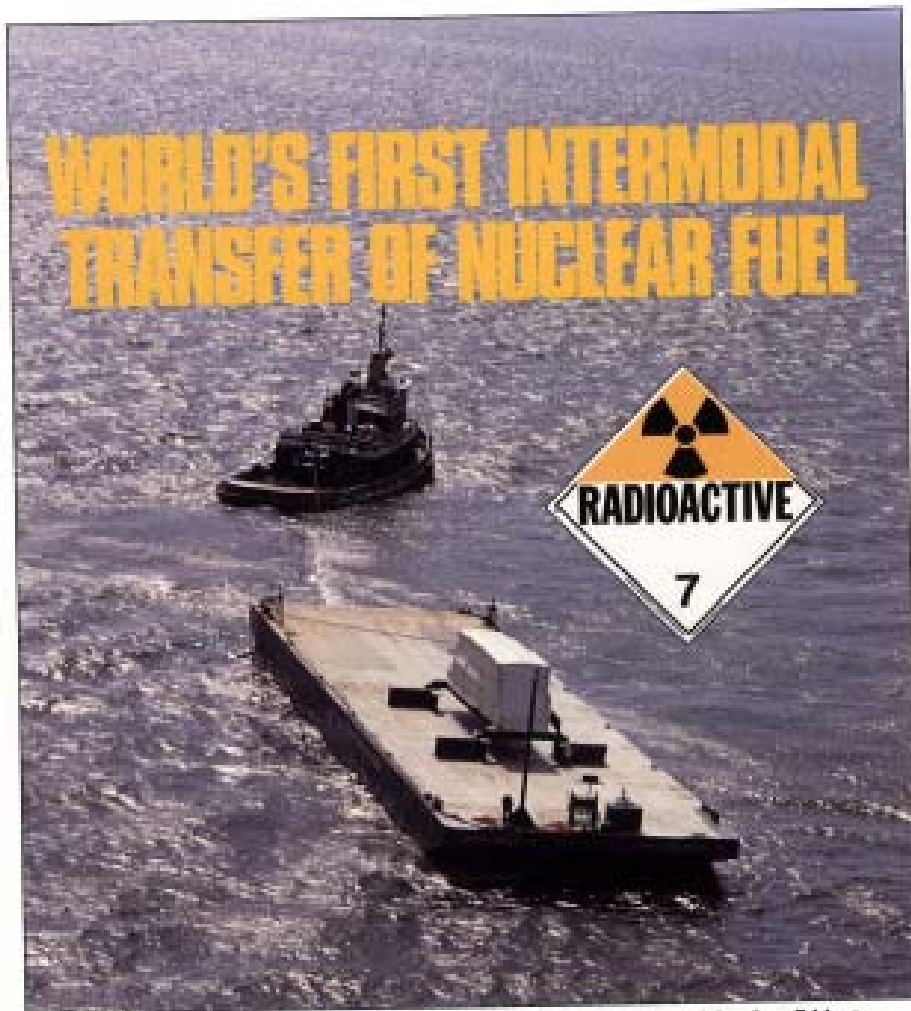
livery of battleship gray, flags flying, with full armament and a gun crew of U.S. Navy Armed Guard veterans. Her reciprocating steam engine drove the ship "with a bone in her teeth" at 11 knots. It could well have been a photo taken in 1942, were it not for the preponderance of gray hair in the crew, when the BROWN first sailed into New York Harbor fresh from her shipyard launching during World War II. At that time Liberty ships were as common as sea gulls in

The Shoreham Long Island, New York, 809 MW Nuclear Power Station was built over a period of 21 years by the Long Island Lighting Company. Located on the eastern shore of the island, bordering Long Island Sound, the station never went into service and was sold to the Long Island Power Authority for dismantling. The Nuclear Regulatory Commission granted a license to LILCO in 1988 but the plant had only been run for testing, which resulted, however, in irradiating the system and the nuclear fuel. The nuclear reactor and piping were buried in a waste disposal sites in South Carolina and Tennessee but the nuclear fuel posed more of a problem.

A solution to disposing of the nuclear fuel was found by paying PECO Energy (formerly Philadelphia Electric Company) to take the fuel for reuse in their Limerick Power Station. It was first proposed to move the fuel from Shoreham Long Island by rail, through New York City on the Long Island Railroad, transferring to Conrail to Philadelphia. This transfer proved unacceptable to the public, especially in New York City.

A new plan was formulated to use an ocean barge transfer and rail, the first intermodal movement of any nuclear fuel. The fuel was loaded on a barge at Shoreham, towed to Eddystone, Pa. by Moran Towing & Transportation Company and then reloaded on a train for the 40 mile trip to Limerick. General Electric, the original manufacturer of the nuclear fuel was the prime contractor for the move. All during the planning and movements of the nuclear fuel various government agencies had to be consulted and give approval. The U.S. Coast Guard had extensive

WORLD'S FIRST INTERMODAL TRANSFER OF NUCLEAR FUEL



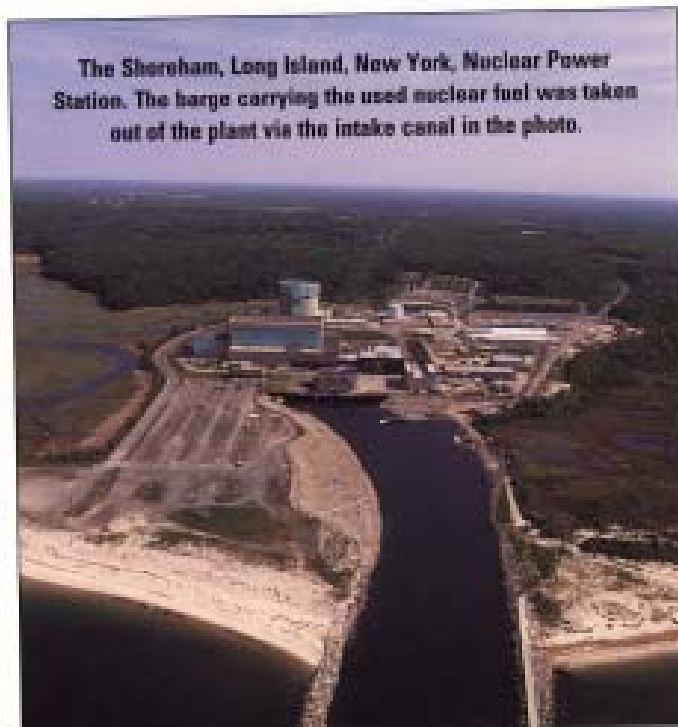
The 3,300 HP AMY MORAN starts the voyage from Shoreham, Long Island, to Eddystone, Pa., with the nuclear fuel cask on the specially fitted barge under tow.

inspections and supervision of all the marine equipment involved during each movement. Because of the problems with the transfer rail plan, and the dangers and sensitivity of the public to the fuel, GE, LIPA and PECO mounted a

massive public relations campaign for acceptance of barge transportation. Williams Crane & Rigging of Richmond, Virginia, a contractor with considerable experience in handling nuclear fuel for GE, took the loaded 70-ton steel cask of fuel from the plant on a flat bed truck for transfer to a 175-foot specially fitted Loveland barge. A former New York State Barge Canal tug, the MARGOT of Kosnac Towing, Brooklyn, N.Y., a vessel with a shallow draft, was able to enter the intake canal of the power station to take out the barge. When the barge enter the Sound proper it was taken over from the MARGOT by one of Moran's 3,300 HP ocean-going tugs.

The barge and tug would sail out of Long Island Sound, around Montauk Point, southwest to Cape May, N.J., traveling 50 miles offshore and then into the Delaware Bay to Eddystone, Pa. Moran's shore-side managers were in constant contact with the tug during the 50 hour voyage, monitoring all movements. The first voyage of the fuel was in September 25th of 1993. The fuel transfers trips were stopped during the winter, for weather, but the contract was still completed ahead of schedule after 33 voyages were completed on June 3, 1994. The Shoreham Nuclear plant was officially decommissioned on October 12, 1994.

The team work of all the concerned contractors, Conrail, GE, Long Island Power Authority, Moran, Peco Energy, Vectra, Williams Crane & Rigging and Key Consultants, resulted in a completely safe, incident free transfer of 196 tons of radioactive uranium fuel. Moran Towing & Transportation Company was proud to be a part of this historic contract and lend their expertise to these unusual tows. ↓



The Shoreham, Long Island, New York, Nuclear Power Station. The barge carrying the used nuclear fuel was taken out of the plant via the intake canal in the photo.

RECENT PROMOTIONS



Mr. Robert J. Patten (L) receives congratulations from Lee Christensen, vice president of finance for Moran Towing Corporation, on his appointment as Director of Corporate Accounting. Robert Patten joined Moran in 1976, having previously been with the public accounting firm of Peat, Marwick and Mitchell. He has served as assistant controller in the company since 1985. Mr. Patten is married, with three children and is a resident of Bethel, Connecticut.



Mark D. Vanty has been appointed vice president and general manager of Moran Towing of Miami, Inc. Mr. Vanty opened the Moran operation in Miami in early 1993. He joined Moran in 1986 after graduation from Maine Maritime Academy, Castine, Maine, where he received a degree in nautical science and management, and a third mate's license. After first working as a dispatcher in the Moran subsidiary company Seaboard Shipping Co. of Moran Towing & Transportation Company, he was promoted to manager of Seaboard in 1989. There are plans to expand the Moran operations in Miami to meet the rapid growth of the Port of Miami.

RETIREES 1993-94

Gloria Bryan
Moran Towing Corp.,
Senior Accountant,
December 31, 1993

James W. Coburn Sr.
Moran Mid-Atlantic,
Virginia Division,
Senior Port Engineer,
June 30, 1994

Nadine Gupton
Moran Towing of Florida
September 1, 1993

IN MEMORIAM

Reynold Arata
Moran Towing &
Transportation Co., Crew
Personnel Office,
Retired December 31, 1984,
Died on November 21, 1993

SERVICE AWARDS 1993-1994

FORTY YEARS

Malcolm W. MacLeod

THIRTY YEARS

Donald Peck

TWENTY FIVE YEARS

Thomas A. Evans

Russell G. McVay

Richard Murphy

Ronald Novak

Ron M. Obida

Charles Ramsey

TWENTY YEARS

Thomas S. Cosgrove

Victor Earle

Gloria J. Little

Denise Piner

Larry White

David Zents

FIFTEEN YEARS

Robert Flannery

Fredrick Johnson

Donald Howcroft

TEN YEARS

T. Warren Jones

John Joyce

FIVE YEARS

Andrew Banks

Richard Bateman

Steven Brown

Fredrick Barrett

Joaquin Calix

Corbit Chaney

Richard Chaney

William Davis

Franca Dattilo

Robert Dotson

Ron Droop

Kristine Einarsen

Marion Files

Gustave Flink

E. Robert Fussell

Kevin Hurley

Virginia Johnson

Robert Kolb

Drewry Little

Brandon Luzzi

Vickie Mannino

Vincent Marcinak

Kinzer Moore

William Moore

Jan Nakken

Jeffrey Powell

Laura Powers

Duane I. Preston

Theone Saltis

Danny Saunders

Manuel Sampedro

Kevin Scharder

William Schrader

John Schultheis

John Southard, Jr.

Donald Strahan

Roger Taylor

Edwin Tillery

D. Bruce Thrasher

Shawn Unruh

THE BIG WHITE "M"

In the Winter, 1993-94 issue of *Tow Line*, in the article on Admiral Moran, there appeared photos of tugs at the Normandy beachhead with the distinctive white "M," which is always present on the company tugs. Both the small harbor-type tugs, working the Phoenix caisson on page five in the paint-

ing by Dwight Shepler and on the back cover of the painting of the V-4 tug by Gerald Levy, have the distinctive "M," although the tugs are in the wartime gray livery.

Several readers have commented that they were surprised to see Moran's big "M" on the tugs stacks, while the tugs were in wartime ser-

vice. The big "M" seen on many of the tugs during the the D-day invasion was not for Moran, although the company operated tugs with civilian crews in the area, but to show that the tugs were part of the "Mulberry" operation, towing and placing the artificial harbors in France. ↓



TUG FLEET

PORTSMOUTH, NEW HAMPSHIRE

Moran Towing of New Hampshire, Inc.

P.O. Drawer 448
34 Ceres Street
Portsmouth, NH 03802-0448

Eugenia Moran3,165 HP
Nancy Moran.....1,800 HP
E. F. Moran1,750 HP

PORT OF NEW YORK & NEW JERSEY

Moran Towing & Transportation Co., Inc.

Two Greenwich Plaza
Greenwich, Connecticut 06830

M. Moran6,300 HP*
Esther Moran.....6,300 HP*
Alice Moran4,700 HP*
Valentine Moran.....4,200 HP*
Kerry Moran3,500 HP*
Amy Moran3,300 HP*
Miriam Moran.....3,300 HP*
Margaret Moran.....3,300 HP*
Moira Moran2,360 HP
Maureen Moran.....2,360 HP
Cynthia Moran.....1,750 HP
Diana L. Moran1,750 HP

PHILADELPHIA, PENNSYLVANIA

Moran Towing of Pennsylvania, A division of Moran Mid-Atlantic Corporation

2799 Delaware Avenue, Pier 100 South
Philadelphia, PA 19148

Grace Moran.....3,165 HP
Reedy Point2,400 HP
Carolyn.....1,800 HP
Cedar Point.....1,750 HP

BALTIMORE, MARYLAND

Moran Towing of Maryland, A division of Moran Mid-Atlantic Corporation

1615 Thames Street, Building B
Baltimore, MD 21231-8400

Patricia Moran3,500 HP*
Cape Romain.....3,300 HP*
Judy Moran.....3,300 HP*
Hawkins Point.....1,750 HP
Georgia Moran1,750 HP

HAMPTON ROADS, VIRGINIA

Moran Towing of Virginia, A division of Moran Mid-Atlantic Corporation

109 East Main Street
Norfolk, VA 23514

Cape Ann.....4,700 HP*
Cape Cod.....4,290 HP*
Cape Hatteras4,290 HP*
Cape Henry4,290 HP*
Fells Point.....2,400 HP
Kings Point.....2,400 HP
Town Point.....2,360 HP
Cavalier.....2,360 HP
Drum Point2,360 HP
Harriet Moran2,150 HP
Swan Point.....1,750 HP
Eugene F. Moran1,750 HP

JACKSONVILLE, FLORIDA

Moran Towing of Florida, Inc.

North Regency One, Suite 460
9485 Regency Square Boulevard
Jacksonville, Florida 32225

Cathleen E. Moran.....3,500 HP*
Cape Henlopen3,300 HP*
Dorothy Moran3,300 HP*
Sewells Point.....2,360 HP
Julia C. Moran.....1,750 HP

MIAMI, FLORIDA

Moran Towing of Miami, Inc.

P.O. Box 113239
Miami, Florida 33131

Marion Moran5,000 HP*
Ann Moran3,300 HP*
Cape May3,300 HP*
Helen D. Coppedge.....2,850 HP*

BEAUMONT, ORANGE, PORT ARTHUR, TEXAS

Moran Towing of Texas, Inc.

2300 Highway 365, #570
Nederland, TX 77627

Doris Moran.....5,000 HP*
Heide Moran4,700 HP*
Joan Moran.....4,700 HP*
Sheila Moran.....4,700 HP*
Helen Moran3,500 HP*
Cape Charles.....3,300 HP*
Mary Moran3,300 HP*
Mary M. Coppedge.....3,200 HP*
Stella II1,600 HP

* Denotes twin screw tug

In a scene reminiscent of the days of Luxury Liner row in the Port of New York before World War II, and briefly in the post-war period, with the great trans-Atlantic liners docked side by side at the Hudson River piers, six cruise ships were together at the New York Passenger Ship Terminal on Sunday, July 31, 1994. It is rare for the terminal to play



host to so many ships at one time. From left to right, **FASCINATION**, which had just been christened on her maiden visit to the port, filled berth 5; Pier 92. **REGENT SUN**, berth 4, shared Pier 90 with **GOLDEN ODYSSEY** (inside) and **REGAL EMPRESS**, docked bow out to the river. **SONG OF AMERICA**, berth 2, and **MERIDIAN** were at Pier 88.