

TowLine

Volume 57



MORAN's newest tractor tug features advanced firefighting equipment

– *Kaye E. Moran*, launched Oct. 28, 2003



On the cover...

MORAN's newest tug the *Kaye E. Moran* was christened by Kaye E. Barker, as she was launched on Oct. 28, 2003.

The tug, along with her yet to be completed sister, *James R. Moran*, named for Kaye's husband and MORAN Vice-Chairman, James R. Barker, will be assigned to ship assist duties at Dominion LNG Terminal at Cove Point, Maryland.

Both the *Kaye E.* and *James R. Moran* bring a number of formidable abilities to their important work. Chief among them is their fire fighting capability. Both tugs are built to a level of international fire-fighting standard known as FiFi-1. Among requirements of this classification is a pumping capacity of at least 10,460 gallons per minute.

This enormous quantity of water is delivered through two monitors, mounted on the pilothouse



deck. Additionally, both tugs employ a 'deluge' system which allows the vessels to be totally enveloped in a mist of sprayed water. The system allows the tugs to maneuver close to a fire so that they can safely deploy their water pumping capacity or assist in other ways.
Story on page 8.

Latest News...

MORAN plans to take delivery of two new double-hull oil barges within the next 18 months, with both units to be under multi-year contract with Conoco-Phillips, delivering products from East Coast refineries.

The new 110,000 barrel barges are being built by Bay Shipbuilding Co., Sturgeon Bay, Wisc. Each barge, measuring 425 feet in length, will be capable of carrying 17,000 tons of cargo in 10 separate tanks.

"This is another significant step in our company's barge modernization program," said Bruce Richards, MORAN's director of barge operations.

More on these additions to the company barge fleet will be reported in subsequent issues of *Towline*.



Aerial photography: Aerofoto Internacional, San Juan

Featured vessel this issue... Tankbarge *Tennessee*

MORAN's newest barge, the 332-foot double hull tankbarge *Tennessee*, currently on charter to Shell Oil on the south coast of Puerto Rico is shown above.
See story page 4.

TowLine

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A lot goes into a new barge



MORAN's newest barge on the job for Shell Oil

A significant addition to MORAN's fleet of petroleum barges was recently accomplished with introduction of the new 80,000 barrel, double-hulled tank barge, *Tennessee*, now operating under contract to Shell Oil Co. in Puerto Rico.

This new barge, 332 feet in length with a seven-foot high trunk deck maximizing its cargo carrying capacity, is working in partnership with the double-hulled MORAN barge *Portland* delivering a variety of black oil products from Shell's

refinery at Yabacoa on the south coast of Puerto Rico. The 3,300 hp twin-screw tug *Amy Moran* is towing the *Tennessee* while the 4,290 hp *Valentine Moran* is towing the larger barge, *Portland*.

"Now we have two modern double-hull barges working for Shell in Puerto Rico," said Bruce Richards, MORAN's director of barge operations. "Not only do we have our newest and most modern barge there, but we have been able to modify both barges to suit the

specific needs of our client."

Richards was referring to the fact that both the *Tennessee* and the *Portland* have been modified with the addition of a forward manifold section to accommodate the layout of Shell's barge dock at Yabacoa. The barges can now load or unload cargo there at both ship-dock and barge-dock in all states of tide and weather, according to Richards.

MORAN's newest barge was delivered from the Senesco shipyard in North Kingston, R.I., this past spring. The barge was constructed for Seaboats Inc., a Massachusetts-based tug and barge company. After discussions with Seaboats, however, MORAN was able to execute a charter of the new vessel with an option to purchase at the end of the three-year charter period. MORAN exercised its option to purchase the *Tennessee* at about the same time it sent the barge into Colonna's Shipyard in Norfolk for conversion from clean oil cargo capacity to heated black oil cargo. The company spent more than \$1 million on shipyard improvements including conversion to a manned barge status, addition of new manifold sections port and starboard and other customizing changes.

"They've done a very nice job on this barge," said Nathan Holliday of Homestead, Florida, one of two barge captains who took over the *Tennessee* as soon as it was free of the shipyard.

MORAN's 3,500 hp tug, *Valentine Moran*, tows the new barge, *Tennessee*, into San Juan, Puerto Rico, for her maiden arrival.

The new barge takes on one of her first cargoes, above left, at Shell Oil terminal in Yabacoa.

"The new quarters for crew are quite nice," he added. "Probably the best thing for us is the acoustic insulation in all the new deck structures. You can have all the diesel engines running and you really can't hear them." Bobby Gipson of Birmingham is the alternating barge captain.

Shipyard workers, directed by naval architect Paul Gow of California, cleared away existing deckhouses on the barge and replaced them with two new structures for machinery and one centerline structure for crew quarters. A key element to shipyard improvements was installation of closed circuit heating system for all 10 cargo tanks combined with a five million





BTU Volcanic heater.

A primary cargo of the *Tennessee* is No. 6 oil, a syrupy, black liquid that smells like tar but is used for different purposes. Like asphalt, it may become semi-liquid in cooler temperatures. To facilitate loading and discharging, it is generally heated to a temperature of about 130°F.

Six-oil, also known as bunker oil, is a residual product of crude oil after the more valuable products like gasoline and diesel have been removed. Typically transported and stored in large quantities, six-oil is used as fuel for some engines and for steam boilers and power generators. Since six-oil is so thick and viscous, it is usually heated during transportation since

Always at the ready - large Danforth-style anchor is mounted on a slide at the bow, ready for quick deployment, when needed, by the two-man barge crew.

the resulting thinner product is loaded and unloaded more easily. The hotter it is the thinner it is.

MORAN's new barge *Tennessee* is outfitted with the latest in safe cargo handling systems for six-oil or any other type of cargo. Her systems for vapor recovery, tank monitorization, overflow detection and tank gauging are all the latest of their types. Barge captain Holliday said he especially favored the Bergen radar tank gauging system that keeps track of cargo levels in each tank for closed loading.

"You put all these systems together and you've got a really good, safe system for keeping oil out of the water," he said. "It lets you know anywhere you might have a problem long before it really gets to be a problem."

Other new gear aboard the *Tennessee* includes two

hydraulic deck cranes, a 40-foot aluminum gangway, 1,100 feet of containment boom, a Nabrico hydraulic anchor windlass, a 1,000-pound Danforth-style anchor, and 2,000 feet of high-strength emergency towing hawser, all stowed on deck and ready for immediate deployment.

All engines aboard the barge are Caterpillar diesels, with port and starboard pump engines and two Cat diesel-generators supplying AC power. Hydraulic power for cranes, windlass and capstans comes from a PTO on the port pump engine, or from electric motors. With both cargo pumps running and discharging through two headers, the barge can unload its heated cargo at up to 8,500 barrels per hour.

Holliday and Gipson are both veteran tankermen for MORAN and other companies, with a variety of experience levels. Both have had tankerman's licenses for more than a decade and have license endorsements for firefighting, benzene cargoes, vapor recovery, deck safety, hazardous materials and handling of dangerous liquids. Once the *Tennessee* was on station and operating smoothly, the barge captains went on alternating tours of duty, with each one being joined by another professional tankerman. Normal crew rotations for MORAN's barge personnel are 21 days, with each crewmember working 12-hour shifts while on the job.

Delivery of oil cargoes around Puerto Rico and neighboring Caribbean islands is just one of MORAN's operations on Puerto Rico. The company also tows container barges to San Juan for



Deck gear on the *Tennessee* includes necessary piping for 10 separate cargo tanks, and a forward manifold section to accommodate the layout of the Shell oil pier on the south coast of Puerto Rico.



TrailerBridge, and tows grain barges to San Juan and other ports for Molinos, the international food company.

Tennessee, built for conventional towing with a 30-foot deep stem notch, is the 14th petroleum barge of various types in the MORAN fleet. The company's tank barges range from 35,000 to 250,000 barrels. More than half of its tank barges can carry heated cargoes.

It's easy to view the *Tennessee* as part of an ongoing program to modernize MORAN's barge fleet to keep it as competitive and safe as possible, said Paul Tregurtha, MORAN's CEO. "It's our plan to continue to upgrade the barge fleet which is a vitally significant part of the company," he added.



MORAN gears up for new LNG job at Cove Point

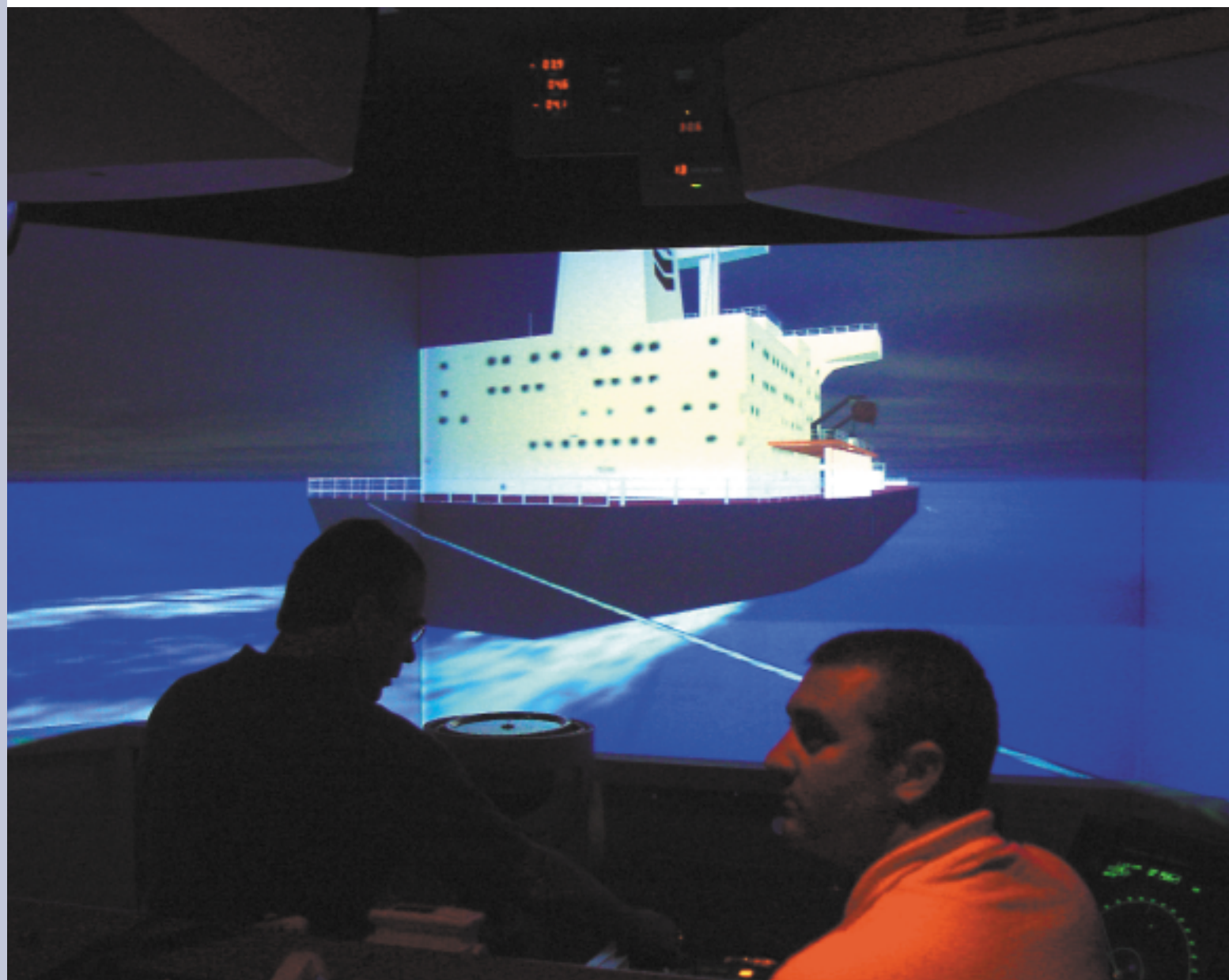


Photo: Michael Nesbitt for Moran Towing

MORAN has recently taken delivery of the most advanced tugboat in its history – a 5,000 hp z-drive tug designed to assist some of the largest LNG tankers in the world at ports along the Eastern Seaboard.

Launched in November, 2003, at the Washburn & Doughty Shipyard in East Boothbay, Maine was the 92-foot *Kaye E. Moran*, with ship-assist winches on bow and stern, and up to 10,600 gpm fire-fighting capability. A sistership is expected to be delivered by mid 2004.

“These are very special kinds of tugboats,” said senior vice president Ned Moran. “We’re happy to have the opportunity to invest in this equipment because it puts us at the forefront of the kind of technology that is needed to perform well in the LNG industry.”

MORAN’s newest vessel is slated to join other 5,000 hp tugs providing ship-assist services for LNG tankers at the newly-reopened Dominion Cove Point LNG storage terminal south of Baltimore, Maryland, on Chesapeake Bay. *Kaye E. Moran* is named in honor of Kaye Barker; the wife of MORAN’s vice chairman, James R. Barker. The second tug will be named *James R. Moran* in honor of Mr. Barker. It is particularly appropriate that these two tugs will be working together just like their namesakes. MORAN already provides similar ship-assist services for LNG tankers calling at a terminal on the Savannah River in Georgia.

As many as 90 LNG tankers per year could eventually be arriving at the Cove Point facility, depending on such variables as natural gas price and supply the rate of gas consumption in the U.S. The Southern LNG terminal at Elba Island on the Savannah River, by comparison, has been processing about 60 tankers a year since it reopened in late 2001.

The Cove Point facility includes an offshore terminal – about a mile offshore – which can handle two tankers at once, as well as an onshore storage site. A pipeline for gas and an underground bicycle tunnel for transporting people connect the offshore pier to the mainland. Built in the 1970s, the Cove Point terminal received LNG shipments only between 1978 and 1980, and



Photo: Bob Mitchell for Moran Towing

MORAN’s newest tug, *Kaye E. Moran*, has been outfitted with the most modern firefighting equipment, including water pumping capacity of close to 11,000 gpm through two deck monitors aft of wheelhouse.



Simulated scenes of the Cove Point Terminal were part of training for Moran personnel at Marine Safety International, Newport, R.I.

had been shut down in the more than two decades prior to its recent reopening.

The Cove Point terminal is the largest LNG import facility in the U.S. and was acquired by Dominion in September 2002. The facility has storage capacity of five billion cubic feet. In addition to cargo brought in by ship, the facility also receives gas by pipeline. A fifth LNG tank at Cove Point is currently under construction.

Typical unloading time for an LNG tanker at Cove Point is 12 to 24 hours and during that time



Tug skippers benefit from simulator drills

It's all about control, said Capt. Bill McKay, shiphandling instructor at Marine Safety International in Newport. "The thing we've most been trying to get across that is appropriate to the LNG world is the amount of control that you've got when you are utilizing modern tractor tugs properly," said the former U.S. Navy destroyer captain. "I think everyone who attended these training sessions came to realize that it doesn't make any difference whether the ship has an engine or a rudder that work. If you've got three powerful tugs, including two tractor tugs, you don't even need the ship's engine or rudder."

With the kind of slow speed harbor transits that is typical of most LNG ships, modern z-drive tractor tugs can be especially effective in turning or even stopping a ship that loses control, McKay added. "Considering the speed that they are going in most of these ports, the tugs really do have terrific control over what they're doing."

Marine Safety International has provided simulator training to pilots, port officials and tugboat captains from every port involved with LNG movements including Lake Charles, Savannah, the Dominican Republic, Puerto Rico, Boston and, most recently, Cove Point on Chesapeake Bay.

all tugs working with the ship are on standby, assigned to a nearby mooring buoy, with one tug ready to provide assistance within a few moment's call-up time.

"Any time there's a ship in there, you can be sure there's going to be three tugs somewhere in the vicinity of that terminal," said Mike Nesbitt, MORAN's manager of fleet training.

Arrival of the first LNG tanker was preceded by months of planning between ship, terminal and tugboat operators, along with local pilots, Coast Guard officials and other parties involved. Tugboat crews along with docking pilots, went through extensive training programs with computerized simulators at Marine Safety International, Newport, R.I.

"There's a lot of very expensive equipment on that offshore pier," said Capt. Bill McKay, USN (Ret.), ship-handling instructor at MSI. "The terminal operators don't want anything to happen that could damage any of that equipment or cause an interruption in the flow of LNG. It's a very safety-oriented culture throughout the whole industry," he added.

LNG is natural gas that has been chilled to change it from a gas to a liquid. Where there are pipelines, natural gas is typically moved as a gas through the pipeline system. However, when natural gas needs to be stored or moved by ship, it is converted to LNG. The advantage to storing and shipping LNG is that it is less likely to catch on fire and requires less space than natural gas. LNG requires 600 times less storage space than natural gas.

A typical LNG tanker calling at Cove Point might be more than 900 feet in length with a beam of 140 feet or more. A typical cargo might be about 34 million gallons or 130,000 cubic meters of liquefied natural gas chilled to a temperature of minus 265°F. Many, but not all, LNG tankers have a familiar profile created by huge spherical tanks that project far above the tanker's main deck.

LNG tankers are high-profile ships that get Coast Guard escorts and a rigidly enforced security zone wherever they travel in U.S. waters. A Coast Guard enforced security zone also pro-

Learning what a tug can do...if it's ever needed

Kevin Hannah has been operating z-drive tractor tugs for MORAN in Norfolk, Virginia, for more than five years. He began by skippering the z-drive tug *Kerry Moran*. He took over the new tractor, *Tracy Moran*, in 2000 and has been her captain since. Hannah, 35, is good with the controls and knows how to get the most out of his 4,200 hp tug. But with most of his work confined to assisting U.S. Naval vessels, he rarely gets an opportunity to really cut loose with all that horsepower and maneuvering ability.

Well, you should have seen Hannah at the controls of a simulated 5,000 hp tug tethered to the stern of a 900-foot LNG tanker at Marine Safety International, Newport, R.I. He eagerly drove his tug into maneuvers that few skippers ever get to execute either in a simulator or in real life.

"The best part was doing that jackknife maneuver that the instructor was showing us," said Hannah. "Plus being able to use all that horsepower without worrying about breaking anything – that was kind of fun."

The skipper was referring to a maneuver in which the tug switches from using its port side to starboard side while maintaining a powered indirect mode of line pull at 45 degrees off ship's stern. "When you are out there in a powered indirect

mode and you are pushing into the line, you might do the jack-knife maneuver if the ship starts to slow down and you can't push into it anymore, so you want to flop around on the line and keep maintaining line tension but to be pulling instead of pushing. That's a pretty sophisticated move," said Hannah.

Learning to use the so-called indirect modes of towing was at the heart of two days of training that 12 skippers and managers plus local docking pilots for the Cove Point LNG terminal underwent at MSI classroom and simulation facility in Newport. In a program jointly designed with Mike Nesbitt, MORAN's fleet training manager, key operating personnel who will be involved with the movement of ships in and out of the terminal, studied the ways of tractor tugs, LNG tankers and the specifics of docking at the 2,000-foot-long Cove Point pier.

"Key to the success of this training was to get the pilots interacting with all the tug skippers who might be involved," said Nesbitt. "We don't get to arrange that kind of interaction very often. The way it worked, both the skippers and the pilots gained an understanding of each other's jobs and they both got practical experience operating each other's vessels in simulated scenarios."

Most operators and pilots were impressed to learn from instructor Greg Brooks that the rudder on a 200,000-ton tanker, when put over to about 45 degrees angle to the stern, exerts only about 29 tons of steering force when moving at six knots. "Any one of these tractor tugs can easily apply that kind of force in the right direction, and effectively steer the ship," said Brooks. Subsequent maneuvers in the simulator made believers of all participants.

However, all the design capabilities and technology of a modern tractor tug will not be able to accomplish the job unless the person at the controls is capable of putting its power to work, he stressed. "We've learned that tractor tugs are not the golden rabbit's foot to safe operations. The tug is only as good as the people who operate it," he explained.

Tug skipper Kevin Hannah said he went back to work aboard the *Tracy Moran* in Norfolk eager to try out some of the things he learned at MSI. "Unfortunately," he said. "I never get to use many of those maneuvers here, working with the Navy. We don't have many situations where a naval vessel loses steering or power. But it's great that I've got all that extra knowledge. I like to know that it will be there when and if I ever need it in the future."



Photo of pier end at Cove Point, Maryland, illustrates its distance offshore.

pects Dominion's Cove Point Terminal, even when there is no tanker at the pier. Despite the public implications of such high-security treatment, maritime shipments of LNG cargoes have proven to be remarkably accident free. More than 33,000 LNG carrier voyages have been completed around the globe in the past 40 years or so, without significant accidents, fires or explosions, according to industry reports.

In the U.S., increasing demand for imported natural gas, both from Canada and abroad, has caused a number of new tugs to be built recently to service arriving LNG tankers. Increasing

numbers of gas carriers are expected to call at American ports in coming years, although, at present, there are limited numbers of unloading facilities. The Cove Point terminal is one of only five terminals for LNG imports in the U.S. The others are at Elba Island, Georgia; Boston, Mass., Lake Charles, Louisiana, and Punta Guayanilla, Puerto Rico.

There are several proposals for new LNG terminals in various U.S. ports. It is reported that this segment of the energy business will see significant future growth. Plans have also been advanced for construction of offshore unloading terminals connected to land-based storage facilities by underwater pipeline.

Wherever new facilities are constructed in the future, MORAN, which currently provides more ship assist services to LNG tankers than any other U.S. towing company, will be there to offer its services to arriving tankers.

Tugs well suited for Cove Point

MORAN's newest z-drive tractor tugs are perfectly suited for ship assist work at the Cove Point LNG facility on Chesapeake Bay, according to Capt. Greg Brooks, a maritime industry consultant who recently helped train MORAN's tug skippers on simulators at Marine Safety International.

The key to successful use of these tractor-style tugs is in matching the abilities of the tug to the speed of ship movement, said Brooks, who recently retired after 33 years in tug and ship operations for Exxon Mobil.

"Speed of the escort is the critical factor in terms of what can be accomplished," said Brooks. "This situation at Cove Point is a good example of doing it the right way. The way the operation is set up, by the time the docking master and the tugs are joined with the incoming tankers, their speed will be down to four or five knots. And that's the kind of situation where these z-drive tugs can really make a significant contribution."



LNG nothing new for MORAN's tug fleet

Moran tugboats have had long experience with LNG transportation, by ship and by barge, going back several decades.

In the early 1970s, MORAN built and operated a 297-foot LNG carrying barge, shown above at left, which delivered gas to East Coast ports. Not long after, MORAN tugs transported 50 large spheres from the mid-Atlantic coast to Boston where they were inserted into a fleet of 900-foot LNG tankers. More recently MORAN began providing ship-assist services to the first of a new wave of LNG tankers to arrive on Georgia's Savannah River, bringing much needed natural gas to that area. Today, with the addition of work being performed at the new LNG facility on Chesapeake Bay, MORAN tugs are involved with more LNG ship movements than any other tug company in America.

MORAN's 3,300 hp, twin-screw tug *Amy Moran* was first to handle the new LNG barge *Massachusetts* which was built in 1973 under charter to Distrigas Corp. That first delivery involved 100 million cubic feet of gas, liquified at -260°F, from a Distrigas terminal in Boston to the Brooklyn Union Gas Company in New York.

The barge *Massachusetts* (predecessor to a new MORAN barge by the same name which carries 145,000 barrels of oil) was the first ocean-going

LNG barge built in the U.S. Built and operated by a subsidiary, Moran Tankship Corp., she was designed to deliver LNG to terminals on waterways too shallow for full-size LNG tankers.

MORAN's tugs were also very visible towards the end of the 1970s while towing 50 huge LNG spheres from Charleston to Boston on a specially outfitted barge, shown above at right. The giant aluminum spheres, 12 stories high and each weighing 850 tons, were towed on the barge *Hercules* for eventual installation into the holds of ten 936-foot LNG tankers constructed at General Dynamic's Quincy, Mass., shipyard.

The 4,700 hp. twin-screw tug *Sheila Moran* made many of the tows, including the first and last which arrived in Boston in May, 1980. *Sheila Moran* is still working today and in great condition, part of MORAN's active New York fleet.

MORAN began working with LNG tankers on the Savannah River in 2001 when the first tanker arrived at the newly reopened gas terminal at Elba Island. That tanker, *Matthew*, was the first such ship to deliver a cargo of natural gas to Savannah since 1982. Today, the modern 5,000 hp tractor-style tug *Diane Moran* is one of two primary tugs for all movements of gas tankers on the Savannah River.



Florida's St. Johns River, the entrance of which is shown at left, is home base for six MORAN tugs, two of which are engaged in towing container barges to Puerto Rico, and three of which are engaged in ship-assist work both in port and offshore, as needed.



MORAN plays leading role on St. Johns River



Cathleen Moran and Ann Moran, both twin screw tugs of more than 3,000 hp., use their power to hold in a containership about to sail from a Jacksonville terminal.

Photography: Port of Jacksonville

It has been close to three decades since MORAN first established a presence at Jacksonville, Florida, on the St. Johns River. Over the years MORAN's operations in northern Florida have kept pace with the port of Jacksonville's steady growth.

Since its acquisition of Jacksonville-based Florida Towing Company in 1976, MORAN has consistently maintained a major share of market for ship-assist work within the Port of Jacksonville, which is spread out over the low-est 23 miles of the St. Johns River. At the same time, Jacksonville has steadily developed its port facilities to the point where today, it is second only to Tampa and Port Everglades among Florida's ports and last year, it handled more automobiles by ship than any other port in the U.S.

"We've got the equipment and the know-how to handle any type of work that comes in, and we can also offer offshore services whenever they are needed," said Tom Craighead, general manager of Moran Towing of Florida. With 35 employees and a base in downtown

Jacksonville, Moran Towing of Florida operates four tugs permanently stationed on the river and provides a home port for two of MORAN's *Heidi* Class offshore tugs which provide scheduled towing of container barges to San Juan, Puerto Rico. MORAN's environmental services affiliate, Moran Environmental Recovery, LLC, also has its roots in Jacksonville and works out of that and other southeastern ports.

"We've got a lot of people who are committed to this river and to the port. Many of them have been here all their lives," said Craighead.

The four MORAN tugs based in Jacksonville as of mid-2003 were the twin-screw tugs *Cathleen Moran*, 3,500 hp.; *Ann Moran*, 3,300 hp.; and *John Turecamo*, 3,000 hp.; and the single-screw tug *Maureen Moran*, 2,150 hp. Matched with their container barges were the twin-screw offshore tugs *Joan Moran* and *Alice Moran*, both 4,300 hp.

For several years MORAN has used its *Heidi* Class tugs to tow four different triple-stacked container barges for Trailer Bridge Inc., providing scheduled delivery service between

Jacksonville and San Juan – a tow which typically takes these tugs six days to complete. (Other *Heidi* class tugs have provided similar service for Trailerbridge out of Newark, N.J.)

The Port of Jacksonville has gotten a boost lately from the deepening of its main shipping channel for roughly 23 miles in from the sea, as far as the Talleyrand Marine Terminal, just north of downtown. Plans for further deepening are also in the works. The Jacksonville Port Authority owns and operates the three main terminals on the river – Blount Island, Talleyrand and Dames Point. In addition, there are numerous smaller private terminals including those handling oil and coal shipments and other commodities. MORAN, for example, tows cement barges for Lafarge Cement, working out of Commodore’s Point.

Containers are by far the largest cargo in and

out of Jacksonville’s terminals. As much as 70 percent of the port’s export tonnage goes to Puerto Rico, and the majority of that is containerized cargo. Automobile ships are regular visitors on the St. Johns River, with more than 600,000 vehicles moving through the port last year.

Automobile carriers, with high sail areas, are also among the first ships to benefit from MORAN’s tugboat services when conditions turn boisterous on the river, according to Tom Craighead.

“One of the important things we do here is make our tugs available to help ships when they get into trouble with winds related to thunderstorms and squalls,” said Craighead. “We get many of these squalls that come through in the afternoon, and the wind will gust up to 30 to 50 knots with blinding rain

squalls that last 20 minutes to an hour. Sometimes they get pretty severe and with those car ships showing so much sail area, the situation can become rather critical.”

Craighead said MORAN tugs are assigned to stand by at key points “on weather watch” along the river when these storms threaten. “The ship masters really appreciate that,” he added. Although northern Florida is well exposed to common Eastern Seaboard hurricane tracks, Jacksonville has not been hit by such a storm in several years, and when hurricanes do threaten, the majority of ships tend to leave port in favor of the open sea.

Tom Craighead and operations manager Jim Ray, who is a retired master chief with the U.S.

Navy, head MORAN’s office operations in Jacksonville. Bob McCarty is port engineer, while Tom Holland, Greg Williams, Ron Rohn, Robert Johnson, Allan Swafford, Steve Deniston and Terry Norton are senior tugboat captains, all with MORAN for many years.

“At various times, some of these gentlemen have gone off to work for other companies, but all have come back to MORAN to resume their careers,” said Craighead. “Each of them has worked his way up from deck to the pilot-house. And we’ve got the next generation of pilothouse personnel already in the training phase of their career. That means continued excellent service for all of MORAN’s clients in future years.”

MORAN tugs play a key role in the movement of some 600,000 automobiles and tens of thousands of containers through the Port of Jacksonville each year. Car carriers, such as the one shown below at right, with large amounts of windage, often require extra care from attending tugboats.



MORAN tugs in action on the St. Johns River



Photography: Gregory Walsh for Moran Towing

Ship models such as those shown above dominate the 'Shipping Room' in Brian Cliff's home, but the show really begins as soon as the front door opens, with the display shown at right.

Ultimate shipping agent

Senior MORAN dispatcher leads a double life

The *Esso Glasgow* was a 523-foot World War II vintage tanker that was cut to pieces in a scrapyards in 1971. She was a handsome ship with center-island superstructure and plenty of rigging. She could carry 141,000 barrels of oil and cruise at 10 to 12 knots with her 7,400 hp turbo-electric power plant. Even though the ship is long gone, her spirit lives on in the collective memories of maritime enthusiasts and on the shelves of

collectors.

Esso Glasgow's spirit also has a permanent place in the checkbook of Brian Cliff, a senior dispatcher for MORAN's New York operations. Brian recently paid several hundred dollars for a mint plastic model kit of the venerable old tanker – an acquisition which ended a 30-year search and filled a sizable void in his impressive collection of ships, ship photographs and shipping memorabilia.

Continued on following pages

Telephone again.... for Brian

The phone keeps ringing, with more questions for Brian Cliff, according to Dennis Crowley, one of eight dispatchers working in shifts at MORAN's dispatching office in Greenwich, Conn.

"It's unbelievable what Brian contributes to the shipping world," said Crowley. "Everyone knows about him. All these foreign agents are always calling from all over the world, asking about this ship and what about that ship. And Brian knows about most of them right off the top of his head, or, failing that, he has his own resources."

A constant problem for shipping agents and port authorities is trying to document the identity of arriving ships, according to Crowley. "The first questions are always what's the history of a particular ship and what are its previous names," he explained. "Brian has that kind of information on countless thousands of ships around the world. He tends to downplay the significance of his own collections and his own knowledge, but I can tell you from working with him that it's very impressive."



"The main reason that I prize that ship so much," Brian explained, "is that when I was a little kid I built the same model, but then as kids do, one day I put some fireworks inside the hull and blew it up. And ever since then, I've been looking to replace it. I've been looking for all these years and now I've finally got it. The truth is, I would have paid a lot more if I had to. I just had to have it."

The folks at Revell model company probably never intended for people like Brian Cliff to get hold of their models. First he blows one out of the water with firecrackers, then, as a 48-year-old ship enthusiast, he spends three months working on a model that might occupy a typical 12-year-old model builder for two or three days.

When Brian got through with the model of that T-2 tanker, it was worthy of the finest display

Brian shows off the prized kit for the Esso Glasgow, below. His collection room contains much more than just ships.



shelves. The completed model from the 40-year-old kit is now one of more than 500 models on display in the "Shipping Room" of Brian's home in Ringwood, N.J.

It's the painting that takes so long, he explained. "With all that piping and all those valves and gear on the deck, it might take me two months just to do the painting. And even before that I change the model by drilling lots of little holes into the deck so that I can anchor the rigging with stopper knots on the underside of the deck. Then when I put the deck on, I've got all this rigging hanging over the side from the decks for the whole time until the model is finally finished."

Brian uses a lighted magnifying glass to individually paint every part of a model before it is attached. "A lot of people begin to paint these models after they are put together. That's a no-no. Each piece needs to be painted completely before it is put on. Like this lifeboat – there's the cover, and all the hardware, and the rope and rigging. It all gets painted individually."



The *Esso Glasgow* never looked so good as it does on Brian Cliff's display shelf. "These were super-looking ships, the T-2s, C-25's, and victory ships of the same era. They were the freighter versions of the same design and they were beautiful tankers. I wish they made them like that these days," he commented.

He had, of course, actually seen and photographed the *Esso Glasgow* several times during its 30-year career. If there's one thing that Brian does more than building and collecting models, it is taking photographs of ships. Beginning as a young man growing up in England and extending thus far for several decades, he has amassed a collection of some 40,000 ship photographs taken in ports all over the world. Storage containers that look like metal briefcases are piled high in a closet of his Shipping Room. Each case is filled with thousands of slides from this trip to Rotterdam or that trip to Singapore. Last year it was the trip to several ports in India. Brian's next trip will likely be to the ports of Australia and New Zealand, he said.

"My wife, Nancy, and I are avid travelers," he explained. "But when I take part of a day to go photograph ships in the harbor, she usually goes off to do something on her own, and then we'll meet up again later in the day. We each have our separate interests in that regard."

Although their home is filled with all manner of travel memorabilia, it is Brian's ship models and photographs that dominate. "She knows this is my hobby and it's what I do. She knows it means a lot to me, and so I get away with probably more than I should," he explained with a smile.

You don't necessarily have to travel to Singapore to photograph ships of the world. The Port of New York is an important destination for many of the world's ships, with more than 5,000 ship calls recorded annually, according to the Maritime Association of the Port of New York. Whenever a ship arrives in New York for the first time, it's a good bet that Brian Cliff will hear about it, and not just because he is a senior dispatcher for MORAN, New York's premier tugboat company. He also has friends and informants throughout the industry, including a number of



Brian with a model of an ocean-going salvage tug.

fellow ship photographers. The "swimming pool" on Staten Island, St. George, Fort Wadsworth, the Bayonne city dock, Chelsea Piers on Manhattan, the George Washington Bridge and the Bear Mountain Bridge – these are just a few of his favorite vantage points.

"My big advantage is that I know the harbor and I know the sailing schedule of all these ships because of my job," he explained. "I know what's coming in and I know exactly when it's going out, so I can time my movements pretty well. For me, New York Harbor is my backyard. That's what I love to do. It's really not connected to work. It's just a relaxing hobby for me."

Still, it's no secret that New York is not exactly the center of the shipping world. A surprising percentage of the world's approximate 25,000 cargo or passenger-carrying ships may never call in New York – not once in their careers. But they still can't avoid Brian Cliff and his Nikon F5 35 mm camera and zoom lenses. Ports like Singapore or those of India or Borneo or Sri Lanka, which we Americans might consider remote, appeal to Brian because ships found only in that corner of the globe travel them.

"In Singapore you'll see everything from the most modern containerships to old break-bulk freighters from the 1960s or '70s," he explained. "I love getting the local ships that might just run between Singapore and the ports of, say, Indonesia. They are small and sometimes they are quite beautiful. Plus I know I'll never see

them again. When I was on the Yangtze River in China, all the ship names were in Chinese symbols and they were Asian ships that stayed in Asian waters."

Brian takes notes on all of his shipping travels, and he keeps index cards of information on every ship he photographs, updating information on each card as a given ship continues its career and is eventually scrapped and gone forever. A downside of his hobby, he explained, is that if you are going to keep records on each ship, then you have to keep the information accurate and up to date, and that can be very time consuming. But without accurate individual ship information his collection would be little more than a series of random photos.

"It's more than just taking pictures," he said. "It's recording history. It's the history of the maritime world during my lifetime. Collections like these (including the models) are typically given to



Brian and Nancy's home in New Jersey is easy to spot.



museums and used in the future for research."

Brian's amazing collection of ship photographs is probably the more significant historical contribution, but it's the model collection that catches the eye of the casual visitor. And it's not just merchant marine ships. There are tugboats, warships, fishing craft, salvage vessels and fireboats. There are 50 aircraft models, 26 models of different Hess Oil trucks, some 3,000 shipping postcards and perhaps 150 different maritime industry ball caps. For all the visitor knows, there could be a couple of drawers down there filled with neckties carrying the stack insignias of MORAN and all its competitors across the United States.

Collecting, building models and photographing ships – it all adds up to a way of life for Brian Cliff. Right now it's just his hobby. Some day in the future, it could be his valuable contribution to maritime history.

"It's a wonderful pastime," he explained. "There's nothing nicer than sitting in the corner of my Shipping Room on a snowy winter afternoon just building a model. It's so relaxing. There's nothing better than that."

Except, maybe, when the phone rings with a tip that some new ship will be passing through the Kill Van Kull in a couple of hours. Then Brian is gone – out the door with his camera bag and notebook. There's nothing better than that, as well, right Brian?

Two of Brian's recent ship photos taken in New York include the Anton Topic, above, taken from the Bear Mountain Bridge, and the P&O Nedlloyd Altiplano, shot from the "swimming pool" on Staten Island

MORAN COMPANY NEWS

Remembering...

BILLIE KAY COLEMAN

Long-time office manager in Savannah

Billie Kay Mainville Coleman, 60, long-time office manager for MORAN and its predecessor companies in Savannah, Georgia, died in August.

Mrs. Coleman, who started as a bookkeeper for Atlantic Towing in the 1970s, gradually established a local expertise in the tugboat industry that made her well-known throughout the busy southern port. She subsequently managed the office for both Turecamo Maritime and MORAN as it changed hands over close to three decades.

"She not the kind of person who could be easily replaced here," said Luis Pereira, MORAN's general manager in Savannah. "She was an institution here, bigger than most of the companies that have operat-

ed here. She is greatly missed," he added.

Jim Murray, MORAN's vice president in charge of sales and marketing, said he worked with Mrs. Coleman for four years when he was in charge of the Savannah office, then operated by Turecamo.

"She knew everything there was to know about the tugboat business in Savannah," recalled Murray. "She was extremely competent and the tugboat business really became her life."

Murray recalled that Mrs. Coleman, although a tough office manager who kept firm control over crews and other office systems, liked to celebrate holidays and birthdays by bringing in a cake or sometimes cooking an entire meal for the staff.

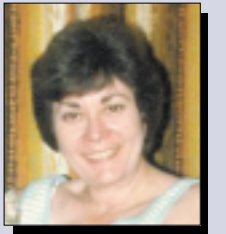
"Everyone would come in and share a meal together that she

had prepared," he recalled. "It really made for a nice family environment."

Bob Cooley, current operations manager for MORAN in Savannah, recalled that when he first went to work at the office there, he was impressed that Mrs. Coleman seemed to have the inside information on local tugboat operations. "She was a fixture on this waterfront, going back a long ways," he said.

"And if you really wanted to know what was going on, you had to talk to Billie."

Mrs. Coleman was born in Mahan, West Virginia and lived in Savannah for 33 years. She is survived by her husband, Larry Coleman, a son, Jeff Coleman, her mother, Sarah Mainville, and a granddaughter.



DEPARTURES from the FAMILY

RONALD D. RUIZ

Everyone at MORAN was saddened by the recent passing of Ronald D. Ruiz, a long-time employee of MORAN operations in the Port of New York/New Jersey. Ron had begun his career with MORAN in 1966 and he remained a loyal and active employee, working as a skilled sailor aboard a variety of vessels, until his death in May of 2003.

Ron's wife, Vickie, passed away two years earlier and they left behind their sons, Chris and Jason, who live on Long Island, New York. Also surviving is Ron's brother, Ken Ruiz, a captain with Moran Towing and Transportation.

JAN NAKKEN

It was with deep regret that the staff of Moran Towing learned of the death of Jan Nakken who had been with the company since 1989, when he went out on sick leave. Jan was a barge captain on the 64,000 barrel petroleum barge, *Rhode Island*.

Jan was a great worker, very much dedicated to the company. He was one who loved his family and his job and was well liked and respected by everyone he knew.

MORAN moves to new headquarters

After 18 years in Greenwich, Conn., MORAN has relocated its corporate headquarters to New Canaan, a nearby town in Fairfield County. The move, which took place in November, involved a shift of daily life patterns for about 70 employees who live throughout the tri-state region of New York, New Jersey and Connecticut.

At its new headquarters, MORAN occupies 18,000 square feet of office space at 50 Locust Avenue in New Canaan. The company formerly occupied 17,500 square feet of space at Greenwich Plaza, adjacent to the railroad station in Greenwich.

"We have a large number of employees living east of Greenwich and for them the commute to New Canaan will be easier," said Ted Tregurtha, president. "No less important," he added, "is a desire to be able to control real estate costs in the future. To begin with, our initial office rent will be less expensive in New Canaan, and we have several five-year options to extend the lease," he added.

MORAN last moved its corporate headquarters in 1986 when it relocated from the former World Trade Center, where it was one of the first tenants to move in. The current move will better accommodate numerous employees, said Tregurtha.

MORAN, founded in 1860 in New York, has since expanded to offer a variety of maritime services in ports from New Hampshire to Texas.

The company's new office is located about five miles north of Darien, Conn., and several miles northwest of Norwalk. The office is located on the edge of downtown New Canaan, an easy walk from the New Canaan Train Station. By car, it is best serviced by either Route 123 from the Norwalk area, or by Route 124 from Darien.



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