

# TOW LINE

*Summer 1975*



## ON THE COVER—

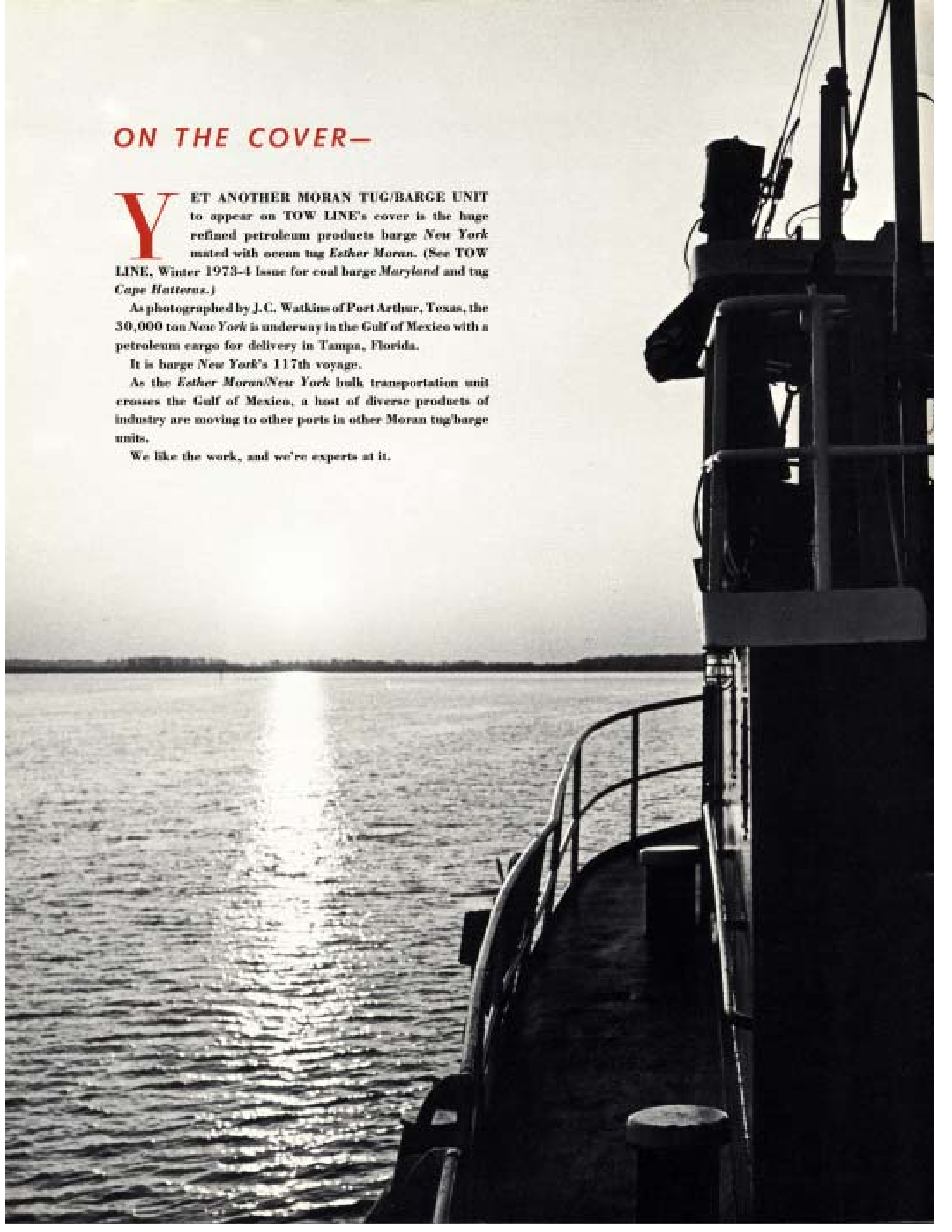
**Y**ET ANOTHER MORAN TUG/BARGE UNIT to appear on TOW LINE's cover is the huge refined petroleum products barge *New York* mated with ocean tug *Eather Moran*. (See TOW LINE, Winter 1973-4 Issue for coal barge *Maryland* and tug *Cape Hatteras*.)

As photographed by J.C. Watkins of Port Arthur, Texas, the 30,000 ton *New York* is underway in the Gulf of Mexico with a petroleum cargo for delivery in Tampa, Florida.

It is barge *New York*'s 117th voyage.

As the *Eather Moran*/*New York* bulk transportation unit crosses the Gulf of Mexico, a host of diverse products of industry are moving to other ports in other Moran tug/barge units.

We like the work, and we're experts at it.





# TOW LINE

*Vol. XXVIII No. 1 Published by Summer 1975*

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printed material mailed to the "Editor" will be appreciated.)*

# Moran's Superbarge New York

## A Texas City to Tampa Trip

**T**ANKS READY FOR LOADING, Moran's refined petroleum products barge *New York* rode high on the tide as she slowly moved up the Texas City channel under tow of deep-sea tug *Esther Moran*. But for lack of a ship's superstructure, the huge *New York* could have been taken for one of the sizeable tankers regularly calling for cargoes of petroleum products at the many refineries of Texas City, Texas.

When the 30,000 ton *New York* was built at the Gulfport Shipyard in Port Arthur, Texas in 1970, she was the largest unmanned, refined petroleum products carrier of her kind in the United States. She is still among the largest.

On this sunny day in May, *New York* will once again load thousands of tons of variable grades of gasoline and other product for a return trip across the Gulf of Mexico to Tampa, Florida — *New York's* 117th voyage. TOW LINE will join this sailing.

Off Snake Island near the start of the Texas City Channel, *Esther Moran* shifts from towing hawser to a position made secure by her pushing cables in *New York's* stern notch. Captain Robert B. (Bruce) King climbs a ladder to *New York's* deck to direct the docking.

At *Esther Moran's* pilothouse controls, First Mate Marty Macisso receives and responds to Captain King's portable radio transmitted docking orders.

Looming high over the water, *New York's* ship-like bow cauti-



*Esther Moran's* First Mate Marty Macisso (left) and Captain Robert B. King.

ously approaches the small by contrast petroleum loading dock of the American Oil Company.

A bow line is heaved ashore and, with the twin-screw twin-rudder 6,300 horsepower *Esther Moran* maneuvering the 508 foot long barge from the stern, the *New York* is berthed much in the manner of docking a conventional tankship.

With *New York's* mooring lines

made fast, *Esther Moran's* crew releases her pushing cables and the 120 foot long tug moves away.

Mr. Harvey Howell, who is the barge superintendent and joined the *New York* while she was still in the construction stage, is already hard at work as we mount a steeply-inclined gangway from dock to deck. With his assistant, Eugene McKee, Harvey Howell travels overland to attend *New York's* loading and discharging at each of the barge's many ports-of-call.

Under a now blazing Texas sun, Harvey is busily testing valves and assuring himself that all is in order before giving the word to commence the pumping operation.

*New York's* 250,000 barrel capacity of refined petroleum products is distributed to her fifteen segregated stowage tanks by a 3-system array of pipes. Each system feeds five completely separate tanks for compatible products. By stowing compatible products within each system in the proper sequence, *New York* can carry a variety of distinct grades and types of petroleum products.

On this 117th voyage *New York* will be transporting nearly 11-million gallons of product — three grades of gasoline in addition to diesel fuel.

Multiple terminal loadings and dischargings are not unusual for *New York*. On this voyage the barge will load American Oil Company products, move to the Marathon Oil Company dock to load their product and will subsequently discharge the cargo at the separate company facilities in Tampa, Florida.



Although loading of *New York* is through each terminal's dockside pumps, her cargo will be discharged at destination by her own pumps. *New York's* three pumps, driven by three General Motors diesel engines, are each capable of discharging some 6,000 barrels of product an hour.

*New York's* turn around time at each port of loading or discharging, depending upon the number of terminals called upon, lies between 24 hours and 36 hours.

Under dock and barge lights, loading continues at AMOCO until late at night. At 2225 hours the last of AMOCO's product flows aboard and *Esther Moran* returns to shift *New York* to the close-by Marathon Oil Company facility.

Captain King again directs the docking of the partially loaded *New York* at the second terminal and Captain Howell again gives the order to start the pumps.

At 1030 hours the following morning, *New York's* bargemen single up the barge's mooring lines. *Esther Moran*, with pushing cables up, is secure in *New York's* notch and Captain King is on deck for the undocking.

Passing astern of *Esther Moran* and *New York* is tanker *Amoco Virginia* on her way to berth at AMOCO's dock. As her headline goes ashore, *Esther Moran* goes full astern. *New York*, down to the 33 foot 6 inch draft limitation of her destination in Tampa, moves easily back into the channel and is brought around to an outbound heading.

Clearing the Texas City Channel we pass the inbound chemical tanker *Stolt Span* and in broad Galveston Bay several vessels are headed north. We report our departure to port security and beyond the harbor breakwater we enter into the Gulf of Mexico.

Our 608 feet of tug/barge combination presents a long low profile

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**SUPERBARGE NEW YORK** - Moran's *New York* (Photo, opposite) looms large on her return to Texas City light of cargo and under tow of tug *Esther Moran*. With *Esther Moran* shifted to pushing notch (Photos, right) the 508 foot long *New York* is carefully berthed at AMOCO's dock in Texas City.



at sea level and, perhaps, excites the curiosity of on-coming vessels. Bound for the port of Houston three vessels, the *Itaquice*, *Goldenfels* and *Dicle* pass close enough to read their names.

The *Itaquice* is a 1970-built Lloyd Brasileiro vessel; *Goldenfels* is the newly renamed *Atlantic Montreal* of Hansa Lines; *Dicle* hails from Istanbul, Turkey.

*Esther Moran* is pushing at a fair clip on a southeast course toward the safety fareway — a broad area set well away from the numerous oil drilling rigs at work in the Gulf of Mexico — which will carry us on a direct line to Tampa, Florida.

From Galveston's sea buoy to the Egmont Key Light as our course is set, is 642 miles and we shall be between 75 miles and 100 miles offshore most of the way. *Esther Moran* is snug in *New York's* pushing notch and the seas are moderate as we turn into the 94° true course across the Gulf of Mexico.

#### Steady As She Goes

The tension supplied by *Esther Moran's* strong towing machine to its 2¼ inch steel wire — translated to the two pushing cables made fast

LOAD, SHIFT, LOAD & SAIL - *New York's* loading begins at AMOCO's dock (Photo, top). At the Marathon Oil Company dock final cargo is loaded and *Esther Moran* undocks *New York* as tanker *Amoco Virginia* berths at AMOCO's facility. (Photo, below) Aerial view of *Esther Moran* and loaded *New York* upon leaving Galveston Bay for the Gulf of Mexico.



to *New York's* stern corner bitts — holds the tug secure.

Aboard the huge barge all is silence. The breathing of her tank vents tell of their cargo's adjustment to changes in temperature. A quartering breeze sends spray from *New York's* starboard bow and strong eddies swirl at her stern.

*Esther Moran's* gyro-compass and "Iron Mike" (the tug's automatic pilot) collaborate to keep a steady course sending impulses to her electric-hydraulic steering gear. The tug's big twin rudders are quick to respond.

*New York* has her own sizeable rudders (skegs) which are adjustable to a 30° outboard or a 5° inboard angle for easier handling of the barge when towed. With *Esther Moran* pushing they are set at 0°. On the return voyage from Tampa, under tow, Captain King will re-set these skegs to an angle dependent upon *New York's* light draft. Normally, as designed, *New York's* light draft varies between 4 feet 7 inches and 8 feet 5 inches.

*Esther Moran's* 6,300 horsepower diesel engines are now moving us along at better than 10 knots per hour despite 7 foot seas and an opposing wind. We get a feel of what is "under our feet".

Gazing over the nearly 90 foot wide deck of *New York* from the tug's pilothouse windows to her bow, we are struck by the magnitude of this single tug and barge operation. Under the surface of the water is some 33 and a half feet of steel barge.

This is a respectable draft for a tanker in operation in the Gulf of Mexico but we know *New York* has also ranged up and down the Atlantic seaboard and into inland ports as well. Beyond such Gulf Coast ports as Texas City, Houston, Port Arthur, Lake Charles, New Orleans, Baton Rouge, Corpus Cristi and Freeport, Atlantic seaboard ports like Boston, New Haven, Wilmington, Charleston, Moorehead City, Jacksonville, Savannah

*(Continued on page 14)*

**FROM PUSH TO TOW** - Halfway to Tampa a series of line squalls and rough seas dictate a quick change from a pushing to a towing position. *Esther Moran* backs out of *New York's* notch and shackles in her tow line.



# Moran's Caribbean Marks 88th Voyage

**A** STIFF NORTHWESTER holds barge *Caribbean's* mooring lines taut as an overhead chute pours a powder-dry chemical fertilizer into one hold of the huge, ocean-going cargo carrier.

Head-into-the-wind and moored near the *Caribbean* at the James River end of the Allied Chemical Company bulk loading dock at Hopewell, Virginia is the 4,300-horsepower tug *Elizabeth Moran*.

When barge *Caribbean* departs in the early morning hours, shackled to the *Elizabeth Moran's* steel towing wire, she will have begun her 88th voyage as one of Moran's tug/barge units transporting bulk cargo.

TOW LINE's peripatetic reporter will accompany the *Elizabeth Moran/Caribbean* combination as far as its next port-of-call: Baltimore, Maryland.

## An Un-common Barge

Built for the sugar trade by the Caribbean Barge Corporation — an affiliate of the Moran Towing Corporation — in 1966, the *Caribbean* has carried more than a million-and-a-quarter long tons of Puerto Rican and Dominican sugar to East Coast ports of the United States.

When launched at the Sparrows Point, Maryland shipbuilding yard of the Bethlehem Steel Corporation, the *Caribbean* was the largest barge of her kind ever built in this country.

Designed for ocean towing by a powerful tug, the *Caribbean* is 475 feet in length and 75 feet in beam. Cargo-carrying space of 776,000 cubic feet is divided into four, 99-foot holds. Each hold is serviced by two center line, 36-foot hatches which are tightly sealed with side-rolling steel covers.

As an unmanned barge with no cargo handling equipment of her own, the *Caribbean* presents an overall uncluttered silhouette.

From the tip of the *Caribbean's* ship-shape bow to her raked stern, fitted with large, adjustable skegs and attached notch for pushing, the barge is purely functional.

## Routine Sailing

Loading of the *Caribbean* continued under flood-lights during the night. Well before daybreak the barge was readied for sailing.

Barge Captain Tom DeFontes, who does not accompany the *Caribbean* but precedes her to each port, makes certain that all hatch covers are secure, the decks are thoroughly washed-down and the ballast tanks are adjusted to a proper trim.

The *Caribbean*, with a partial load of dry cargo, is ready to sail.

Tug *Elizabeth Moran* moves stern-first alongside the bow of the *Caribbean* where her deckhands shackle-in the tug's 2¼-inch towing wire to the barge's bow pendant.

In the half-light before dawn we see tug *Cavalier* approaching. Owned by a Moran subsidiary, the Curtis Bay Towing Company tug had

**LOADING DRY CARGO** — Barge *Caribbean* takes on initial cargo at the Allied Chemical Company's bulk loading dock near Hopewell, Virginia.

come upriver to assist the tug/barge combination down the 40 winding miles of the James River to Newport News.

Pilot-Captain James A. Williamson is the river pilot.

With the *Elizabeth Moran* made-up head-and-tail on the *Caribbean's* port bow and the *Cavalier* guiding the port quarter, the 20,000-ton barge slides easily into the currents of the river.

At the precise moment, *Elizabeth Moran's* deckhands release the tug from alongside the *Caribbean*. Captain Ira George, now at his tug's after controls, eases the *Elizabeth Moran's* 4,300-horsepower engines ahead to bring taut the tow wire.

The *Caribbean* swings to a downstream heading.

## On Short Hawser

We begin our journey down the broad but shallow James River with a brisk wind at our backs and a strengthening, ascending sun in our eye.

Of the 2,100 feet of steel wire on the *Elizabeth Moran's* towing machine drum, we have payed-out a hundred feet or so. We will navigate the river on a fairly short hawser.

The James River's navigable channels are only 300 feet in width. The *Caribbean's* 75-foot beam coupled with the tug/barge length (on short hawser) of some 700 feet requires a fair amount of skill to follow the river's winding course.

Radio plays an important role in





safe river navigation. Voice communication with approaching traffic lends more time for decision than visual contact. Large vessels, needing channel depth, may more easily choose a convenient passing point while others may sooner alter course.

As with all tugs in the Moran ocean-going fleet, the *Elizabeth Moran* is well-equipped with radio and radio/telephone communication.

The *Elizabeth Moran*'s VHF (Very High Frequency) Motorola set is used short-range while her powerful, 1,000 watt, 30-channel R. F. Communications SSB (Single Side Band) set allows voice contact on a world-wide scale. Both radio sets have back-ups.

All Moran ocean-going tugs report their positions twice a day by radio to the company's headquarters at One World Trade Center in New York.

At 1000 hours we listen to tug *Patricia Moran* (Subject for a story in TOW LINE, next issue) reporting over SSB radio from near Balboa, Canal Zone.

#### Historical River

The James River's lower course is rich in its historical associations and both Captain Williamson and Captain George are quick to point out the landmarks.

At one wide-sweeping S-curve in the river, a small double-ended ferry crosses the channel astern of the *Caribbean*. The ferry plies between Scotland, Virginia and Jamestown Island.

Jamestown Island, a National Monument, was the site of the first permanent English settlement in America. When established May 13, 1607, Jamestown was on a marshy peninsula. Now, that peninsula is an island.

By threading Goose Hill and Tribell Shoal channels, we round our last S-curve in the James River. We sight another, more modern, historical spot. In a near river-wide anchorage is the United States Maritime Administration's James River Reserve Fleet.

*(Continued on page 12)*

**DOWN THE JAMES RIVER** — *Caribbean* begins her tow down the historic James River. Bottom photo shows the barge passing some of the 153 vessels now at anchor in the James River Reserve Fleet.



# SHIPS in 1



# the NEWS



**BERMUDA CRUISER** — Arriving at New York's new Midtown Passenger Ship Terminal May 8th, the luxurious S. S. Doric is Home Lines' newest acquisition. Scheduled for weekly cruises to Bermuda — sailing from New York every Saturday thru Autumn — S. S. Doric joins her Nassau/Bahamas running mate S. S. Oceanic.

**VERSATILE VESSEL** — Italian Line's second "four-ships-in-one vessel", the 23,280 d.w.t. *Italia*, joined sister-ship *Americana* May 7th. Designed to carry all manner of odd-sized heavy cargo, containerized cargo, liquid cargo and wheeled vehicles, the 23½ knot vessels provide a fortnightly service to the Mediterranean.

**HEAVY LIFTER** — Hansa Line's rigged heavy lift vessel *M.S. Uhenfels* at Claremont Terminal in Jersey City used her own powerful cranes to place two 170 foot long cryogenic heat exchangers, each weighing 305 tons, on deck for transport to Das Island in the Middle East. F.W. Hartmann & Co., Inc. are general agents for Hansa Line.



## Moran's Caribbean . . .

(Continued from page 9)

Created by Congress' Ship Sales Act of 1946, this lay-up fleet of American vessels once numbered 900. Today, the figure is 153.

The *Elizabeth Moran/Caribbean's* course takes us through the center of the fleet and we recognize a once beautiful luxury liner that Moran tugs saluted upon her maiden arrival in New York June 16, 1958: Grace Lines' *Santa Rosa*.

### Newport News

With the *Caribbean* following directly astern, we duck under the raised channel span of the long James River Bridge. Looming on our port horizon, the giant, 900-ton capacity Goliath gantry crane towers above lesser cranes and drydocks of the Newport News Shipbuilding complex. The Navy's new, nuclear-powered attack carrier *Nimitz* we recognize by her number '68'.

At the long, coal-loading pier of the Chesapeake & Ohio Railroad, a huge barge of the Chesapeake Barge Corporation — a Moran Towing Corporation subsidiary — is taking-on some 24,000 tons of coal.

### Barge Maryland and tug Cape

IN HAMPTON ROADS — *Elizabeth Moran* lengthens her towing wire for the overnight trip up the Chesapeake Bay to Baltimore.

*Hatteras* (See TOW LINE, Winter 1973-74 Issue) will soon depart on the tug/barge combination's 500th Voyage up Chesapeake Bay to Bethlehem Steel Corporation's Sparrows Point, Maryland plant.

In spacious Hampton Roads, we prepare for the Chesapeake Bay leg of the voyage. Captain Ira George pays out more of *Elizabeth Moran's* steel tow wire. Tug *Cavalier* moves from the port quarter of the *Caribbean* to pick up our river pilot, Captain Williamson, and we turn into the Chesapeake.

### Overnight Tow

Strong winds and the plunging bow of our tug sends cascades of Chesapeake Bay water over the pilothouse of the *Elizabeth Moran* and over the high bow of the *Caribbean*.

As we plough a northerly course through the night, we reflect on the adaptability and versatility of this barge, *Caribbean*. Her ports-of-call and her cargos have been numerous and varied.

On this 88th voyage, to the 5,000 long tons of W. R. Grace's product now stowed in the *Caribbean's* hold, some 10,000 tons of corn, bran pellets and soyameal will be added in Baltimore.

Completely segregated cargo spaces lend themselves to a variety of dry products that can be carried on a single voyage.

We learn that the *Caribbean* has

carried salt from Great Inagua Island in the Bahamas to Norfolk and Baltimore; that coal from Norfolk and Baltimore has found its consumer in Providence, Rhode Island; that steel (a record shipment) from Georgetown, South Carolina has reached its consignee in San Juan, Puerto Rico.

In December 1972, the *Caribbean* carried a bulk cargo of 15,944 long tons of yellow corn to Lisbon, Portugal from Norfolk, Virginia. This was the first trans-Atlantic voyage of an ocean tug and barge with cargo under U. S. Public Law 480 (the Government's Food Aid Program) although the *Caribbean* previously carried similar grain cargos to Caribbean and South American ports.

### Notable Tow Site

At daybreak we reach a site remembered as the starting point of a different sort of tow by the *Elizabeth Moran* just a year ago.

At the Chesapeake Bay Memorial Bridge the huge ODECO semi-submersible oil drilling rig *Ocean Scout* (See TOW LINE, Summer 1974 Issue) was anchored in April 1974.

Tug *Elizabeth Moran* and another 4,300 horsepower tug, *Joan Moran* towed the *Ocean Scout* to its first drilling site in the Gulf of Mexico.

By 0840 hours the *Caribbean* is safe at anchor within sight of the Pennsylvania R.R. Grain Elevator in Baltimore harbor.



## Moran's Caribbean . . .

(Continued from page 12)

Barge Captain Tom DeFontes, who had come overland from Hopewell, Virginia, has the *Caribbean's* hatch covers already rolled open and the inspection of the holds completed before our turn comes at the busy grain elevator dock.

A Greek-flag bulk carrier is leaving the west berth of the loading dock and a Spanish-flag vessel is still taking grain on the east side as we move in and tie-up at the just-vacated berth.

Like automatons, railroad hopper-type cars shuttle to gravity-drop their loads of grain to a conveyor system which eventually discharges the product by overhead spout into barges and ships alike.

We step ashore from the *Elizabeth Moran* to watch.

A strong, cold wind swirls through the steel truss framework of the multi-storied grain elevator depositing a clean, white powder everywhere as we gain a lofty perch from which to view the *Caribbean*.

With brooms men far below are retrieving the wind-diverted grain, sweeping it back into the hold.

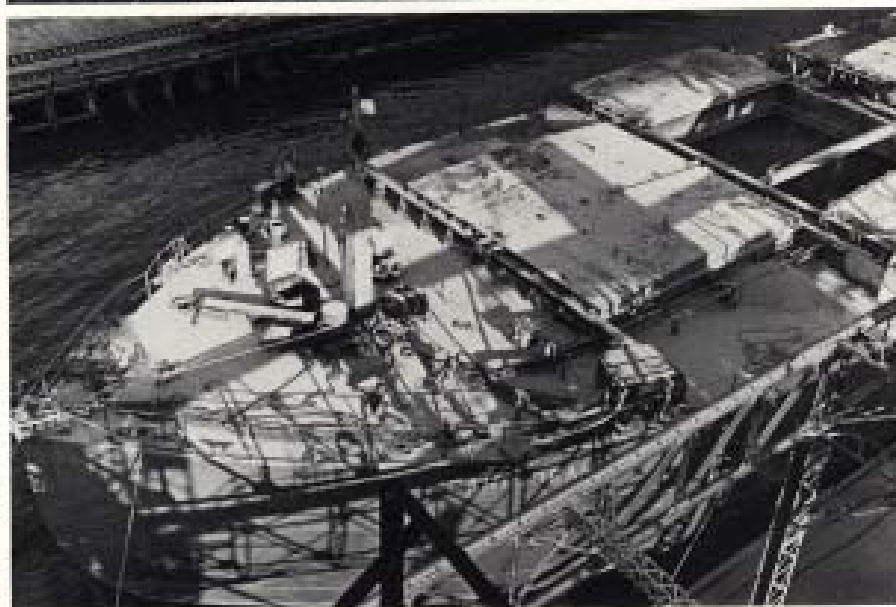
As holds are filled, hatches are secured and washed-down and the swaying spout moves on to the next.

By morning, as the tug *Cape Hatteras* is arriving at Sparrows Point with the barge *Maryland*, the *Elizabeth Moran* and the *Caribbean* are departing for the Caribbean ports of Guanica and San Juan in Puerto Rico.

### Bulk Cargos to Many Ports

On any given day, numerous bulk products are moving in and out of many ports in the Moran tug/barge combinations. Cement, oil and chemicals are a major cargo but a barge can be built to carry almost any product and, assuredly, a Moran tug can transport that product almost anywhere.

**LOADING GRAIN** — In Baltimore *Caribbean* docks at the busy Pennsylvania R.R. Grain Elevator for her final load of cargo before departing for Puerto Rican ports.



## Superbarge New York . . .

(Continued from page 7)

and Port Everglades has also been serviced by *New York*.

### Weather Worsens

In the month of May weather conditions in the Gulf of Mexico are unpredictable. A number of line squalls have whipped the waters into a frenzy and the following heavy rain has quieted them down again.

Except for the worse winter months, *Esther Moran* remains in *New York's* pushing notch for the entire west-to-east voyage. But now the Gulf of Mexico is crested with whitecaps as far as the eye can see and looks strikingly like the Atlantic Ocean in March.

Wind gusts increasing in intensity and 8 foot seas prompt Captain King's decision to transfer *Esther Moran* from a pushing to a towing position.

Demonstrating a proficiency in seamanship not often encountered, crewmen of the *Esther Moran* release the tug's two pushing cables, retrieve *New York's* pick-up line — attached to her 12-inch 250 foot long nylon towing pendant — which is kept at the ready lightly stopped at deck edge. Winching in the pick-up line as *Esther Moran* moves away from the *New York*, the deckhands shackle in the pendant to the towing wire.

Allowing time to reel out some 4¼ layers of cable from the towing machine drum (1,800 feet), no more than 30 minutes were lost in regaining towing speed.

By 0730 hours the following morning, the Gulf of Mexico calm again and with tall cumulus clouds hanging over the distant Florida coastline, we return to *New York's* pushing notch.

No spray mounts *New York's* bow — only sunshine bathes her decks — and we move steadily to-

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FROM TOW TO PUSH - Weather diminishes and *Esther Moran* unshackles her tow line, and returns to *New York's* pushing notch. Approaching Florida's Egmont Channel, bulk carrier *J. Louis* takes the lead toward Tampa.



ward the Egmont Channel entrance to Tampa Bay.

Our radar tells us of a convergence of maritime traffic headed our way. A Canadian bulk carrier by name of *J. Louis*, free of cargo, takes the lead as another vessel follows our wake. On our approach to the center span of the twin-roadway St. Petersburg Skyway bridge, sailboats tack without caution across *New York's* bow.

#### Up Tampa Bay

Tampa Bay is long and broad but ocean vessels are confined to a single deep-water channel which doglegs its way up the middle. The port's marine traffic at somewhat of a peak this evening. *New York* cautiously hugs the outboard limits of the channel.

Skimming close a port waving a passengers' bon voyage to our crew, sparkling white P & O cruise liner *Pacific Princess* (ex-*Sea Venture*) sprints seaward with bulk barge *Freeport 2* and tug *Teresa F* in her wake.

Closer to Tampa, *New York* moves at a dead slow speed anticipating the turn into Sparkman Channel on her way to AMOCO's dock. Captain King blows a "toot" to a friend waving on Davis Islands and *Esther Moran's* crew prepares for *New York's* docking.

Shadows lenthen into a Tampa sunset and the many neat waterfront installations are silent and unpeopled. *New York* slips past a ready-to-sail *Amoco New York* tethered dockside. Looking back to the laden *New York* we realize that our own cargo-carrying capacity is twice that of a T-2 tanker.

On *New York's* deck is Barge Superintendent Harvey Howell, readying the barge's pumps for discharging the same cargo he had stowed in Texas City.

No need to mount a ladder Captain Bruce King steps off *Esther Moran's* bow to *New York's* deck.

(Continued on page 16)

UP TAMPA BAY - Approaching the center span of the twin St. Petersburg Skyway Bridge, *New York* heads into Tampa Bay. P. & O. cruise liner *Pacific Princess* passes to port of *New York* and, with shadows lengthening, the huge barge begins her turn into Sparkman Channel at Tampa.



## Superbarge New York . . .

(Continued from page 15)

We are approaching AMOCO's petroleum discharge dock in the Ybor City Channel.

Expertly utilizing *Esther Moran's* twin screws and twin rudders and strong backing power, Captain King brings *New York's* bow in close for a headline to go ashore and gently places the 508 foot barge against the dock fenders. Backing down with *Esther Moran* to bring the barge's decks even with the dock and its hose connections, Captain King completes the docking with all lines made fast at 2000 hours.

At 2035 hours AMOCO's hoses are connected with *New York's* discharge fittings and Harvey Howell orders the pumping to begin.

*Esther Moran* again, as in Texas City, moves away from the *New York* to a nearby dock to replenish her stores and fuel supply.

On the following day *Esther Moran* returns to *New York* to move the half-unloaded barge to the Marathon Oil Company facility for final discharging.

**DELIVERY OF CARGO** - Barge *New York* passes tanker *New York* on her way to AMOCO's dock in the Ybor City Channel where *Esther Moran* berths the loaded barge and moves to a nearby dock to replenish her fuel and stores.





# ASHORE



# AND AFLOAT

**A STEP IN THE RIGHT DIRECTION**, is Daniel Joseph Duffy's candid appraisal of his appointment last March to the Sales Department staff of the Moran Towing & Transportation Co., Inc. Aware of Dan's uncommon talent for making friends and influencing others — along with a background of business facts and figures —, we quite agree.

D. J. was born in Brooklyn, New York in 1942 and has been on the activity list ever since. On top of graduating from the boro's St. Leonard's High School, for instance, Dan gravitated to the U. S. Army. His two-year tour of duty as a Military Policeman in West Germany, he confides, was an experience not soon forgot.

Home again after "growing up", Dan felt ready to approach the business world. In its crucible of handling problems of retail credit, personal bank loans and such, Dan gained enough experience to head up an accounts payable spot in the credit card division of the American Express Company in 1967.

In 1967, too, Daniel Joseph Duffy married the former Celia Skelly, who was born in Ballyjamesduff, County Cavan, Ireland. (Not more than 40 miles from his mother's birthplace.) At the Duffy home in Tottenville, Staten Island the young family has grown to include (at present counting) sons John, age 6 years; Daniel, age 5 years and daughter, Noreen, age 11 months.

Dan, Sr. was still attending Pace University in the boro of Manhattan on a part time basis when he joined the Moran headquarters team as an accountant in April of 1971. The completion of Pace's courses culminated in a Bachelor of Business Administration Degree in 1974.

Still pursuing perfection in his career as a Sales Representative of Moran, Daniel attends a World Trade Center Institute course in Ocean Shipping. The better to understand the problems of this tug company's clients is his objective.

Daniel Joseph Duffy is still "stepping in the right direction".



Daniel Joseph Duffy



**MORAN SERVICE AWARD** — Catherine M. Tarpey receives her 15-year Moran Service Pin from Vice President Martin J. Carroll. Cathy is a Seaboard Shipping Company girl (The Moran oil barge transportation subsidiary in New York). "My right arm", says Captain Russell G. McVay, manager of the division.

**OCEANBORNE FOREIGN TRADE:** "Life Blood of the Port" is a recent 48-page analysis of origins and destinations in the U.S. of our Ports' Commerce, and more. Write to The Port Authority of N.Y. & N.J. Planning & Development Dept., 1 World Trade Center, 73E, N.Y. 10048

**POINTERS FROM A PRO** — Deckhand Walter Anglin, on tug Eugene F. Moran, bares his tugboating thoughts to Diana Laercher. The Christian Science Monitor staff writer was sampling tugmen's fare for a day in New York harbor. How well she absorbed it is amply indicated by the fine 5-column story which appeared in said paper May 22nd.



# Meet the Voice

ON THE TELEPHONE



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466-3663



**Everett W. Merrill** - Moran Disposal Division, One World Trade Center, New York, N.Y. 10048



466-3661

**James J. Sheeran** - Seaboard Shipping Company, One World Trade Center, New York, N.Y. 10048

466-3600



**Patricia M. Kimple** - Moran Receptionist, One World Trade Center, New York, N.Y. 10048

**HEADQUARTERS' VIEW** — From the 53rd floor Moran offices in One World Trade Center (On Valentine's Day), Puerto Rico Marine's containership San Juan was snapped underway to Bethlehem's shipyard in Hoboken, New Jersey. In charge of the tow from Berth 58, Sea Land Terminal, Port Elizabeth is Moran's Captain Grover Sanschognin.





## MORAN'S 26TH ANNUAL HQ'S DAY-IN-THE-SUN

THE WEATHER COCK CROWED for the hundred or so Moran Towing & Transportation Co., Inc. World Trade Center employees, families and friends on June 20th at Nassau County's delightful Eisenhower Park in East Meadow, Long Island. Bright sunshine and fluffy clouds coupled with a temperate breeze again favored our annual out-of-doors day for family fun and games. Sure, and aren't we lucky. Loads of grilled franks, burgers and all the picnic trimmings with hot and iced refreshments — watermelon, too — out-measured ravenous appetites. Conversation, games and prizes punctuated the day until evening. Guests switched to finer dress for cocktails and dinner at the Milleridge Inn in nearby Jericho. Plaudits go to our dedicated committee: Marie Shanahan, Mary Castaldo, Nora Lascari, Camille Del Galdo, Fred Morgana and Dan Duffy.



