

Tow Line



Spring 1983

ON THE COVER

THE ART OF TOWING is no secret to Moran as this TOW LINE cover photograph depicts. Here, brand-new tug *Doris Moran*, a second generation *Heide Moran*-class ocean tug, is on maiden voyage—bound across the Great Lakes to the United States' west coast.

Moran's new fleet of ocean tugs is now the finest ever assembled in the company's 123 years of coastal and world-wide towing.

Today, Moran's offshore towing services are at a peak of efficiency and dependability.

May we prove it?



MARINETTE MARINE'S SHIPYARD—On the western shore of Green Bay in Wisconsin, Yard Repair Berthing & Messing barges YRBM(L)39 and YRBM(L)40 leave under tow of tug *Doris Moran*. Note the barges still on ways—another tandem tow for tug *Doris Moran*. Cover photo by Paul Ihde



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M/V STOLT INTEGRITY in The Narrows, New York

N.Y. City's I.T.O.-Operated South Brooklyn Marine Terminal

COMING IN FROM THE SEA via Ambrose Channel, a modern cargo vessel may arrive and be safely docked at any one of South Brooklyn Marine Terminal's active berths available to full containerships, L.A.S.H. vessels, breakbulk ships or Ro/Ro's within a half hour of passing under the graceful Verrazano-Narrows Bridge.

On Bay Ridge Channel in Gowanus Bay, the South Brooklyn Marine Terminal is closest to the sea of any major marine terminal in the Port of New York/New Jersey.

It is the largest marine complex in Brooklyn. Its 110 acre site stretches ten city blocks between 29th and 39th Streets and from Second Avenue to its 1.2 lineal miles of active marginal and slip wharves.

Since April 1982, the International Terminal Operating Co., Inc. (an Ogden Company) has efficiently and effectively operated the still-growing terminal for New York City's Department of Ports and Terminals.

Easily accessible to arriving vessels, the terminal's facilities and ship berths are designed and oriented to accommodate a wide diversity of cargoes and a variety of vessels, floats and barges.

Containership Berths

Full containerships, huge L.A.-S.H. vessels and large Ro/Ro's usually berth along the 1,535' long 33rd Street slip wharf or its adjoining 630' long marginal berth.

Two, lofty Starporter cranes of 50 ton and 70 ton capacity, respectively, serve this area. Able to operate in tandem with a 20' spreader, these cranes may lift two, 20' containers simultaneously—an ability unique in the Port of New York/New Jersey.

A third, 50-ton capacity Starporter crane is scheduled to be added in 1983.

Adjoining these major berths is a 35 acre, 2,500 TEU capacity container marshalling yard with 75 electrical outlet stations to accommodate refrigerated cargo.

ITO's handling of containers is a 'grounded operation' currently employing 16 Clark Straddle Carriers capable of lifting 20' and 40' boxes of up to 30 ton capacity. Heavier containers are handled by four, 50 ton capacity Top Lifts equipped with 20' and 40' spreaders.

Joseph R. (Joe Chuck) Magliulo, ITO's terminal operating manager, estimates a present container on/off ship average handling time at 28 boxes an hour.

Breakbulk Berths

South Brooklyn Marine Terminal's primary breakbulk vessel berths are in the 39th Street area. There a 1,065' long slip wharf and a marginal 740' long berth adjoins a 350,000 sq. ft. covered cargo shed.

The usual breakbulk cargo handling equipment in this area is aug-

mented by a dozen Fork-lift Hi-Lo's of 15 ton, 35 ton and 50 ton capacity and a P & H, 140 ton capacity heavy-lift, mobile land crane.

The adjacent 35th Street slip may accommodate a variety of vessels including Ro/Ro's and L.A.S.H. with three berthing wharves and a 90' wide, 75 ton capacity ramp.

Here, a 105,600 sq. ft. covered cargo shed adjoins a 1,118' long slip berth on the north side. On the south side of the slip a 549' long and a 610' long berth are adjacent to the 100,000 sq. ft. covered stripping and stuffing shed.

Cargo Access

Cargo flow through the South Brooklyn Marine Terminal is over-the-road, over-the-rail and over-the-water with access to all the nation's hiways and railroads.

Interstate 278 on the adjoining Gowanus Expressway is the primary route for national and bi-state movement for over-the-road cargo.

Containerized shipments arrive and depart through an eight-

JANUARY SCENE—*M/V Hellenic Innovator* is the huge Ro/Ro at the 33rd St. inner berth of the South Brooklyn Marine Terminal. Barely visible at the 39th St. breakbulk berth (Top of photo) are masts of another Hellenic Lines' vessel, *M/V Hellenic Star*.



MERGING STEVEDORES—The International Terminal Operating Co., Inc., with the coming merger with the John W. McGrath Corp., will retain its identity as one of the largest stevedoring organizations in the United States—with operations on three U.S. coasts. ITO's Atlantic coast operations will be extended to include Savannah, Georgia, ports in Texas and Louisiana will be added and, in the Pacific northwest, ITO will operate on Puget Sound and the Columbia River. John J. Farrell, Jr. continues as ITO's president and Robert J. Nolan as executive vice president while James S. Field, president of the John W. McGrath Corp., will be ITO's executive vice president of operations.

gate entrance at 34th Street, convenient to the container marshaling area and containership berths. Cargo-full exiting containers may be viewed by U.S. Customs at the 29th Street shed wharview platform.

Non-containerized cargo-carrying trucks use the 39th Street gate—convenient to the breakbulk berths and covered cargo sheds.

Over-the-rail cargo arrives from points throughout the United States, Canada and Mexico through New York Dock Railway connections to a rail siding within the terminal at 37th and 38th Streets, by carfloat from other port terminals or railheads—and by truck.

Under a New York State drayage subsidy program administered by the Port Authority of New York/New Jersey, "loaded ocean containers having prior or subsequent movement by rail of not less than 100 miles, may be transported by truck between Brooklyn and New Jersey rail ramps and New York (Continued on Page 13)

GROUNDING OPERATION—Three Starporter cranes (Top photo) will soon be serving the containership berths now served by two in ITO's 'grounded operation' presently employing sixteen straddle carriers (Center photo) and four 50-ton Top Lifts. Equipped with a 40' spreader, a straddle carrier positions a 40' Jugolinija container alongside the MV *Hreljin* (Bottom photo) for lifting by the Starporter.



Moran's Newest Tugs & Barge Active in Offshore Services

INITIAL ASSIGNMENTS for Moran's newest-built offshore tugs and ocean-going, dry bulk cargo barge included a long tow from the Great Lakes to the West Coast of the United States, a return vessel tow to the East Coast and a series of voyages carrying steam coal to a New England power plant.

Described in detail in TOW LINE's Summer 1982 issue, the 5,000 h.p., ocean tugs *Doris Moran* and *Marion Moran* are 'state of the art', second generation *Heide Moran*-class vessels built to Moran's specifications by the J. Ray McDermott Shipyard in Morgan City, Louisiana.

The new, 522' long, single deck, covered dry bulk cargo barge *Virginia*, designed by the J.J. Henry Company to carry 29,440 long tons of cargo, was completed by the Galveston Shipbuilding Company in Galveston, Texas on October 19, 1982.

Maiden Voyages

The week following christening by the wife of Moran's manager of Construction & Repair, Mrs. Francis D. (Gail) Collins, tug *Doris Moran* departed McDermott's shipyard—at 1600 hours, June 12, 1982.

Tug *Doris Moran* was bound for Marinette, Wisconsin—4,100 miles away.

Under the command of Moran's veteran towing master Captain George Sadler, the new *Doris Moran* arrived at the Green Bay shipyard of the Marinette Marine Corporation on June 26th. She de-

parted the following morning with two, newly-built berthing barges in tandem tow for transport to Charleston, South Carolina and Long Beach, California.

[See TOW LINE's cover photograph.]

Built for the Naval Sea Systems Command by the Marinette Marine Corporation, *Doris Moran's* berthing barges YRBM(L)39 and YRBM(L)40 were the 9th and 10th of a series to be delivered by Moran tugs to East and West Coast ports since 1980.

[In October 1982, tug *Doris Moran* returned to Marinette to deliver the YRBM(L)41 and YRBM(L)42 to two Atlantic coast ports.]

Upon reaching the West Coast port of Long Beach, California with the YRBM(L)39 in August, tug

TUG DORIS MORAN ON TRIAL RUNS—In the Gulf of Mexico tug *Doris Moran*, new member of "The Moran (New York) Fleet", proves her mettle before embarking on a 17,500 mile pair of maiden tug assignments from the Great Lakes to Long Beach, California and from San Francisco, California to Norfolk, Virginia.

Photo by Skeets Photo Service, Patterson, Louisiana



Doris Moran was assigned a return vessel tow from San Francisco to Norfolk, Virginia.

The former general cargo/container vessel *President Harrison* of American President Lines, was delivered to the James River Reserve Fleet; the following day tug *Doris Moran* arrived at her assigned port [New York]—September 12, 1982.

Tug *Doris Moran* voyaged 17,500 miles, reaching her assigned port ninety days after departing McDermott's shipyard.

Barge *Virginia*

Captain Leonard G. Goodwin, *Moran*'s vice president of operations, again assigned towing master Captain George Sadler to command a new tug on a maiden towing assignment—tug *Marion Moran* and barge *Virginia*.

Moran's new, super-size, dry cargo barge *Virginia* loaded her first bulk cargo shortly after launching at the Galveston Shipbuilding Company yard in Texas.

Brought to Baltimore, Maryland by the new, 5,000 h.p. ocean tug *Marion Moran*, the *Virginia* loaded steam coal at the Canton Marine Terminal on October 31, 1982.

Moran's newest tug/barge combination transported the steam coal to the Salem Harbor Plant of the



HAPAG-LLOYD'S NEW OFFICES

ONE EDGEWATER PLAZA, Clifton, Staten Island, New York 10305 is now the United States' headquarters for Hapag-Lloyd (America), Inc., the parent company of Hapag-Lloyd Agencies and United States Navigation, Inc. The brand-new, well-appointed "Offices with a Spectacular Harbor View" occupy 82,000 sq. ft. on the top floors of Pouch Terminal's modern office complex overlooking The Narrows—the Port of New York/New Jersey's main ship channel.

New England Power Company in Massachusetts.

By the end of 1982, tug *Marion Moran* and barge *Virginia* completed seven voyages—transporting nearly 190,000 tons of steam coal to the Salem Harbor Plant.

At this writing, on Voyage #8 barge *Virginia* and tug *Marion Moran* is transporting 18,000 metric tons of grain to Santo Domingo, Dominican Republic from the Continental Grain Company facility at Westwego on the Mississippi River.

BARGE VIRGINIA LAUNCHING AT GALVESTON, TEXAS—*Moran*'s newest, covered single deck dry cargo barge *Virginia*, slides down her builders' ways at Galveston Shipbuilding to begin service transporting steam coal from Baltimore, Maryland to Salem, Massachusetts towed by *Moran*'s newest tug *Marion Moran*.

Photo by Baden Smith, Galveston, Texas



Moran Operations Vice President Captain Leonard G. Goodwin Retiring

CAPTAIN LEONARD G. GOODWIN, one of the most highly respected authorities on ocean towing in the United States and a marine consultant to commercial and governmental special projects over the years, has announced his retirement as Vice President of Operations for the Moran Towing & Transportation Co., Inc. to become effective July 1, 1983.

"This does not mean I'm going to be idle," Captain Goodwin was quick to remark on what will be an early retirement.

"I will continue," he added, "as Marine Consultant to the Moran Towing Corporation and its subsidiaries at least for the next three years."

Captain Goodwin has never been idle since joining Moran in 1946 or in a career afloat and ashore spanning 46 years.

Early Mariner

Born to a sea-going family in Portsmouth, Virginia in 1920—whose father, three uncles and a brother were mariners, Captain Goodwin went to sea as deckhand in Mallory Line freighter *Maltran* at age seventeen and only left the sea to come ashore as Moran's Port Captain in 1956.

[An uncle, Captain Joseph A. Goodwin, retired as Moran's Marine Superintendent in 1950.]

Although Captain Leonard Goodwin earned a 3rd Mate's license at the U.S. Maritime Training Center at Fort Trumble in New London, he was sent to sea as Chief Mate in Liberty ships in 1945 and was still twenty-five years of age when awarded his first command—Liberty ship *Olie E. Rovag*.

Captain Goodwin's war time career was marked by a series of assignments as Master or Chief Mate in a number of Liberty ships plying between Italy and North Atlantic ports—including service in the invasion at Anzio and in Southern France.

Thirty days before the war's end in Liberty ship *James W. Nesbith*, he was torpedoed in the Irish Sea. Captain Goodwin succeeded in beaching the damaged vessel, saving it from total loss.

Joins Tug Fleet

In April 1946, Captain Goodwin



CAPTAIN LEONARD GOODWIN

joined the off-shore fleet of the Moran Towing & Transportation Co., Inc. as Mate on tugs *Michael Moran* and *M. Moran* but was soon made Master of the V-4 tug *Point Vicente*.

[Forty-nine of these V-4-M-A1 ocean tugs were built in American shipyards during World War II and were considered at the time to be the most powerful tugs in the world—2,250 h.p.! Moran, as General Agents for the Maritime Commission, operated all of them.]

In the decade from 1946 to 1956, Captain Goodwin compiled a remarkable record of notable long distance tows and rescues as Master in a number of distinguished Moran tugs: tow of a disabled T-2 tanker from the Azores to New York; rescue of Mexican Navy frigate *Usumacinto* from destruction on a breakwater at Salina Cruz, Oaxaca [He received a Citation from Mexico's Secretary of the Navy]; tow of power plant *Seapower* from Puerto Rico to Brazil

[57-days]; rescue of *SS Leicester* and tug *Foundation Josephine* following two hurricanes in the Atlantic; and more.

Captain Goodwin's most favored ATA tug was the *George W. Codrington* although he did considerable towing as Master of ATA-type tugs *Kevin Moran*, *Joseph H. Moran II* [Named *Dragon* when he towed ore carriers 100 miles upriver from Paramaribo, Surinam], *Eugenia M. Moran* [His stern-first tow of the aft section of *SS Fort Mercer* from New York to Texas was unusual] and the *Marion Moran*.

It was as Master of the *George W. Codrington* that Captain Goodwin was named 'Commodore-in-Charge' of a flotilla of Moran tugs towing floating cranes, wharf barges and modified LST's to Thule, Greenland.

Led by USCG's *Eastwind* through Greenland's ice fields, Captain Goodwin's 'Command Ship' was followed by tugs *Kevin Moran*, *Marion Moran*, *M. Moran* and *Edmond J. Moran* to the United States/Danish defense base in 'Operation Bluejay.'

Called Ashore

When called ashore as Moran's Port Captain in 1956, Captain Goodwin held an unlimited Master's license and first-class pilot licenses for most East coast ports of the United States.

Appointed Marine Superintendent in 1957, he joined Operations Manager Captain Frank J. Hughes in directing another flotilla of Moran tugs engaged in towing and positioning a 6,000 ton steel Texas Tower-type island 70 miles at sea as an early warning radar site for the U.S. Department of Defense.

[Captain Hughes was World War II Master of V-4 tug *Gay Head*, distinguished in the initial landing of phoenixes on French beachheads during the Normandy assault. He is now a member of Moran's Board of Directors.]

In 1962, Captain Goodwin pioneered a new technique in the tow of six floating wooden drydock sections from Hoboken, New Jersey to San Pedro, California.

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"... at 1100 hours a heavy chain is lowered through the bull nose of the moored *El Paso Cove Point* to the stern deck of tug *Esther Moran*.



"... and is shackled to a fishplate to which pendants running to each tug's towing cable have already been secured.



"... assisting, Boston Tow Boat Company tugs back *El Paso Cove Point* away from the pier turning her



"... so that towing tugs *Esther Moran* and *Elizabeth Moran* may each take a strain on their towing wire

TUG CHIEF ENGINEER'S CAMERA RECORDS A TOW

(In a Letter-to-the-Editor dated January 29, 1982, tug *Elizabeth Moran*'s Chief Engineer William W. Tracy sent us the following on-the-spot account of LNG vessel *El Paso Cove Point* "shifting" from Boston, Mass. to Newport, R.I.



"... paying-out wire to sea towing length while harbor tugs escort *El Paso Cove Point* as far as Finns' Ledge



"... with a fair breeze for a fair sky departure from Boston



"... on arrival at Newport with Providence Towing and Sanchez tugs assisting us to Coddington Dock



"... tugs *Elizabeth Moran* and *Esther Moran* then ran out bow and stern anchors, mooring her securely within a stone's throw



"... of the *El Paso Arzew*, *El Paso Consolidated*, *El Paso Howard Boyd*, *El Paso Paul Kayser* and the *El Paso Southern*."

EL PASO COLOMBIA—Arriving at the Chesapeake Bay Bridge-Tunnel ship channel approach to Norfolk, Virginia on May 14, 1982 is the 63,170 d.w.t. *El Paso Colombia* in tow of tugs *M. Moran* and *Esther Moran* from Halifax, Nova Scotia. Earlier, the 6,300 h.p. *Esther Moran* and 4,700 h.p. *Sheila Moran* delivered sister-ship *El Paso Cove Point* from Newport, Rhode Island to Norfolk.





M/V SAUDI ABHA—National Shipping Co. of Saudi Arabia



M/V TFL JEFFERSON—Trans Freight Lines



M/V MING COMFORT—Yang Ming Line

SHIPS

M/V SAUDI ABHA—Calling at the port of New York in 1983 is one of the world's largest new *Saudi Abha*. Built by Kockum Company of Saudi Arabia, the Saudi giant, 3rd-generation ro/ro's expansion, Canada-Middle East/Far East service of cargo space allows numerous containers, long length and containerized capacity is 2,025 TEU's; the capacity of the ship is managed by Dr. Abdulaziz Al-Turki, former Director of Industrial Management, is managing company. Dr. Al-Turki holds a Ph.D. in Business Administration from the University of Arizona in 1977. He was appointed to his present post in 1981. His U.S. agent is the F.W. Hartmann & Co., Inc.

in

TFL JEFFERSON—TOW LINE's new 18,964 dwt, full complement of 3,500 h.p. tug *Patricia Moran* and the *TFL Jefferson* was a shoo-in for inclusion in Line's weekly independent North Atlantic Kingdom and Europe, this Singaporean ship docked at Berth 84, Maher Terminal. Captain James Fagerstrom.

M/V MING COMFORT—Outbound from New York (August 24, 1982) is Yang Ming's new containership—the *Ming Comfort*. Part of the 'Independent Container Service' between U.S. ports and the Far East, the Taiwan-based fleet of sisterships, each with 2,000 TEU's: the *Ming Sun*, *Ming Moon*, *Ming Verse*, *Ming Ocean*, *Ming Glory* and *Ming Comfort*. The shipyard in Kaohsiung, Taiwan is currently building a new Yang Ming Line shipyard to enter a new Yang Ming Line to Northern European ports. The ship was undocked from Berth 84, Port Elizabeth, N.J. by tugs *Carol Moran* and *Biagi, Jr.* and tugs *Carol Moran* and *Biagi, Jr.* sailing. General agents for the Yang Ming Line are Solar International Shipping Agency, New York City.

New York skyline February 16th, vessels—the 38,500 dwt, brand-new for the National Shipping *Abha* is the first of four of these the national carrier's USA/ *Saudi Abha*'s 2.5 million cu. ft. of breakbulk, ro/ro, heavy. The vessel's total container stern quarter ramp is 400 tons. Saudi Arabia University's College Director of the Saudi-owned ship's degrees from American universities Administration from the years of age, Dr. Al-Turki was General Agents for the line in the 7 Battery Place, New York City.

he

caught this photo of Trans ship *TFL Jefferson* on July 15, 1980, 1000 tons aboard and flanked by the 1000 h.p. tug *Dorothy Moran*, the tug in this issue. On Trans Freight Line's container service to the United States, the modern containership was piloted by Moran Pilot-

NEWS

New York on her maiden voyage—Line's newest, '82-built full tonnage Only Chinese Flag Independent East, Gulf and West Coast Yang Ming Line offers a new, 1,846 container capacity of 1,846 *Star*, *Ming Galaxy*, *Ming Uni-Ming Comfort*. From all U.S. ports to inland shipping centers. At New York, the *Ming Comfort* was piloted by Moran Pilot-Captain Arthur Margaret Moran on her maiden voyage in the United States is the first of Two World Trade Center, (Continued on Page 12)



MV COSTA ARABICA—Costa Line



MV GOWA—P.T. Djakarta Lloyd



MV SKEENA—Seaboard Shipping Services, Ltd.

Ships in the News...

(Continued from Centerfold)

M/V COSTA ARABICA—Approaching a containership berth at the new Red Hook Container Terminal on Buttermilk Channel in Brooklyn is Costa Line's new ro/ro vessel *Costa Arabica*. This January 12, 1983 docking was aptly handled by Moran Pilot-Captain Robert Moore with tug *Margaret Moran*. Now in Costa Line's 'Independent Italian Service' from North Atlantic ports to Barcelona, Naples, Leghorn and Genoa, the *Costa Arabica* will soon be joined by sistership *Costa Ligure*. These new Italian-flag ro/ro's are 569' in length with seven hatches serving four holds. Each 28,052 dwt vessel's container capacity is 1,026 TEU's, bulk capacity is nearly 1,334,000 cu. ft. and grain capacity exceeds 1,415,000 cu. ft. Wheeled cargo of 18 tons or fork-lift cargo of 50 tons may use the 376 tons maximum load stern ramp. Heavy lifts of 100 tons may also be accommodated. The voyage service speed of the 1980's-built ro/ro's is 18 knots. Costa Line Services, Inc. of 26 Broadway, New York City is general agents in the United States.

M/V GOWA—This placid arrival scene of the brand new full containership *Gowa* streaming under the Verrazano-Narrows Bridge on August 28, 1982 is one of a vessel on maiden voyage obviously ready to 'top off' her huge cargo of containers in the Port of New York. Owned by P.T. Djakarta Lloyd, the Indonesian national flag line, the *Gowa* is one of three, newly-built full containerships which include the *Jayakarta* and the *Majapahit*. Each of these 21,126 dwt sisterships is 557' in length and has a container capacity of 1,152 TEU's. All have a service speed of 19 knots and are in the Indonesian-flag line's express container service between United States' Atlantic, Gulf and West coast ports and ports in the Middle East, Far East and in Southeast Asia. The P.T. Djakarta Lloyd

(Continued on Page 13)



M/V SCANDINAVIA—Scandinavian World Cruises

M/S SCANDINAVIA—Introducing a new concept in vacation travel between New York City and Freeport, Grand Bahama, the Scandinavian World Cruises' spanking-new, \$100-million flagship *Scandinavia* arrived to New York City's fanfare September 25, 1982. The 26,747 grt *Scandinavia* is a huge car ferry with luxurious cruise ship accommodations for some 1,600 passengers and ro/ro space for 400 automobiles. The *Scandinavia's* public rooms and cabin appointments are a welcome surprise of Scandinavian design oriented to the American taste. Free family automobile transportation to Freeport with optional trips (with the family car) to the Florida ports of Miami or Port Canaveral via sister vessels *Scandinavian Sun* and *Scandinavian Sea* are offered to all passengers cruising from New York. One of the most experienced passenger ship lines in the world, Det Forenede Dampskibs-Selskab (In English, The United Steamship Company), is the parent company founded in Copenhagen, Denmark 114 years ago. At Scandinavian World Cruises' present schedule, the *Scandinavia* sails every Saturday from the New York City Passenger Ship Terminal at 1630 hours.



M/V TEXACO WESTMINSTER—Texaco Overseas

FIRST NEW YORK VOYAGE—Now transporting crude oil from the Caribbean to the U.S. east coast, *Texaco Westminster* is outbound (March 4, 1983) after discharging at Central Hudson Power & Light Company in Roseton, New York. This 1981-built, British-flag, 79,999 dwt vessel is 810' in length with a cargo capacity of 631,000 bbls. Captain Edward A. Hayes and his British crew, having been in the crude oil service from the Far East, "thoroughly enjoyed" the trip up the Hudson River—even had time to visit the U.S. Military Academy at West Point. That's tug *Amy Moran* escorting the *Texaco Westminster*.

(Continued from Page 12)

vessels berth at the New York City's I.T.O.-operated South Brooklyn Marine Terminal at 34th Street. The *Gowa* was docked by Moran Pilot-Captain Joseph McDonald with the assistance of the 2,150 h.p. tug *Harriet Moran*. P.T. Djakarta Lloyd's general agents in the United States is Central Gulf Lines, Inc. of One Whitehall Street, New York City.

M/V SKEENA—Docked at Berth 70, Port Elizabeth by Moran Pilot-Captain James M. Naughton (tug *Margaret Moran*) on December 12, 1982 is the new British-flag ro/ro vessel *Skeena*. Owned by Seaboard Shipping Services, Ltd. of England, the *Skeena* was on maiden voyage to join sisterships *Skaubord* and *Skaugran*. Each of the three 45,918 dwt vessels is 599' in length and has a capacity for 4,200 automobiles or 15-million net board feet of lumber. In regular service, the 'custom designed' vessels carry lumber from Vancouver, British Columbia to the Far East and return to the west coast of Canada and the United States, usually with automobiles. U.S. agents for the Seaboard Shipping Services, Ltd. is the Seaboard Shipping Company of Mahway, New Jersey.

(Continued from Page 5)

City marine terminals at a charge of \$30.00 per 20' or 40' container'.

Also available at South Brooklyn Marine Terminal is a weekly or semi-weekly container barge service to and from the New England area.

Terminal Users

The International Terminal Operating Company, who operates numerous marine terminals in the Port of New York/New Jersey and on the Atlantic and Gulf seaboard, is proud to serve the following steamship lines at its newest marine terminal: Hellenic Lines, Ltd.; Jugolinija; Lloyd Brasileiro Line; Marand Line; Maritima Andino S.A.; Medafrika Line; Mexican Line; P.T. Djakarta Lloyd; Pan-Atlantic Lines; Prudential Lines, Inc.; Scindia Line; and Safmarine.



SS QUEEN ELIZABETH 2—Cunard Line, Ltd.

PARADING NEW COLORS—Cunard Line's luxury liner *Queen Elizabeth 2* parades more than a "light pebble-grey and white" superstructure and a return to the traditional Cunard red and black funnel in this photograph taken August 19, 1982. A multi-million dollar refurbishing and rebuilding of internal areas has added a health spa, a new "Club Lido" and "a new dimension" for the "world's most discriminating travellers". In 1983, the *QE2* sails from the New York Steamship Passenger Terminal on 11 trans-Atlantic crossings and six cruises to Canada, the Caribbean and to nowhere—from April to December.

"I LOVE THE LADY" BALLOONS & TUG MIRIAM MORAN MARK STATUE OF LIBERTY—ELLIS ISLAND SHIPBOARD CELEBRATION



ABOARD HOME LINES' newest cruise liner *Atlantic* on June 19th hundreds of invited guests viewed 5,000 helium-filled balloons released from tug *Miriam Moran* as a climax to ceremonies establishing a national Statue of Liberty—Ellis Island Commission to restore and preserve the landmarks in anticipation of centennial celebrations commencing in 1984. Headed by Mr. Lee A. Iacocca, the Commission appointed by President Ronald Reagan will oversee a long overdue restoration and preservation of the two landmarks. Home Lines' luxury liner *Atlantic* was berthed at Pier 92, New York City's passenger ship terminal.

Ashore



and Afloat

IT IS ALWAYS A PLEASURE to announce and write a few words about Moran personnel appointed to positions of added responsibility and to introduce employees new to our readers in Tow Line's first issue of the year. In this issue we do both and, regretfully, make note of the retirement of some old friends Ashore & Afloat.

JOSEPH A. DE ANGELO, former Assistant Controller and Assistant Treasurer, has been named Treasurer of the Moran Towing Corporation and Treasurer of the Moran Towing & Transportation Co., Inc. by Mr. Thomas E. Moran, President and Chief Executive Officer of the owning and operating companies.

Mr. De Angelo's appointment became effective January 1, 1983.

His two former titles, which he relinquishes, were awarded by Moran's Board of Directors in 1973, shortly after Joseph joined Moran's Accounting Department.

It was ten years' study at night while gainfully employed during the day that culminated in a Bachelor of Science Degree from Saint Peter's College, Jersey City in 1968 and a Master's Degree in Business Administration/Finance with a Certificate in International Business from Seton Hall University in 1971.



JOSEPH A. DE ANGELO

In addition to learning the intricacies of business and finance, we might add, Joseph taught an undergraduate course in accounting at Fairleigh Dickinson University for four years.

Also pleased, we're sure, with Joseph's newest appointment are wife Rosalie and daughters Lynda, 13 and Denise, 10 at the De Angelo home in Nutley, New Jersey.

MARTIN F. ROSSINI, a former Moran port engineer and a gentleman well-versed in maintaining shipshape a sizeable portion of Moran's fleet of tugs and barges, was appointed Manager, Moran Shipyard Corporation by Mr. Thomas E. Moran on January 1, 1983.

"Mr. Rossini's new duties involve day-to-day maintenance of the New York fleet of harbor, off-shore tugs and oil barges through supervision of a 24 man shipyard crew of skilled mechanics and



MARTIN F. ROSSINI

tradesmen", succinctly stated Francis D. Collins, Manager, Construction & Repair Department—under whose aegis the Staten Island-based shipyard functions.

A native born Staten Islander (Great Kills), Martin is an alumnus of McKee Technical High School (St. George) and Staten Island Community College.

Martin's familiarity with the source of power generated by Moran tugs began in 1970 when he joined the shipyard crew—an acquaintance which became intimate at the completion of a course on the GM 645's at General Motor's well-known diesel engine school in La Grange, Illinois in 1971.

Appointment as a Moran Port Engineer in 1978 added new vistas like "house calls" on tugs and barges needing professional attention in ports up and down the Atlantic coast and Puerto Rico.

Martin's "home port" is Dongan Hills, Staten Island where he cultivates a respectable vegetable garden and a growing family with wife Jeanne, son Michael, 8 and daughters Lisa, 6 and Katherine 2½.

CAPTAIN GASTON WILLIAM (Bill) NORGEOT, after a decade of plying the Atlantic and Gulf coasts in Moran off-shore tugs as Mate and Master, was called ashore October 18, 1982 to be an Assistant Operations Manager to Captain Leonard G. Goodwin, Vice President, Operations and to Captain Russell G. McVay, Vice President, Harbor Operations.



GASTON WILLIAM NORGEOT

Bill hails from Orleans, Massachusetts where he was born with an early bent toward the sea. A Sea Scout during school days at Nauset Regional High School, the budding mariner was appointed to the Massachusetts Maritime Academy at Buzzards Bay in 1969.

With a Bachelor of Science Degree in 1972 - last 3 year class -, he trained in Moran's chartered tugs operating with barges in the Gulf of Mexico and the Caribbean.

January 30, 1975 saw assignment as Mate with veteran towing master Captain Marion J. Adkins in offshore tug *Elizabeth Moran* in Atlantic Cement Company service.

A flight to Honolulu, Hawaii soon after to join tug *Patricia Moran* on tow to San Francisco, California and Norfolk, Virginia led to full involvement in Moran's offshore tug operations.

Now, after assignments as Captain on numerous tows of tugs *Alice Moran*, *Elizabeth Moran*, *Sheila Moran*, *Heide Moran*, *Judy Moran*, *Amy Moran* and *M. Moran*, our new Assistant Operations Manager steps ashore from tug *Esther Moran* to accept new challenges.

CHRISTOPHER D. BODKIN, Seaboard Barge Dispatcher, (Seaboard Shipping Company is a Moran oil transportation subsidiary in New York.) is a man whose knowledge of the barge business belies his years.

Enthusiastic? Yes. Chris' interests have remained waterside since a move to Sayville, Long Island

from Brooklyn at age twelve. School days at St. Thomas More Prep in Colchester, Connecticut where he graduated in 1966 still left summers free to roam the shoreline of Great South Bay.

Undergraduate work at Adelphi University in Garden City, Long Island led to a Bachelor of Arts degree in European History in 1971 and a return to Great South Bay.

Employment as deckhand on the busy Fire Island ferries in 1971 culminated in a license as Captain, "inland passenger & inspected vessels" in 1973. He continued operating ferries until 1976 and still maintains his license.

Captain Bodkin joined John J. McMullen Associates—designers of Moran's *Judy Moran*—class tugs—in One World Trade Center in 1976 where he applied his talents in their Barge & Dredge Design Division.

A stint as a New York harbor tug dispatcher (nights) preceded Chris' joining Moran (Seaboard) in 1981.

A family man, Chris and his wife Lauren have two sons: Christian, 3 years old and Gregory, 8 months (at this writing).

ELIZABETH A. PANNULLO, Payroll Administrator (Or is it administratrix?) to all Moran shore-side and office personnel in New York, is an affable born-in-Brooklyn girl slightly over five feet in stature with an engaging everyday smile - flashed not only on alternate Thursdays.

Miss Pannullo joined Moran's

One World Trade Center staff in March 1981 with, among other qualifications, six years' experience in handling payrolls for American Airlines' 4,000 Flight Attendants in her dossier.

Never stepped foot on a tug - although she'd like to - but not unfamiliar with aircraft.

Would you believe flights to Australia, Argentina, Brazil, Mexico and to major countries in Europe and islands in the Caribbean? It all happened during her tenure with American Airlines.

Elizabeth "likes a little bit of everything" when it comes to sports or exercise and owns her own bicycle. Dances, too, but "out of the spotlight".

Weekdays after work she delights in walking across the Brooklyn Bridge to catch the first of two buses en route to her own apartment in Middle Village, Queens.

Evenings? For three years it's been night school at Queensboro Community College, Bayside working toward an Associate Degree in Business Administration.

More, we do not know. Elizabeth Pannullo is most gracious, but not at all garrulous.

ALAN L. MARCHISOTTO, a quiet gentleman of substance in the realm of corporate law and admiralty law and other legal mysteries, succeeded Susan Abrams as General Counsel to the Moran towing firm on May 17, 1982. (Miss Abrams has since relocated to the

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CHRISTOPHER D. BODKIN



ELIZABETH A. PANNULLO



ALAN L. MARCHISOTTO

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British crown colony of Hong Kong.)

Alan is a native New Yorker who grew up in the pleasant town of Baldwin, Long Island where he graduated from High School in 1967.

Choosing Trinity College in Hartford, Connecticut to further his education, Alan was awarded a Bachelor of Arts degree in History in 1971.

Alan's choice for postgraduate work was the Vanderbilt University School of Law in Nashville, Tennessee. There in 1974, he was awarded a Doctor of Jurisprudence degree.

"I liked Trinity College at first sight," Alan recalls, "but I chose Vanderbilt for its general law concept in teaching and for the limited size of its classes."

The discerning young lawyer then returned to New York City to a challenging position with the well-known admiralty law firm of Healy & Baillie. He became a member of the New York Bar.

A position as International Counsel with the Norlin Corporation beckoned in 1978.

Norlin is a multi-national company listed on the New York Stock Exchange and located in White Plains, N.Y.

Travel to South American countries on legal matters for Norlin allowed Alan to apply a good working knowledge of Spanish, a pleasure regrettably foregone in his present duties. However, he is now studying French.

Married? Yes. A mere week before Alan stepped up the Moran company gangplank (May 8, 1982), Mary Jane Spellane became Mrs. Alan Marchisotto.

Marchisotto, he informs us, is a name with origins in that delightful island storehouse of history, Sicily, a place still unvisited by Alan.

CORPORATE SECRETARY—
General Counsel Alan L. Marchisotto was elected Moran's Corporate Secretary by the Board of Directors on March 23, 1983.



CURTIS BAY SERVICE—Malcolm W. MacLeod, President, Curtis Bay Towing Company (left) presents his firm's Service Awards to two employees in the New York sales office of the 'Blue Diamond Fleet'. Pleased with his 20 Year Service Award is Robert S. Wilson, vice president and pleased with her 25 Year Service Award is Eileen T. Gaffney, sales secretary.



SETS A NEW COURSE—Captain Peter Jackson, Master of Cunard's luxurious *Queen Elizabeth 2*, receives a 'token of esteem with all best wishes' from the hand of Moran's senior docking pilot, Captain Grover Sanschagrín, following the berthing of the liner by Moran tugs January 16, 1983. The occasion marks Captain Jackson's final voyage at the helm of a great vessel after 44 years at sea, 346 Atlantic crossings and 2-million miles afloat. Captain Jackson and his wife, who he met on a 1957 World Cruise of the *Caronia*, stepped ashore to return to England—to a garden, to a piano, to retirement.

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Counter to common practice, Captain Goodwin rigged each section to be towed wingwall first—a 90° shift in orientation—and assigned each tug to two sections for tandem towing.

All three coast-to-coast tows were successful, proving the efficacy of his decision.

In 1963, Captain Goodwin was appointed Moran's Operations Manager.

Era of Growth

In the 1960's and '70's, the greatest tug and barge-building effort in the long history of Moran took place. Each new unit added increased capability to the fleet.

Over these decades, on into the '80's, Captain Goodwin again compiled a remarkable record in towing—but this time as Moran's Vice President, Operations.

Captain Goodwin's election as a Vice President of the company was announced by Rear Admiral Edmond J. Moran, Chairman of the Board, on December 27, 1965.

Some major or innovative towing assignments Captain Goodwin likes to recall are: a 5,200 mile tow of the "world's largest submersible drilling rig" *SEDCO 135E* from Japan to Australia; a 7,600 mile, two-barge tandem Rotterdam to Mexico's Pacific coast tow; two dozen tows to Vietnam, Thailand, Okinawa, Korea and Hawaii; a tow in convoy to Holy Loch, Scotland; the maiden *Heide Moran* tow of a passenger liner to Greece; a 10-section, continuous wingwall drydock tow he personally delivered to the Dominican Republic; 50 individual barge tows of LNG spheres; coast-to-coast tows of a dozen Naval berthing barges and all the maiden voyages of Moran's super-barges *Texas*, *Florida*, *New York*, *Virginia*, *Maryland* and *Caribbean*.

And, more.

"The field is wide open today for qualified off-shore towing Masters," Captain Goodwin added, "there are too few today."

Yes, Captain Goodwin is ready to write a book—and what a book it would be.



RETIREMENT FAREWELLS—Guests of Honor at a well attended 'farewell' dinner January 21, 1983 received family and fellow employees' best wishes and gold watches as measures of esteem. Moran's Vice President Lloyd R. Graham (Left photo) presents a Seiko Lassale timepiece to Terrence G. O'Connor, retiring Credit Manager. Terry's 40 years' service saw duty afloat in V-4 tugs prior to earning a number of shoreside titles. Moran's Controller Richard H. Roe (Right photo) offers a lady's Girard Perregaux watch to Margaret Craig (Center), retiring Manager, Billing Department, whose career with the company spanned 42 years. At the presentation was Nora Lascari (Left, in photo), Margaret's sister, who previously retired as Moran's IBM Department Manager. Consensus was: We will miss them and their individual expertise.

IN RECOGNITION AND APPRECIATION of years of continued service with Moran, Service Recognition Emblems are awarded at each year's end to ashore and afloat employees reaching five-year milestones in their careers.

We congratulate the following employees:

Five Years' Service (Three Rubies)

Thomas W. Craighead, Gary R. Di Presso, Gary Giovinazzo, William F. Grosz, Kenneth C. Heskestad, Thomas B. McCormick, Patrick Moy, William P. Muller, Elwood Rich.

Ten Years' Service (Three Sapphires)

William Auld, Thomas Barton, Andrea Bicchieri, Gloria O. Bryan, Lawrence Campbell, Ronald K. Earl, John H. Evans, Dean D. Frank, Nadine G. Gupton, Robert L. Hart, Peter Harte, Byard W. Metcalf, Jeffrey M. Nelson, Marie J. Oge, Richard H. Roe, Paul Roura, Donald P. Sahlberg, Anders Thorsvik, William Tuttle.

Fifteen Years' Service (Three Emeralds)

Donald E. Buck, Ching Y. Chang, William E. Darling, James F.

Donaghy, Thomas Evans, Margaret C. Gorman, William K. Gribbin, Oddvin Liseth, Richard McCracken, Joseph R. MacDonald, George Mason, John J. Mitchell, James Naughton, Werner K. Olsen, Karl J. Placette, Thurston L. Powell, Rodin Schlosberg, George A. Stitik, Edward Velton, Arthur Weber.

Twenty Years' Service (One Diamond-Two Rubies)

Leo Catarina, Okalene H. Evans, Knut Johansen, Thomas Valle, Donald Velie, Henry O. Wiggins.

Twenty-Five Years' Service
(One Diamond-Two Sapphires)
Joseph Canovas, Edward Christensen, Frederick R. Davis, Paulo De Barros, Kjell Fane, Roy H. Locke, Frank Lunde, Everett Merrill, Arthur B. Moore, Alvaro Valles.

Thirty Years' Service
(One Diamond-Two Emeralds)
John W. Becker, Knut Jansen, John Masi, Geneva L. Otey, Joseph Passarello, James Pearce, Franklyn F. Woods.

Thirty-Five Years' Service
(Two Diamonds-One Ruby)
Arthur R. Biagi, Paul Gilje.

Forty Years' Service
(Two Diamonds-One Sapphire)
Raymond Poissant.



CAPTAIN HUBERT (BERT) PRIME, arriving at Moran's Staten Island shipyard with his wife, daughter and son-in-law for an 0500 hours crew change on tug *Miriam Moran* December 29th, expected to spend his final workday before retirement, quietly.

Not so, for Captain Prime's crew and Mate on the *Miriam Moran* (Captain Bruce Allen) engineered a different scenario.

Gathered and waiting to shout "Surprise!" as he stepped into the tug's galley were Bert's youngest daughter, his son and daughter-in-law and some grandchildren.

"A surprise, it was", Captain Prime said later.

Highlighting the surprise was the presentation by the crew of a plaque-mounted, solid brass ship's bell and anchor respectfully inscribed with each of their names. (See photo.)

Captain Bert Prime's 42 years' service in harbor tugs, and to vessels calling at the Port of New York/New Jersey as a senior docking pilot, was recalled four days later at a private luncheon in the Downtown Athletic Club.

Co-hosts to the gathering in Captain Prime's honor were Captain Leonard G. Goodwin, vice president (Operations) and Captain Russell G. McVay, vice president (Harbor Operations).

Captain McVay, expressing

CAPTAIN NORDBERG RETIRES—A DAUGHTER'S TRIBUTE

(Editor's note: Nancy Mammolito -nee Nordberg-, in a letter to TOW LINE reflects "on what it has been like being the daughter of a tug captain." Captain Nordberg retired from Moran's N.Y. harbor fleet March 1, 1983.)

"Captain Inge 'Red' Nordberg is my father and he is retiring from the Moran Towing & Transportation Co. after 33 years' service. I can only surmise how he obtained the nickname 'Red' as he is a blonde man with a ruddy, red complexion. I suppose the healthy skin tone caused by years of working out-of-doors has become his most prominent physical feature.

"I decided to write this tribute to my father as I began to reflect on what it has been like being the daughter of a tugboat captain. I have always felt pride, respect and happiness that my father worked at something that he enjoyed. He never complained and rarely took time off from work. I recall feeling worried as he drove the two hours to work from our Long Island home in rain, sleet and snow late at night or in the early morning hours. He always went, even on holidays when I'm sure he would rather have stayed home. He had stamina, integrity and commitment to a job which asked much from him but offered a sense of freedom and flexibility unlike any other job. For my father is a quiet man, a thinker, and the many solitary hours behind a tug's wheel has satisfied his need for aloneness.

"The tugs have been a part of my father's life since 1946 when he took his first job with the Mathiason Tugboat Company. The war had just ended and, like most young men, my father was willing to do anything to earn wages. Working on tugs was considered good, steady work and decking was no problem for a young, healthy man.

"His work with The Mathiason Company eventually led to employment with The Dalzell Tugboat Co. and then also to the Meseck Tugboat Co., where he met a life-long friend, the late Eddie Knutson. A few years after he started with the tugs he experienced doubts about making decking a career and he left to earn a living on land. However, something drew him back to the water and in 1950 he began employment with the Moran Towing Co. Once he had made the commitment to the tugs he began working on attaining a pilot's license and has been a captain for as long as I can remember.

"I recall as a young child asking my father what boat he was working on as I loved all the ladies' names. The *Moir* (*Moran*) sticks out in my mind but especially the *Julia* (*Moran*) which I know is the tug my father has his fondest memories of. Some very old friendships were made then with men like Richard Dekker, Oliver Frank, Bob Hayes and Jerry Thorpe. One of my father's greatest treasures is a painting of the *Julia* by marine artist Robert Lie, personally painted for him as a gift from my mother. The painting hangs in my parent's home, a true testament to the livelihood of the man and the grace of the squat, powerful tug.

"I think my father has been fortunate in his life to have enjoyed his work, to have had more time with his family, and to have had so many years with a company that respected him. He accepts retirement without regrets and sorrows. He has said on many occasions that he could not have had a better life, that he could not imagine having worked at anything else. I wonder how many people feel that way as their retirement years face them.

"Now that he is finally ending his days as a tug captain, I know that my father will miss his work. He will miss the camaraderie of his crew and it will be hard to deny the desire to command a ship ever again. But his work will always remain an integral part of his life and he will look back with the fondest of memories."

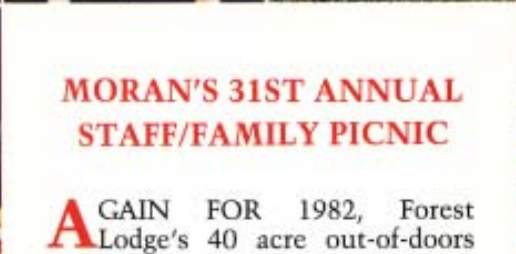
Moran's appreciation of Bert's long and distinguished service, presented Captain Prime with a Chelsea 'Boston' ship's bell clock aptly inscribed "for 42 years of exemplary service".

With additional words of commendation, Captain Grover Sanschagrin (Chairman, Reynolds

Pilots Committee] presented the pilot organization's first Reynolds Pilots Award Plaque—a singular honor to the retiring pilot.

Captain Hubert Prime will be missed by more than the twenty-five fellow employees who were able to attend the luncheon.

But, "I'll keep in touch", he said.



MORAN'S 31ST ANNUAL STAFF/FAMILY PICNIC

A GAIN FOR 1982, Forest Lodge's 40 acre out-of-doors fun spot in New Jersey's cool Watchung Mountains was the private domain of eight score Moran headquarters' employee families and friends bent on a full day's relaxation holiday on Friday, June 25th.

Relaxation, that is, with exclusive use of an Olympic-size swimming pool, basketball and volleyball courts, ping-pong tables, horseshoe pits, softball fields, swings, seesaws, go-carts and the like.

Day long, non-stop food and refreshments were served to satisfy the inner man, woman, child and tot with picnic fare from hamburgers, hot dogs, corn-on-the-cob, Italian sausage, watermelon, ice creams, salads and little neck clams to an on-site grilled prime sirloin steak dinner at 1800 hours.

Consensus? A thoroughly enjoyable day for all.

