

Tow Line

1998 / 1999



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Tow Line

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On the cover



Moran and Turecamo tugs assisting a generic cruise ship in New York Harbor. Statue of Liberty in background.

On this cover of *Tow Line* we introduce the artistry of Robert C. Semler, of Bradenton, Florida. Moran commissioned this work to celebrate the merger of the Moran and Turecamo companies under the Moran Towing Corporation banner.

Bob Semler specializes in depicting vessels engaged in commerce. He works primarily with oils and watercolor/gouache. Maritime art has been a way of life for the artist, beginning with early childhood observations at the New York Shipbuilding Corporation in Camden, New Jersey, where his father was a loftsmen. He graduated from the Pennsylvania Academy of Fine Arts in Philadelphia and worked for 28 years in publishing as an illustrator. He took up painting full-time in 1992 and currently serves as president of the American Society of Marine Artists.

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Editor-In-Chief
W. Anthony Watt
Consulting Editor
Alan L. Marchisotto

Production Assistance by
Granard Associates
Research & Photography
Francis James Duffy
85 Jedwood Place
Valley Stream, NY 11581
(516) 791-7564
helo98@aol.com

Magazine Design
Riss Design Group, Inc.
30 Oakwood Avenue
Norwalk, CT 06850
(203) 847-5133
www.rissdesign.com



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Moran Towing Corporation
Two Greenwich Plaza
Greenwich, CT 06830
Web Site: www.morantug.com

MALCOLM MacLEOD RETIRES



Malcolm W. MacLeod

Paul R. Tregurtha, Chairman of Moran Towing Corporation, announces the retirement of Malcolm W. MacLeod, President and CEO of Moran Towing Corporation, effective July 9, 1999, after 45 years of service.

A 1954 graduate of the Massachusetts Maritime Academy, he started his career with Moran when

he joined the crew of the tug JOSEPH H. MORAN II as her messboy. He attained the rank of chief mate before he moved into the New York office in 1957.

He worked his way up the managerial ladder from estimator to salesman, to Operations Manager, eventually becoming Vice-President of the Mid-Atlantic subsidiaries in 1978. In 1980, he became President of these companies.

During the past nine years, he has led the expansion of Moran's fleet of tugs and barges, as well as ports served. Many of these accomplishments are detailed elsewhere in this copy of *Tow Line*. He is most proud of the spirit of teamwork that he helped establish during his twelve years as President.

Mr. MacLeod became the first non-Moran family member to take the helm of Moran Towing when he was named President in 1987 and Chief Executive Officer in 1991. He has certainly left his mark on Moran and the tug and barge industry.

Mr. Tregurtha will be assuming Mr. MacLeod's titles of President and CEO. ⚓

APRIL MORAN CHRISTENING



James and April Barker, with sons Clayton, William and James, look on as Karen Barker Marcou christens the APRIL MORAN in Tampa on April 10, 1999.



Malcolm W. MacLeod addresses the guests at the APRIL MORAN christening ceremony while James and April Barker, with two of their sons, Clayton and James, Karen Barker Marcou, Paul R. Tregurtha, Lee Tregurtha, Kaye Barker and James R. Barker look on.

MORAN AND TURECAMO MERGE

In August 1998 Moran Transportation Company signed an agreement with the principals of Turecamo Maritime, Inc., and its affiliates to combine their respective companies under the Moran name. The combined companies form one of the largest tug and barge fleets on the East and Gulf coasts of the United States, operate in and from 13 ports, with 90 tugboats and 26 barges, and provide our customers with enhanced services and increased flexibility. The Turecamo tugs will retain their names but will, over time, take on the Moran livery, including the famous white "M" on the stacks.

Turecamo, like Moran, had its genesis as a family company, founded in 1924 in Brooklyn, New York, by Barney Turecamo. At that time, the company's primary business was heavy construction and, out of necessity, the company acquired two tugboats to move construction material on scows in and around the New York Metropolitan area.

In subsequent years, the company was headed by Bart J. Turecamo, Sr., who expanded maritime operations independent of the construction company. The new tugboat company quickly gained a reputation for reliable service, with a niche in the general towing of construction material on scows and barges. The tremendous expansion of business that occurred after World War II saw Turecamo extending its services to include coastal towing of ships and barges.

In the 1970s Turecamo expanded into shipdocking operations, with the fleet in New York growing to 14 tugs. At that time, with many changes developing in the maritime industry, the need for a multi-port presence became clear. Turecamo met this need with the acquisition of White Stack Towing Company in Charleston, SC, in 1978; Taylor & Anderson Towing in Philadelphia, PA, in 1988; and Atlantic Towing Company in Savannah, GA, in 1990.

Turecamo's integration into Moran unites two organizations that share a common philosophy of supplying quality service, well-maintained tugs and equipment, and trained and dedicated crews.

Mr. Paul R. Tregurtha, Chairman of Moran Transportation Company, stated, "Moran has provided reliable, quality service to its customers for almost 140 years. We are delighted to combine our operations with the Turecamo Companies, which have a similar, well-deserved reputation for first-class service." Gregory J. McGinty, President of Turecamo Maritime, Inc., said, "We look forward to working with our counterparts at Moran to provide our customers with safe, efficient tug and marine transportation services. Our combined companies will be well positioned to continue to respond to the needs of our customers and to the demands of a changing regulatory environment."



Joining Forces
More Ports, More Power.

Moran Towing Corporation
100 Greenway Plaza
Houston, TX 77046
Tel: 281-440-1000 Fax: 281-440-1001
E-mail: info@moranlog.com

Turecamo Maritime, Inc.
Two Greenway Plaza
Houston, TX 77046
Tel: 281-440-1000 Fax: 281-440-1001
E-mail: info@turecamo.com

Our "Joining Forces" ad appears in many industry publications. (See pages 18 & 19 for our updated fleet list.)

CHRISTENING CEREMONIES



From left to right: Janice Germain, wife of Robert Germain, President of Marmac Marine Transport; Congresswoman Tillie K. Fowler; Alexandra MacLeod and Sarah MacLeod, both daughters of Malcolm W. MacLeod.



Cynthia Germain, Sponsor, addresses Malcolm W. MacLeod, President and CEO, Moran Towing Corporation, while Janice Germain, wife of Robert W. Germain, President of Marmac Marine Transport, stands proudly in the background.



Congresswoman Tillie K. Fowler christens the "Alexandra Moran."



Alexandra MacLeod christens the "Sarah Moran."



Drema Farmer christens the "Tillie Moran," while Ned Moran, Senior Vice President, Moran Towing Corporation, and Congresswoman Tillie K. Fowler look on.

PETROLEUM TRANSPORT CORPORATION

SOUTHEAST DIVISION

PETROLEUM TRANSPORT CORPORATION (Petco), Moran's oil barge subsidiary, was the successful bidder on a multi-year contract with Florida Power & Light Corporation (FP&L). The contract calls for Petco to crew, operate and maintain four twin-screw pushboats and four double-hull barges to transport fuel oil to FP&L power-generating plants in Cape Canaveral, and Sanford, Florida. The units are in continuous operation year-round.



Mr. Luis Pereira

Mr. Luis Pereira was named General Manager, Southeast Division and will head up the new Petco operation based in Jacksonville, Florida. The four pushboats were built by C&G Boatworks in Bayou Labatre, Alabama. They are 65 feet in length and powered by a pair of Detroit diesel engines, delivering a total of

1,000 horsepower. The tugs are also equipped with complete communication and navigational aid systems to assist in safe navigation on the confined inland waters. The boats carry the famous white "M" on their stacks and are named **ALEXANDRA MORAN, SARAH MORAN, JANICE MORAN** and **TILLIE MORAN**.

The four barges were built by Galveston Shipbuilding Company in Galveston, Texas. Each barge is 297.5 feet long and has a cargo capacity of 18,000 barrels. The barges are discharged at the power plants using shore-side suction pumps. However, the barges were built so that onboard pumps could be installed with minimum outfitting, if the need arises. The barges are also outfitted with oil spill



Congresswoman Tillie K. Fowler takes the helm of the towboat TILLIE MORAN.



The TILLIE MORAN is one of four new 65-foot, 1,000 HP pushboats built to service the Petco contract with Florida Power & Light.

prevention and protection equipment, including an overflow protection system, oil-absorbent supplies, a pneumatic oil skimmer and sufficient oil boom to encircle the barge and pushboat with a 20 percent overage.

The contract calls for three of the units to service the Sanford Plant, 130 miles south of Jacksonville, on the St. Johns River and one unit to service the Cape Canaveral Plant. The first units commenced operation in October 1998, and the entire operation is now on line, with attentive management and trained crews, delivering fuel on schedule to Florida Power & Light. ⚓



One of the four unmanned, 297.5-foot-long oil barges used by Petco for the Florida Power & Light contract

NATIONAL LIGHTHOUSE MUSEUM SITE SELECTED

lighthouses

Like tugboats, **lighthouses** are subjects of endless fascination to the general public. In this era of satellite navigation, most of these graceful structures are no longer used as aids to navigation. Those that remain no longer have keepers, and many have fallen into a serious state of disrepair. This has prompted maritime and lighthouse enthusiasts around the world to promote the preservation of abandoned lighthouses and to assist responsible government agencies in saving those lighthouses that function.



The 19th Century Operations Center of the old U.S. Lighthouse Service, on the U.S. National Register of Historic Places and a New York City landmark, will be rebuilt for the new museum.

In the United States, the U.S. Lighthouse Society wants to establish a national lighthouse museum and research center. In 1997, the society requested proposals from 14 potential sites around the country. After evaluating the responses, the society selected Mackinaw City, Michigan; Point Judith, Rhode Island; Hull, Massachusetts; New London, Connecticut; and Staten Island, New York as potential sites.

After further study, Staten Island was selected to become the future home of the national lighthouse center and museum. The location chosen is in the newly restored St. George museum on a 10-acre site, listed

in the National Register of Historic Places, that is adjacent to the Staten Island terminus of the world-famous Staten Island ferry. The site, with the Manhattan skyline in the background, is now a tourist attraction for thousands that ride the free ferry service from Manhattan.

Beginning in 1867, the U.S. Lighthouse Service was housed at the St. George site, and much of the early research and development in lighthouse design, including electrification, took place there. The adjacent pier was home port for the fleet of USLS buoy tenders that supplied East Coast lighthouses manned in those times by resident lighthouse keepers.

When the U.S. Lighthouse Service was taken over by the U.S. Coast Guard in 1939, the St. George site became a Coast Guard base. During World War II, the fleet of Coast Guard cutters that served as convoy escorts was home ported there. New York City took title to the site in 1966, when the Coast Guard moved its operations to Governors Island.

The proposed \$20 million museum has received \$5 million in local and state funding. The trustees of the museum now have the monumental task of raising \$15 million from the private sector. ⚓



Aerial photo: St. George, Staten Island, NY, is the future home of the National Lighthouse Center and Museum. It will be located next to the Staten Island Ferry Terminal.

GRAND PRINCESS



The *GRAND PRINCESS* making her way down the Hudson River

On September 24, 1998, two Moran® docking tugs sailed south on the Hudson River to meet and dock the largest and most expensive cruise ship afloat today. Appearing to the east of, and eclipsing the Statue of Liberty, the Grand Princess resembled a floating 30-story building. She had left the Mediterranean Sea and following her transatlantic crossing would reposition for winter cruising in the Caribbean.

Slowly, this new, spectacular ship made her way down-river abreast of the skyscrapers of Manhattan and was joined by the two Moran® tugs. In a typical New York Harbor welcome, a New York City fireboat shot plumes of red, white and blue water into the morning sky. Camera flash bulbs blinked from all decks of the ship as the tug *MARGARET MORAN* came up on the starboard side to put the docking pilot aboard. A powerful Moran® tug assisted

this 109,000-ton ship into the slip at the New York passenger ship terminal.

Any cruise ship authority could not help being impressed by the *GRAND PRINCESS*, carrying 2,600 passengers and a crew of 1,100. The ship offers many innovations, such as a wedding chapel, virtual reality center, a lap pool with a current to swim against, and the largest

MORAN AWARDED NAVY CONTRACT



The GRAND PRINCESS assisted by the tug Margaret Moran

number of cabins with private balconies. One of the most unusual innovations is the glass-enclosed disco lounge, 150 feet above the stern, accessible by a moving "skywalk." Also, there are "cruisercise" fitness classes, basketball and paddle tennis courts, a jogging track, and a nine-hole putting green. The ship has four restaurants for breakfast, seven for lunch and five options for dinner, including the 24-hour Horizon Court restaurant. Children are entertained in a two-level indoor/outdoor supervised play and swim area.

The ship remained in New York for six days, making two cruises to nowhere and showing off to the press, travel agents and their clients. Many new cruise ships call in New York on their inaugural voyage to introduce their amenities to the public. On Saturday, September 28th, Princess Cruises held an open house on the ship and estimated they had 6,000 visitors. The highlight of the vessel's New York visit was the naming ceremony, when actress Olivia de Havilland christened the ship. ⚓

THE UNITED STATES NAVY, through the **Military Sealift Command**, has awarded **Moran** a contract to provide eight tractor tugs on a time-charter basis.

The tugs will perform harbor services for the Naval Station at Norfolk, Virginia, and the Naval Amphibious Base at Little Creek, Virginia. These Moran® tugs will replace the Navy's own YTBs in Hampton Roads, which is the largest naval installation in the world.

The award of this contract continues the Military Sealift Command's program, begun in 1986, to "privatize" tug services at various Navy bases worldwide as an alternative to upgrading or building replacements for the current fleet of Navy tugs. The first Moran® tug entered service under the contract in February 1999, some 10 months earlier than anticipated. Initially, Moran® tugs and crews will work alongside the 14 Navy tugs based in Hampton Roads, as they are phased out. Admiral James Perkins, the recently retired Commander of MSC, commented. "This is one example of how government partnering with private industry saves the taxpayer money, while maintaining quality service."

"We're delighted," said company Senior Vice President Edmond J. Moran, Jr. "We also have a significant requirements contract with the Navy in Hampton Roads. This time charter of eight tractor tugs is a very important step forward for us in terms of our partnership with the Navy."

The first of the new buildings dedicated to the contract was launched by Washburn & Doughty in Boothbay, ME, on July 8, 1999. ⚓

BATTLESHIP MASSACHUSETTS - BB 59



The USS MASSACHUSETTS is moved for the first time in 33 years from her berth at Battleship Cove, Fall River, to a dry-dock in Boston by Moran® tugs.

Battleships have served in the world's navies since 1906, when Britain launched the first, HMS Dreadnought. None remain in today's modern navies, but many still serve as memorials, museums and tourist attractions.

The last battleship to serve in war was the **USS MISSOURI**, known as the place where the peace treaty with Japan was signed in Tokyo Harbor on September 2, 1945.

The **MISSOURI** was returned to active duty during the Persian Gulf war, was decommissioned again in 1992, and is now a museum in Pearl Harbor, Hawaii.

This past November, a unique event occurred on the northeast coast of the United States. Another great veteran battleship, the *USS MASSACHUSETTS*, was at sea again, under tow by two Moran® tugs. Moran's tugs have assisted the Navy in war and peace for more than a century, both at home and abroad, including, most famously, a crucial support role during the Normandy invasion. Thus, the sight of tugs with the white "M" on their stacks guiding the great battleship was a scene familiar to history. The ship was towed from her home port at Fall River, Massachusetts, to Boston for drydocking. This is the first time in 33 years that the ship has moved from her berth at Battleship Cove in Fall River, where she serves as a war memorial. The *USS MASSACHUSETTS* is a South Dakota class battleship, one of four built at the Bethlehem Steel Company, Fore River Shipyard, Quincy, Massachusetts. The keel was laid on July 20, 1939. She was launched on September 23, 1941, and was commissioned at the Boston Navy Yard on May 12, 1942.

The new battleship saw combat action for the first time during the invasion of North Africa, in Operation Torch, on November 8, 1942. Lying off the coast of French Morocco, at Casablanca, she engaged in one of the few direct battleship gun duels of World War II, sinking the Vichy battleship *JEAN BART*.

In February 1943, the big Mamie, as she was affectionately known, left the Atlantic fleet and passed through the Panama Canal to join the Pacific theater of operations. While there, she took part in most of the major battles, supporting the invasion of many Pacific islands, guarding convoys, carrying on shoreline bombardments and sailing in aircraft carrier task forces. After receiving eleven battle stars for wartime service, the *MASSACHUSETTS* was decommissioned on March 27, 1947, and placed in the Atlantic reserve fleet at Norfolk, Virginia. The next chapter, and the longest one in the history of this ship, came when a group of former crew members and other interested parties joined together to bring the ship back to her namesake "Bay State" as a war memorial. It was no small task in the 1960s to raise the needed half million dollars, obtain political

support and find a location that could serve as a permanent home for the 680 foot long ship. On June 8, 1965, the battleship arrived under tow at her new home port in Fall River, Massachusetts.

On November 4, 1998, the ship left Fall River, under tow of the 6,300 HP tug *ESTHER MORAN*, with the assistance of the 3,300 HP tug *JUDY MORAN*, for the 300-mile voyage to Boston. Veteran northeast pilot Captain Bruce Fisher, with a riding crew of 15, supervised the undocking. Travelling at 3 to 4 knots around Cape Cod, the tow arrived off Boston harbor at 7 a.m. on November 7th. The two Moran® tugs under the command of Moran's tow master, with their tow, were met at the harbor entrance by four harbor assist tugs, two going on each side of the battleship to move her slowly into drydock.

While in drydock, the ship's hull will be cleaned, surveyed and painted. Hull plates and rivets will be replaced or repaired as necessary, and 108 hull valve openings will be sealed. Upon completion of the drydock repairs, the battleship will be returned by Moran to her place of honor at Battleship Cove. ↓





CV REGINA MARESK July 22, 1998

Moran tugs joined other harbor craft to welcome the **REGINA MARESK** on her maiden arrival to the Port of New York & New Jersey.



QUEEN ELIZABETH II May 1999

The **QE2**, the most famous passenger ship in the world, came to New York on her 30th anniversary. Moran has assisted the ship since she first came here on her maiden voyage on May 7, 1969.



MS PARADISE November 18, 1998

Carnival Cruise Line, maiden arrival in New York. The ship is completely smoke-free in all areas for the crew and passengers. Passengers who smoke are put off the ship at the next port-of-call.



MV ROTTERDAM VI April 22, 1998

Holland America Line, maiden arrival in New York. This is the sixth ship to carry the same name in the HAL fleet.

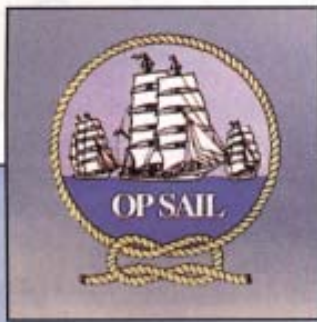


BARGE SOMERSET

February 17, 1999

Moran's barge **SOMERSET** takes on a cargo of locomotives at the Penn Terminal, Chester, PA. The cargo of 16 diesel GE locomotives was towed by the tug **JOAN MORAN** to Santos, Brazil. Converting the bulk barge to carry the locomotives is another example of how Moran meets customer needs.

OPERATION SAIL 2000



The U.S. Coast Guard's sail trainer USCGC EAGLE, built in 1936, will lead the parade of vessels in New York Harbor. In the background is another tall ship, the barque SAGRES, built in 1937, from Portugal.

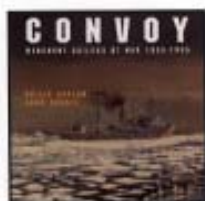
When New York hosted the first Operation Sail in 1964 for the World's Fair, seven Class A, square-rigged training ships came for the celebration. It was thought at the time that the age of the great sail trainers was over and this would be the last opportunity to gather them together. Now, after four Op Sails held in New York Harbor – including America's Bicentennial observation held in 1976, the 100th birthday of the Statue of Liberty in 1986 and the 1992 Quincentenary commemorating Columbus' arrival in the New World – the event has become an institution. There are now some 50 Class A tall ship sail-trainers in the world, many built as a result of the popularity of the first event in 1964.

OP SAIL 2000, to be held on Monday, July 4, 2000, celebrates the new millennium and our nation's 224th birthday. The grand finale event in New York Harbor, with the 10-mile parade of ships up the Hudson River, promises to be

the greatest gathering of vessels ever assembled. Operation Sail Inc., founded in 1961, is a nonprofit organization dedicated to sail training, cultural exchange and good will among the world's nations.

Not only the Class A tall ships, but vessels of every description, including an International Naval Review, coming from some 60 nations around the world, will join in the event. The fleet will make a seven-city tour of ports in the United States, including San Juan, Puerto Rico; Miami, Florida; Norfolk, Virginia; Baltimore, Maryland; Philadelphia, Pennsylvania, then will meet in New York. On the way home, the ships will stop off at New London, Connecticut. Following the tradition of past events, the U.S. Coast Guard's 295-foot-long barque **EAGLE** will lead the parade of ships. ⚓

RECOMMENDED READING



CONVOY by Philip Kaplan, Jack Currie

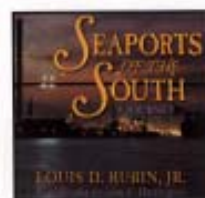
Naval Institute Press, Annapolis, MD ©1998, 224 pages, color and b&w illustrations

Hardcover \$36.95

It was called the "Bridge of Ships," the great sea lift of ships that supplied the war effort in World War II. The ships were manned by the British Merchant Navy, American Merchant Marine and the Canadian Merchant Marine. They fought the longest sea battle of the war, with the first ship sunk on September 3, 1939, and the last one on May 7, 1945. The war took some 50,000 lives of allied seamen, most going to an unknown watery grave.

The book brings back those dark days with memoirs of the men who sailed the convoys, survived in lifeboats, only to return again

and again to face the U-boats to deliver their cargos. We see pictures of men who look so young, hear their stories and realize what unsung heroes they were. One of the most desperate convoys, PQ 17, when on the run to Murmansk, Russia, was broken up and the ships ordered to scatter in the Arctic Ocean, resulting in 22 being sunk by German aircraft and U-boats. There are many rare photographs, paintings and perhaps most interesting, wartime posters. Detailed drawings and photos are included on the famous American-built Liberty ships, too.



SEAPORTS OF THE SOUTH - A JOURNEY by Louis D. Rubin, Jr.,

photography by John F. Harrington Longstreet, Atlanta, GA ©1998, 268 pages, Illustrated

Hardcover \$25.00

Louis D. Rudin, Jr., has joined with his freshman college friend of 1940, John F. Harrington, a photographer, to guide us on a trip through 13 Southern seaports. Rudin is not only a man of letters with 45 books to his credit and an educator but a lifelong maritime buff, too. Harrington is a professional photographer who ran his own studio for 40 years and shares Rudin's love for the maritime world. Together, they traveled the Southern ports that survived the Civil War and Great Depression to become an important part of the nation's economy.

The introduction to the book points out that it is about Southern seaports, not cities. The author has taken each one and singled

out the unique and special importance of an activity there. We learn that Hampton Roads has coal exports, the U.S. Navy and ship repair; Wilmington has forest products; Charleston has container ships; and Miami has the cruise ship fleets. The author admits to trying to base his selections on the port's importance but ultimately letting his own interests make the final decision. The outstanding color photos by Harrington give a professional photographer's eye to the subjects. The working people of the various ports gave the author the information and introductions he needed, such as Don Peck of Moran in Jacksonville, Florida.

Also Received

Merchant Marine Days David LaMont Lee

Narwhal Press, Inc., Charleston, SC, 1998

178 pages, b&w photos

Paperback \$19.95

"The merchant marine? What's that?" This is a question all merchant mariners, especially those of World War II, have been asked many times, and Lee answers it with his own story. He takes us from his enlistment in the U.S. Maritime Service boot camp in California during WWII to his experience in shipping out as an AB and moving up to a licensed Third Mate after attending USMS Officer's School at Alameda, CA. The book does much to explain the important part played by the merchant marine in wartime.

The Endurance Carolina Alexander

Alfred A. Knopf, New York

In association with American Museum of Natural History, NY

214 pages, 140 b&w photos

Hardcover \$29.95

English Merchant Navy Captain and explorer Ernest Shackleton set sail in August 1914 with a crew of 27 for the South Atlantic to cross the Antarctic continent on foot, and this is their story. Joined with the amazing account by the author of their plight are the never-before-published photos of Frank Hurley, an Australian photographer in the crew. Hurley was able to keep the glass negatives in sealed canisters for months on the ice flows, a week in an open boat and several months buried in the snow, so they survived for us today to share the experience.

Passenger Liners American Style William H. Miller

Garmania Press, London, England, 1999 156 pages, b&w photos **Paperback \$32.95**

From the prolific pen of Bill Miller, well known for some 40 books on the world's passenger ships, comes this book covering all the post-WWII American passenger ships, most of which have long faded from the scene. There are photos and stories of the great liners, *UNITED STATES* and *AMERICA*, as well as the smaller, lesser know ships, such as *ALCOA CAVALIER* and *SANTA MAGDALENA*. Miller adds his special touch with anecdotes about the ships and their famous passengers and captains.

MIAMI TUG ★ COMMENDATIONS ★

A fire broke out on the Celebrity Cruise ship *MS ECSTASY* when the ship was outbound from the Port of Miami on the evening of July 20, 1998. Moran® tugs *DOROTHY MORAN*, under the command of Captain Thomas Evans, and *SEWELLS POINT*, under the command of Captain Albert Bebe, responded with other vessels of the port to assist the stricken cruise ship.

The tugs took over from the U.S. Coast Guard the transportation of shoreside fire departments to the burning vessel after previous attempts were unsuccessful. Continuing to lend assistance, the tugs helped the ship, which had lost propulsion power due to the fire, gain maneuvering control, saving the vessel from grounding. They then transported injured personnel to waiting medical assistance ashore and assisted in docking the ship.

After the ship had docked, early the next morning, Wayne Anderson, the deckhand on watch aboard the *DOROTHY*, noted that the stern mooring lines on *ECSTASY* were not holding and the ship was in danger of drifting away from the dock. He alerted Capt. Evans, started the tug's engines, woke the crew, cast off from the dock and called the *SEWELLS POINT* to assist with the ship. The quick thinking of Wayne Anderson saved the ship from grounding on MacArthur Causeway.

Both the tugs and crews received Public Service Commendations from the Miami Captain of the Port, Capt. Larry Bowling, U.S. Coast Guard. In addition, Captain Sartori Vittorio, master of the *MS ECSTASY*, sent letters of appreciation to Capt. Evans and Bebe for their help in fighting the fire on his ship. ⚓

The crews of the DOROTHY MORAN and SEWELLS POINT received Public Service Commendations from the Miami Captain of the Port, Capt. Larry Bowling, U.S. Coast Guard.



W. ANTHONY WATT RETIRES

Moran's Vice President of Sales, W. Anthony Watt, retired from the company in June 1999 with 26 years of service. He started his career in the maritime industry when he joined the Spentonbush Fuel Transport Service working as a dispatcher, personnel manager and port captain. In 1967, he joined Midland Marine Corp. as a Charter Broker. Moving to Florida in 1971, he became Sales Manager of Jacksonville Shipyard Inc. He re-entered the towing business in 1973 as Vice President of Operations for the Florida Towing Company in Jacksonville.

When Florida Towing became part of the Moran organization in 1976, Mr. Watt was appointed Vice President of the new subsidiary firm. He came to the Moran headquarters office in 1978 to take over as manager of Moran's subsidiary, Seaboard Shipping Company. With his background in shipyard management, he became Assistant Manager of Moran's construction and repair department in



1980 and Vice President in 1984. He was elected to the Moran Board of Directors in 1984 and subsequently appointed Vice President-Sales.

IN MEMORIAM

It is with deep regret that we inform you of the death of Lloyd R. Graham, on April 21, 1999. Prior to his retirement in 1985, he served for 19 years as Vice President of Sales at Moran Towing and Transportation Co., Inc., in New York. Among his many endeavors, he served as Director of the Maritime Association of the Port of New York and New Jersey, Governor of the Propeller Club and Trustee of the Floating Hospital.



Lloyd was a combat veteran of World War II, including the D-Day invasion, enlisting as a private and rising to the rank of major.

His guidance, counsel, and knowledge were a great help to all who knew and worked with him. We extend our deepest sympathy to his wife, Ann, children and grandchild.

SERVICE AWARDS

45 YEARS SERVICE

Malcolm MacLeod

35 YEARS SERVICE

Donald Peck

30 YEARS SERVICE

Patricia Boncoraglio

Richard Murphy

Ron Obida

Charles Ramsey

25 YEARS SERVICE

John Abercrombie

Victor Earle

Gloria Little

Theresa Piner

John Zents

20 YEARS SERVICE

Louis Barra

David Beardsley

20 YEARS SERVICE

Lawrence Becivegna

Gary Davis

Michael Gallo

Donald Howcroft

15 YEARS SERVICE

Alan Bischoff

Richard Maloney

John Sparks

10 YEARS SERVICE

Frederick Barrett

Richard Bateman

Stephen Brown

Joaquin Calix

Corbit Chaney

Wade Conner

Francesca Dattilo

William Davis

Robert Dotson

10 YEARS SERVICE

Ronald Droop

Thomas Dundon

Michael Erlwein

Marion Files

Gustave Flink

Elbert Fussell

William Gaillard, III

Robert Graman

James Hickey

Kevin Hurley

Virginia Johnson

Drewy Little

Brandon Luzzi

Vickie Mannino

Vincent Marciniak

James McLaughlin

Jan Nakken

Duane Preston

Charles Pugh, Sr.

10 YEARS SERVICE

Thomas Rourk, Jr.

Walter Russell

Theone Saltis

Manuel Sampedro

William Shields

D. Thrasher

Donald Waldeck

William Williams

5 YEARS SERVICE

Christopher Abdoel

Wayne Anderson

Leon Bell

Kevin Black

Douglas Blasius

Richard Bohaczed

Robert Brannagan

James Browning

Steven Carmine

5 YEARS SERVICE

Edward Carter

Steven Carter

Donald Cheetham

David Clark

Douglas Crockett

Romolo Dicesare

Ralph Egan

Charles Ellis

Judith Enright

Fred Evans

Chris Guy

Fred Hamilton

Jerome Houston

Eve Hunter

Howard James

Daniel Kennedy

William Madden

Frances Martin

Howard Miller

5 YEARS SERVICE

Charles Molin

James Moran

James Morgan

Carlos Moulds

Gary Newell

Louis Oed

Kevin Presky

Thomas Rourk, Jr.

Ormil Savage

Michael Spoto

Reid Sprague

Fred Stevens

Allen Swafford

Bernard Taheny

Noel Tennyson

Eugene Tousell

Keith Ulrich

Alan Watts

Steven Wells

WELCOME ABOARD

Guoying Burgess 10/5/98 Cash Accountant
 Brian Cibroski 5/26/98 Jr. Accountant
 John Collins 11/23/98 Dispatcher
 Joe Dacus 9/28/98 Port Engineer
 John Gazzola 4/1/99 VP-General Manager
 Brian Gerring 2/1/99 Jr. Accountant
 Gregg Goldie 1/19/99 Transp. Coordinator
 John Goyburu 8/10/98 Purchasing Manager
 Gregory Jammes 7/27/98 Diesel Mechanic
 William Kida 4/27/99 Technical Support
 Stacey Krieger 3/19/99 Administrative Assistant
 Robert Love 8/3/98 Assistant Manager

Moran Towing Corp
 Moran Towing Corp
 Moran Towing & Transp.
 Moran Texas
 Moran Pennsylvania
 Moran Towing Corp
 Petroleum Transport
 Moran Services
 Moran Florida
 Moran Towing Corp
 Moran Services
 Moran Miami

Robert Pielh 7/13/98 Electrician
 James Ray 4/27/99 Dispatcher
 James Sanislow 3/15/99 Manager Safety Training & Environ. Protection
 Marc A. Schwartz 12/31/98 Port Engineer
 Timothy Trout 3/10/99 Sr. Accountant

Moran Shipyard
 Moran Florida
 Moran Services
 Moran Services
 Moran Towing Corp



J. Gazzola



J. Sanislow

PROMOTIONS

Jonathan Archer 1/1/99
 Moran Virginia Fleet to Eng. Coord., Moran Mid-Atl.
Robert Barry 1/1/99
 Sr. Accountant to Accounting Manager
Craig Carnahan 1/1/98
 Dispatcher to Operations Assistant
James Coyne 1/1/98
 AVP-C&R Moran-Mid-Atl. to VP-C&R Moran-Mid-Atl.

Thomas Craighead 2/15/99
 Op. Mgr., Moran Florida to Gen. Mgr., Moran Miami
Gustave Flink 1/1/99
 Sr. Accountant to Accounting Manager
Carlos Moulds 5/1/99
 Moran Virginia Fleet to Dispatcher
Edmond Moran 1/1/99
 President, Moran Mid-Atl. to Sr. Vice President, MTC
William P. Muller 1/1/99
 President, Moran Services to Vice President, MTC

Thomas O'Steen 2/15/99
 Dispatcher to Operations Manager
Luis Pereira 4/1/98
 Purchasing Manager, Moran Services to General Manager, Petroleum Transport, Corp.
Nicole Pryzbyla 11/6/98
 Asst. Treasurer, Moran Mid-Atl. Group to Assistant Controller
Edward Tregurtha 1/1/99
 Assistant Vice President to Vice President - MTC

WELCOME BACK/TRANSFERS

Michael McVay 8/31/98 Marine Coordinator, Moran Services
 Maurice Furlong 4/21/99 Dispatcher, MT&T
 Matthew Walton 2/15/99 Gen. Mgr., SC
 Herbert Walling 3/15/99 Manager of Marine Personnel

RETIREES

Edward C. Garner Dispatcher, Moran Towing Virginia Division, 14 Years of Service
 Malcolm W. MacLeod President & CEO, Moran Towing, 45 Years of Service

Stanley J. Petro, Jr. Dispatcher, Towing & Transportation, 23 Years of Service
 W. Anthony Watt Vice President of Sales 26 Years of Service

DECEASED

Lonnie Pfaudler 1/13/98 Towing & Transp. Tankerman Mate
 Samuel Wood 3/4/98 Moran Towing VA retiree 12/31/76
 Nick Bodilvic 5/17/98 Towing & Transp. retiree 12/31/79
 James M. Drudy 5/30/99 Towing and Transp. retiree 1/17/71
 Eric Storwick 5/22/98 Seaboard Barge Tankerman
 John A. Williams 9/27/98 Towing and Transp. retiree 3/31/72

Katherine Hellman 10/14/98 Moran Towing MD retiree 12/31/80
 George Mason 12/13/98 Pilot
 Percy Walling 12/25/98 Towing & Transp. retiree 12/31/73
 Annie T. Gillespie 3/31/99 Towing and Transp. retiree 2/2/96
 Lloyd Graham 4/21/99 Towing and Transp. retiree 5/31/85



Captain Percy Walling

Portsmouth, NH ■
 ■ Albany, NY

New York/New Jersey ■

Philadelphia, PA ■

Baltimore, MD ■

Norfolk / Hampton Roads, VA ■

■ Charleston, SC

■ Savannah, GA
 ■ Brunswick, GA
 ■ Fernandina, FL
 ■ Jacksonville, FL

■ Port Arthur/ Beaumont, TX

Miami, FL ■

TUG FLEET



PORTSMOUTH, NEW HAMPSHIRE

Moran Towing of New Hampshire

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

Eugenia Moran3,165 HP
 Fells Point2,400 HP
 E.E. Moran1,750 HP

PORT OF ALBANY

Moran Towing & Transportation

Two Greenwich Plaza
 Greenwich, CT 06830

Frances Turecamo1,640 HP

PORT OF NEW YORK, NEW JERSEY

Moran Towing & Transportation Turecamo Maritime

Two Greenwich Plaza
 Greenwich, CT 06830

M. Moran6,300 HP T
 Esther Moran6,300 HP T
 Barney Turecamo5,600 HP T
 Scott Turecamo5,600 HP T
 Heide Moran4,700 HP T
 Sheila Moran4,700 HP T
 Jean Turecamo4,700 HP T
 Jennifer Turecamo4,700 HP T
 Brendan Turecamo4,290 HP T
 Mary Turecamo4,290 HP T
 Joan Turecamo4,290 HP T
 Valentine Moran4,200 HP T
 Amy Moran3,300 HP T
 Judy Moran3,300 HP T
 Cape Charles3,300 HP T
 Miriam Moran3,300 HP T
 Margaret Moran3,300 HP T
 Turecamo Boys3,200 HP T
 Catherine Turecamo3,200 HP T
 Kimberly Turecamo3,000 HP T
 Maureen Moran2,150 HP
 Moira Moran2,150 HP
 Diana L. Moran1,750 HP
 Eugene E. Moran1,750 HP
 Cedar Point1,750 HP
 Nancy Moran1,750 HP
 James Turecamo1,700 HP T
 Kathleen Turecamo1,700 HP T

PHILADELPHIA, PENNSYLVANIA

Moran Towing of Pennsylvania

Philadelphia Naval Business Center
 Building 25
 Philadelphia, PA 19112

Grace Moran3,165 HP
 Bart Turecamo3,200 HP T
 Sewells Point3,005 HP M
 John Turecamo3,000 HP T
 Cynthia Moran1,750 HP
 Swan Point1,750 HP

BALTIMORE, MARYLAND

Moran Towing of Maryland

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

Cape Romain3,300 HP T
 Harriett Moran3,005 HP M
 Hawkins Point1,750 HP
 Georgia Moran1,750 HP

HAMPTON ROADS, VIRGINIA

Moran Towing of Virginia

P.O. Box 3415
 Norfolk, VA 23514

Cape Cod4,290 HP T
 Cape Hatteras4,290 HP T
 Cape Henry4,290 HP T
 Z-One4,000 HP TZ
 Cape May3,300 HP T
 Drum Point3,005 HP M
 Town Point3,005 HP M
 Cavalier2,400 HP
 Kings Point2,400 HP
 Carly Turecamo2,400 HP

CHARLESTON, SOUTH CAROLINA

White Stack Maritime

Foot of Laurens Street
 P.O. Box 627
 Charleston, SC 29402

Elizabeth Turecamo6,100 HP TZ
 Christopher Turecamo3,000 HP
 Michael Turecamo3,000 HP T
 Margaret Turecamo1,800 HP
 Tug McGraw1,800 HP

SAVANNAH, GEORGIA

Turecamo of Savannah

504 East River Street
 Savannah, GA 31401

Greg Turecamo4,290 HP T
 Robert Turecamo3,000 HP
 Philip Turecamo3,000 HP
 Cynthia Turecamo3,000 HP
 Devon1,800 HP

T twin screw tug
 M Mortrac® tug
 TZ twin screw Z-Drive
 TES twin engine, single screw
 TP twin engine

Tug locations as of July 16, 1999
 Moran® and Mortrac® are trademarks
 of Moran Towing Corporation

TUG FLEET



BRUNSWICK, GEORGIA

Turecamo of Savannah

504 East River Street
Savannah, GA 31401

Mary Loy 2,400 HP τ
Vincent Turecamo 2,400 HP

FERNANDINA, FLORIDA

Turecamo of Savannah

504 East River Street
Savannah, GA 31401

David Turecamo 1,900 HP

JACKSONVILLE, FLORIDA

Moran Towing of Florida

1534 East Adams Street
Jacksonville, FL 32202

Cathleen E. Moran 3,500 HP τ
Cape Henlopen 3,300 HP τ
Ann Moran 3,300 HP τ
Helen D. Coppedge 2,850 HP τ
Julia C. Moran 1,750 HP

JACKSONVILLE, FLORIDA

Petroleum Transport Company

1534 East Adams Street
Jacksonville, FL 32202

Sarah Moran 1,000 HP τ ρ
Alexandra Moran 1,000 HP τ ρ
Tillie Moran 1,000 HP τ ρ
Janice Moran 1,000 HP τ ρ

MIAMI, FLORIDA

Moran Towing of Miami

P.O. Box 113239
Miami, FL 33131

Marion Moran 5,000 HP τ
Dorothy Moran 3,300 HP τ
Peter Turecamo 2,800 HP τ

BEAUMONT, ORANGE, PORT ARTHUR, TEXAS

Moran Towing of Texas, Inc.

2300 Highway 365, #570
Nederland, TX 77627

April Moran 6,490 HP τ ρ
Doris Moran 5,000 HP τ
Joan Moran 4,800 HP τ
Alice Moran 4,800 HP τ
Cape Ann 4,800 HP τ
Helen Moran 3,500 HP τ
Mary Moran 3,300 HP τ
Mary M. Coppedge 3,200 HP τ

BARGE FLEET

Barge Name	Dimensions	Capacity	Year Built	Service
New York	508 x 90 x 41	250,000 bbls	1970	Ocean
Massachusetts	415 x 84 x 42	145,900 bbls	1982	Ocean
Florida	400 x 78 x 32	132,000 bbls	1980	Ocean
Texas	400 x 78 x 32	132,000 bbls	1981	Ocean
Iroquois	390 x 78 x 25	100,000 bbls	1987	Ocean
Pennsylvania	370 x 74 x 25	93,000 bbls	1971	Ocean
Delaware	334 x 64 x 24	70,000 bbls	1968	Ocean
Connecticut	325 x 60 x 21	40,000 bbls	1994	Ocean
Rhode Island	350 x 60 x 19	64,000 bbls	1972	Inland
Maine	350 x 60 x 19	64,000 bbls	1976	Inland
Seahorse I	290 x 60 x 18	42,000 bbls	1966	Inland
New Jersey	300 x 43 x 20	35,000 bbls	1969	Ocean
Jax1	297 x 50 x 12	17,000 bbls	1998	Inland
Jax2	297 x 50 x 12	17,000 bbls	1998	Inland
Jax3	297 x 50 x 12	17,000 bbls	1998	Inland
Jax4	297 x 50 x 12	17,000 bbls	1991	Inland
Virginia	522 x 85 x 40	27,000 tns	1982	Ocean
Somerset	418 x 75 x 29	14,700 tns	1990	Ocean
Portsmouth	418 x 75 x 29	14,700 tns	1996	Ocean
Bridgeport	418 x 75 x 28	14,000 tns	1986	Ocean
Maryland	515 x 80 x 34	22,800 tns	1970	Inland/Coast
WS1	146 x 38 x 17	1 HB	1956	Inland
WS2	170 x 40 x 16	1 HB	1947	Inland
WS3	170 x 40 x 16	1 HB	1946	Inland
TM1 201	195 x 35 x 12	70,500 ft ³	1990	Inland
TM1 202	195 x 35 x 12	70,500 ft ³	1990	Inland

MT CROWN UNITY, operated by OSG Ship Management, Inc., sails from Fort Mifflin Terminal, Delaware River, on May 10, 1998, assisted by Moran and Turecamo tugs. At 1,000 feet long and 300,000 DWT, this is the largest vessel to sail up the Delaware River. Photo: John Curdy



For "Towline Online" and other related information,
visit our interactive Web site at

www.morantug.com