

Tow Line

NUMBER ONE—1987

40th ANNIVERSARY ISSUE



A CAPE HORN SQUARE RIGGER

ON THE COVER

A CAPE HORN SQUARE RIGGER

Captain Grover Sanschagrin piloted the four-masted barque **PEKING** across New York Harbor, using the tugs **MIRIAM MORAN** and **GEORGIA MORAN**. She was moved this past May from pier 16, the South Street Seaport Museum, on the East River in Manhattan, to Caddell's Dry Dock in Staten Island. It was the first time the 377-foot long ship left the museum's pier since she was brought from England in 1975.

PEKING was built in Germany in 1911, and carried cargo for twenty years, including through the infamous Cape Horn passage, as part of the "Flying P" liners of the F. Laeisz & Company of Hamburg, Germany. In 1932 she became the **ARTHUSA** and was used as a stationary schoolship for over 42 years in England until brought to the museum.

Tow Line Aerial Photo, Helicopter Pilot Tom Olivo



The **PEKING**, the second largest sailing vessel in the world today, in the floating dry dock of Caddell's in Staten Island. It is a most unusual sight to see a ship without a propeller on her stern, but the only power the giant vessel had was the free-winds to move her across the world's oceans. **PEKING** was last in the shipyard in Blackwall, England. After hull repairs the square rigger received six coats of Devoe paint and a cathodic protection system.



IN THIS ISSUE

Pilotboat NEW JERSEY	3
Moran's New President.....	4
Sailors Snug Harbor.....	5
The MV TROPICAL SKY	5
TOW LINE'S 40th Anniversary	6
Pure Car Carriers	7
Computer Sailing.....	8
QUEEN ELIZABETH 2	
Returns	Centerfold
Ships in the News	12
Ashore & Afloat	14
MV PROSPERITY	16
JUDY MORAN'S Crew	
Receives Awards	16
Recommended Reading	17
Moran's Holiday Party	18
Moran's Port Listing	19
WIND SONG	Back Cover

Moran's Overseas Agents

ENGLAND: James A. McLaren & Co., Ltd., Baltic Exchange Chambers, 28 St. Mary Axe, London EC3A 8DE/DENMARK: Danish Maritime Service, 1 Skoleback, DK 3050, Humblebaek; FEDERAL REPUBLIC OF GERMANY: Menzell & Co. SCHIFFSMAKLER, Hamburg 11/37007-1, Alter Wall 67-69; GREECE: G.A. Kondoulis Shipping Company Ltd., 150 Kolokotroni Street, 185 36 Piraeus Greece; FINLAND: O.Y. Lars Krogius A.B., P.O. Box 13301, Helsingfor 13; HOLLAND: F.A. Voight & Co., N.V., 4 Javastraat, 3000 BD, Rotterdam; HONG KONG: Wallem Shipping (Hong Kong) Ltd., 183 Queen's Road East, Hopewell Centre-46-48 Floors, P.O. Box 40; IRELAND: Leinster Shipping Company, Ltd., 23 Fitzwilliam Square, Dublin 2; ITALY: Paolo Scerni, 10 Piazza Portello, Genoa; NORWAY: Henning Astrup, Fridt job Nansensplass 4, Oslo; Birger Gjestland, Kong Oscars Gate 62, Bergen; SCOTLAND: Henry Abram, Ltd., 17 Sandyford Place, Glasgow, C3; SPAIN: Joaquin Davila & Cia., S. A., Hermosilla 30-2, Madrid I.

Tow Line

Vol. XL

NUMBER ONE -- 1987

PUBLISHED BY

© MORAN TOWING & TRANSPORTATION CO., INC.

Two Greenwich Plaza, Greenwich, CT 06830

Cable Address: MORANTOW

Francis James Duffy, Editor



NEW JERSEY—The United New York & United New Jersey Sandy Hook Pilots' Benevolent Association have replaced their station boat **NEW JERSEY** with a new vessel bearing the same name. The 131-foot long boat was built to ABS class by Damen Shipyards of Gorinchem, the Netherlands. She will rotate with the **NEW YORK**, Pilot No. 1, at the entrance to the harbor by the Ambrose tower. The **NEW JERSEY** was put into service in October of 1986 and has accommodations for twenty pilots and carries a crew of twelve. She is photographed at the Hook Pilots base on Staten Island.

MORAN'S NEW PRESIDENT



MALCOLM W. MACLEOD

This past March, Mr. Thomas E. Moran announced that he would relinquish his position as president of the Moran Towing Corporation, and appointed Mr. Malcolm W. MacLeod as his replacement. Mr. Moran, who had served as president since 1964, will continue to guide the company as chairman of the board and chief executive officer. Mr. MacLeod, who was previously president of the Moran subsidiaries Curtis Bay Towing Companies, took over the new duties on June 16th.

MALCOLM W. MACLEOD

Malcolm W. MacLeod is a veteran in the maritime industry having been associated with tugs and barges, both afloat and ashore, for some thirty years. The 53-year-old executive started his career on Moran tugs after his graduation from the Massachusetts Maritime Academy, Buzzards Bay, on Cape Cod. All his working career has been with the Moran organization and its subsidiary companies, with the exception of two years service in the United States Navy as a deck officer on fleet tugs.

Mr. MacLeod came ashore from the boats in 1957, joining the headquarters staff in New York in the sales department. He worked in a variety of assignments for the company, including development of economical waterborn movement of fossil fuels for the area's utility companies.

In 1978, Mr. MacLeod was elected by Moran's board of directors as vice president of the affiliated company, Curtis Bay Towing Company, based at Baltimore, Maryland. Curtis Bay serves the ports of Baltimore, Philadelphia, Norfolk and also does offshore towing. He became executive vice president at Curtis Bay in 1979, and was named president and chief executive officer of the company in January of 1980.

Mr. MacLeod is based at the executive headquarters of the Moran Towing Corporation, in Greenwich, Connecticut. The new president plans no radical changes in Moran's operations. "Moran has always maintained a fine reputation in the ports that we operate in and we will build on that," Mr. MacLeod told the business writer for *The New York Times* in a recent interview.

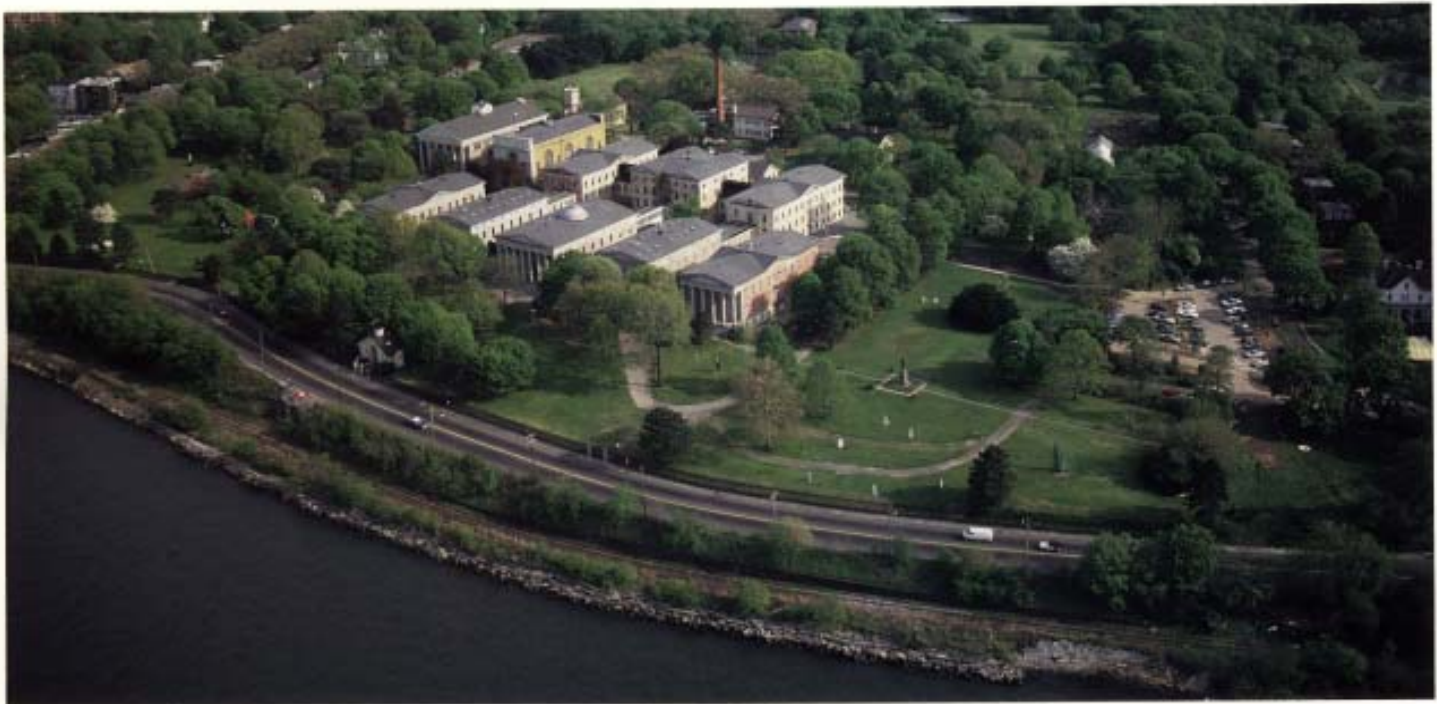


EDMOND J. MORAN, JR.

Mr. Thomas E. Moran has appointed his younger brother, Edmond J. (Ned) Jr. to succeed Mr. MacLeod as president of Curtis Bay Towing Companies. Mr. Edmond J. Moran, Jr. came to the family firm in 1971, from the States Marine Lines, Corporate Planning Division. He started in the sales department and was appointed vice president in 1973. When Moran acquired the Florida Towing Company in 1976, he became vice president and general manager of that operation in Jacksonville, Florida.

In 1981, Edmond J. Moran, Jr. was transferred to Houston, Texas to become president of Moran Maritime Services, the company's oil transportation development office. He returned to New York in 1983, to take over as manager of the Moran Barge Division, which included all oceangoing, dry bulk and tank barges, along with the oil barges of the subsidiary company, Seaboard Shipping Company. His last assignment in headquarters was vice president of this operation, before he went to Baltimore in June.

All the members of the board will remain the same, according to Mr. Thomas E. Moran. In addition to Mr. Thomas E. Moran, Mr. Malcolm W. MacLeod, and Mr. Edmond J. Moran, Jr., the members of the board are: Mr. Lee R. Christensen, vice president, administration and finance, Captain Russell G. MacVay, vice president in charge of operations, and Mr. W. Anthony Watt, vice president of sales and outside directors, Mr. Peter M. Moran and Mr. Peter R. Vermylen. Mr. John Bull is a Board Member, Emeritus.



SAILORS SNUG HARBOR Built in 1833, and used until 1976 as a retirement home for merchant seaman, this 80-acre complex at 1000 Richmond Terrace, Staten Island, New York, has been turned into a cultural center for the public. It offers music concerts, jazz festivals, galleries, theatres, museums, films, events, parklands and an educational program. The Great Hall

has recently been restored and is available for meetings and banquets. The center, which is listed on the National Register of Historic Places, is one of the finest examples of Greek Revival architecture. The Snug Harbor Cultural Center is supported by public and private funds and is a not-for-profit organization.



The *TROPICAL SKY*, of the Intercontinental Transportation Services Ltd., unloads her cargo of fruit at pier 42, East River, in Manhattan. The Korean built ship is one of four 463-foot long refrigerated cargo vessels on the New York-Ecuador and Honduras run. The *TROPICAL SKY* made her maiden arrival to the port on

December 14, 1986. Captain Nino Pauppatti (in the photo, left) greets the ship's Captain, Bjorn Bergtson (center) on the bridge. This was Captain Puppatti's last official act before retiring and being replaced by Mr. Philip Quon, (right) who takes over the position of terminal manager at pier 42.

TOW LINE'S FORTIETH ANNIVERSARY



The front cover of the first issue of *Tow Line*, published in 1947.

The Tow-Line introduces itself with this issue. It will be its purpose to tell the story of the activities of Moran tugs to two very important groups of people — Moran employees afloat and ashore and our customers. The Tow-Line will not venture a guess as to which group is the more important. It will state with certainty that we could not get along without both. The Tow-Line hopes that it will not be found lacking in interest to those who "take it in tow".

In the year 1947, Moran, along with the other companies in the maritime industry, was just recovering from the long, hard days of World War II. It was at this point in history that the in-house publication *Tow Line* was launched and the company is proud to celebrate the fortieth anniversary of the magazine this year. Admiral Edmond J. Moran, USNR, the then president of the company, outlined the mission of the magazine in the first issue. It would tell the Moran story to the people in the company and to the customers.

Tow Line grew over the next forty years, along with the company and the industry it covered. From a modest start of fourteen pages, with black and white photos, the magazine evolved into the present 4-color, twenty page slick. Back issues are a rich history of the maritime industry for they tell of the many changes, changes in which Moran played a major role.

It would be impossible to even try to condense forty years of *Tow Line* into the space available, but a few highlights follow. The port was still the terminus for the great trans-Atlantic passenger ships in these years before the jet planes took away the traffic. Moran tugs and pilots were busy handling these giant ships. The "canalers" were a presence on the New York Barge Canal every season, moving newsprint, oil and bulk cargoes to ports and cities upstate and on the Great Lakes. The tugs moved break-bulk ships from the piers of Manhattan and Brooklyn. Tankers of 33,000 dwt were considered "super" in stories, while foreign cars were still unloaded from ship's hold on slings.

The changes came swiftly after Sea Land converted the *SS FAIRLAND* to carry 226 containers in 1955. Cruise ships replaced trans-Atlantic passenger ships. Although canal traffic ended, larger barges were built for tugs to tow in the coast-wide trade. Forty years ago tugs with 250 hp engines were still common, but Moran enlarged and modernized the fleet to meet customers' demands with larger ships.

One of the most unusual parts of the forty years of *Tow Line* is the fact that there have only been four editors. The first was Robert M. Munroe, followed by Frank O. Braynard, Jeff Blinn and this writer. It was Robert M. Munroe who pioneered, laid out the original format and followed the mandate of what direction the magazine would take for fourteen years. Frank O. Braynard replaced Munroe in 1962 and brought a background in maritime history and journalism to the editorship for seven years. No one has been connected longer, or made more of a contribution to *Tow Line* than Jeff Blinn. In thirty years he went from photographer to editor and moved coverage to the present 4-color photos.

Not many magazines have published for forty years, especially in the maritime field. *Tow Line* now reaches subscribers around the world, including customers, company personnel, the military and maritime museums. The writer has been editor since 1984 and hopes he has been successful in continuing the *Tow Line* tradition of telling the Moran story to the people in the company and to the customers.



Three of the four people who held the position of editor over the past forty years. Left to right, Frank O. Braynard, Francis James Duffy, and Jeff Blinn. Mr. Robert M. Munroe, founding editor, has died. The photo was taken by Allan Litty, of Flying Camera, who has been associated with the magazine from the start with his contributions of aerial photography.

PURE CAR CARRIERS



PCC KENTUCKY HIGHWAY



PCC HYUNDAI - 108

According to the statistics from the Port Authority of New York & New Jersey, there were 20,000 foreign vehicles delivered by ship and processed through their marine terminals in 1957. From this modest start, 1986 saw the figure exceed a half million vehicles imported, up some 43 percent over 1985. The autos come from around the world, arriving in the port aboard pure car carriers. The demand for the imports in the United

States, where they account for 29 percent of the new car American market, has resulted in the building of larger specialized autoliners with capacities reaching 7,000 vehicles for each ship.

Moran handles many of the autoliners that bring their cargoes to the port, part of the team of experts that help make the port so attractive to importers for the safe, efficient movement of their vehicles. Two recent

maiden arrivals of pure car carriers, docked by Moran tugs and pilots, are the *PCC KENTUCKY HIGHWAY* and the *HYUNDAI - 108*. The *KENTUCKY HIGHWAY* is a Kawasaki Kisen KK (K-Line) ship of Japan that made her first visit here on May 17, 1987. The *HYUNDAI - 108* sails under the South Korean flag and is owned by Hyundai Merchant Marine Co., Ltd., of Seoul, and brought her first cargo of vehicles here on May 20, 1987.



Captain Jean-Marie Gullou, left, *WIND SONG'S* master, with Moran's docking pilot, Captain William Hennessey



Mrs. Nadia Stolt-Nielsen, left, was the Godmother of *WIND SONG* at the ship's christening in New York City on May 20, 1987. Next to Mrs. Stolt-Nielsen is her husband, Mr. Jacob Stolt-Nielsen, vice chairman of Windstar Cruises Ltd., and Mr. Jean-Claude Potier, right, president of the line.



The bridge of *WIND SONG*, with the computer console that controls the furling and unfurling of the sails.

A special arrangement is made for the diesel exhausts, between the four pole masts of the sailing ship.



One of the automated hydraulic winches and booms that take commands from the computer to position the sails.

COMPUTER SAILING

Moran tugs greet an average of one ship a month making a maiden arrival to the port, but it has been many years since the arriving vessel has been a passenger-carrying sailing ship like the WIND SONG. The 440-foot long, white hull vessel's four, 204-foot high masts seemed to just clear the Verrazano-Narrows Bridge when she sailed into New York Harbor on the morning of May 20, 1987. The MIRIAM MORAN and JUDY MORAN took her safely in tow, first covering their bows so as not to mark the white hull. Captain Grover Sanschagrin docked the sailing ship at Circle Line Pier 81, on Manhattan's West Side.

The WIND SONG has sailed directly across the Atlantic from her builders, Societe Nouvelle des Ateliers at Chantiers du Havre and La Rochelle-Pallice, France. She was christened at the Manhattan pier by Mrs. Nadia Stolt-Nielsen, Jr., wife of the vice chairman of Windstar Sail Cruises Ltd., Mr. Jacob Stolt-Nielsen, Jr. This was the second sailing cruise ship to be launched for the company. Her sistership, WIND STAR, has been carrying passengers in the Caribbean since December of 1986. A third ship, WIND SPIRIT, is to be launched from the same shipyard in France later this year.

High-Tech Sailing

The ships of Windstar Sail Cruises are a mix of the traditional wind-driven vessels with high-tech computer controls, resulting in a unique experience. No one goes aloft to set, or trim the sails, for they are all controlled from the ship's bridge. Sensors on the four aluminum pole masts send down the data of speed and wind directions to a work station on the bridge. A console sets in motion a system of automatic winches, cables and booms to move the 21,500 square feet of sails, furling and unfurling in less than a minute.

Heeling Tanks

The bridge watch doesn't even have to look aloft for the computer that controls the sails displays a diagram on how the six triangular polyester sails are set. The vessel will never heel over six degrees for heeling tanks also take commands from the computer. Further stability is insured by retractable fin stabilizers. Three diesel engines are used for electricity, to desalinate water and when

the winds fail, provide power to move the ship. There is even a "fail safe" system, should there be a power failure. Hydraulic accumulators automatically retract the sails unless the system is overridden within 30 seconds. WIND SONG may be a wind-driven ship, but it is like no other to sail the seven seas.

A Return to Wood

Windstar Cruises look to attract the veteran cruise ship passenger looking for a very different experience. Although the ship is steel and the longest sailing vessel ever launched, she will carry only 150 passengers. Because of the Hewlett Packard 300 computer controls the engine and deck crew number just 22, with the remaining 60 in the stewards department caring for the passengers.

The passenger cabins and public rooms are as deluxe as any cruise ship afloat, but the on-board environment has been designed to remind the passengers that this is a sailing ship, close to the wind and sea. A new fire-retardant wood veneer gives the interior a warmth missing on most ships today. The 75 passenger cabins, all outside, are similar in size and layout for this is a one class ship. Each cabin includes a hidden safe, mini-bar, refrigerator, multi-channel radio, color television monitor, videocassette player and ship-to-shore telephones. There is an extensive collection of video tapes on board.

Active Cruising

The public rooms and restaurants, located on two decks, are decorated in wood and soft colors. It has been many years since special material has made it possible to have a restaurant with wooden ceilings and walls like this ship. There are skylights, casinos, and a salt water swimming pool, surrounded by picture windows. The ship is aiming for the more active passengers, featuring a watersports platform, motorized Sillinger rafts, small sailboats, windsurfing equipment, snorkeling and scuba



gear and deep-sea fishing poles. Because of her size, WIND SONG can venture into small islands and secluded beaches.

Captain Jean-Marie Gullou

The master of the new sailing ship is Captain Jean-Marie Gullou, a former French navy officer, graduate of the French Marine Academy and captain of such cruise ships as MERMOZ, AZUR and RHAPSODY. He was well pleased with the care his ship received from Moran tugs and pilots. The ship spent seven days in New York Harbor in May, going out twice a day for cruises to introduce the public to cruising under sail. Moran tugs guided her out and back each time, with our docking pilots taking care of her safety. She sailed about the harbor waters under computer control.

Polynesia Cruise

When WIND SONG left New York she went on to make a debut to other American ports before taking up station at Papeete, the capital city of Tahiti, in French Polynesia. The seven-day cruise from Tahiti will take passengers to such romantic South Pacific islands as Bora Bora, Tahaa, Moore and other seldom visited ports. The seven-day cruise is \$2,635 per person, including all port taxes and gratuities, doing away with the customary tipping at the end of the cruise.

Moran was pleased to have been selected by Windstar Sail Cruises to care for the WIND SONG during her maiden visit to the port. We wish her well on her future cruising and look forward to handling the next ship of the line, WIND SPIRIT, when she comes here.



QUEEN ELIZABETH 2 returns to the port after a record-breaking 179-day refit, costing \$162 million. The external evidence of the conversion from steam to diesel of the ship may be seen in the new funnel, which encases the nine diesel engines' exhausts. The **QE2** arrived back on May 4, 1987 and received the traditional harbor welcome. Four Moran tugs ease the giant superliner into her berth at the New York Passenger Ship Terminal.



QE2
OVES
N.Y.

CUNARD

SHIPS in the NEWS



CV CAPE HENRY - Sekihyo Line, Tokyo, Maiden Arrival, January 14, 1987.



MV POLI II - Pacific Carriers PTE., Ltd., Singapore, Maiden Arrival, May 28, 1987.



CV ALLIGATOR INDEPENDENCE - Senkoi Co., Ltd., Osaka, Maiden Arrival, February 10, 1987.



MT REGENT STAR - Amberpoint Co., Ltd., Hong Kong, Maiden Arrival, March 6, 1987.



MV BOLAN - Pakistan National Shipping Corp., Karachi, Maiden Arrival, March 24, 1987.



CV MING PROMOTION - Yangming Marine Transport Corp., Taipei, Maiden Arrival, April 29, 1987.

SERVICE AWARDS

TWENTY-FIVE YEARS SERVICE

Okalene Evans
Robert M. Loftus

TWENTY YEARS SERVICE

Karl Placette
Captain Rodin Schlosberg

FIFTEEN YEARS SERVICE

Gloria Bryan
George Calain
Byard Metcalf
Gaston Norgeot
Richard Pullen
Edward Tikkanen

TEN YEARS SERVICE

Philip Joseph

FIVE YEARS SERVICE

Wesley Doughty
Timothy Hynes
Ayeau King
Alan Marchisotto
Joseph Perez
Gary Smith
Joseph Stein
Daniel True



Captain Raymond Poissant was honored at a party for his retirement from the company by his fellow Reynolds Pilots. Captain Poissant had 44 years of service with Moran. In the photo above (l to r) Captain Poissant, Captain Russell G. McVay, vice president of operations and captains Bill Clifford and John Bates.



Mr. Dennis J. Sanschagrin has been appointed marine superintendent by Captain Russell G. McVay, vice-president of operations. Mr. Sanschagrin started with Moran in 1968 as a deckhand on harbor and off-shore tugs. On June 2, 1973, when the *SS SEA WITCH* collided with the *SS ESSO BRUSSELS*, in New York Harbor, Mr. Sanschagrin was a crew member on the *CAROL MORAN*, one of the tugs that went to the aid of the burning ships. He came ashore to work as a harbor dispatcher in 1980 and was appointed Marine Superintendent in 1986.



Mr. Thomas E. Moran has appointed David A. Beardsley as manager of the construction and repair department of the Moran Towing & Transportation Co. Mr. Beardsley joined the company in 1974, coming ashore in 1976 as a port engineer. He became manager of the shipyard in 1979 and assistant manager of construction & repair in 1984.

RECENT PROMOTIONS

Dexter Marcellin
—Console Operator, Data Center
Crozer Martin
—Accounts Payable/File Clerk



Mr. Thomas E. Moran honors employees receiving their service awards. (L to R) Mr. Robert M Loftus, Twenty-Five Years, Ms Jean Cuff, Thirty-Five Years, Ms. Gloria Bryan, Fifteen Years.



Captain Herbert M. Walling has been appointed by Mr. Thomas E. Moran, as Manager of Harbor Operations, with responsibility for the fleet of tugs and barges in New York Harbor and Long Island Sound. Captain Walling was formerly an assistant professor of nautical science at the Maine Maritime Academy and senior port captain for SONAT Marine of Philadelphia, Pa.



Dirk Van Oostendorf, left, receives the congratulations of Captain Russell G. McVay, on his twenty years of service.

The Atlantic and Gulf Coast Docking Pilots Association held their annual convention for 1987 in Savannah, Georgia. The Association is dedicated to strengthening the common bonds of docking in the area, and encouraging using pilots in berthing and unberthing ships to promote safety.

At this year's convention Captain Henry

W. Gamp, of Curtis Bay Towing Company, Baltimore, was elected president for 1987, taking over from Captain James M. Naughton of Moran Towing in New York. Captain James Register, of Cape Fear Towing, was elected vice president. Captain George L. Moore, of Moran Towing of Jacksonville, Florida, was reelected secretary treasurer.



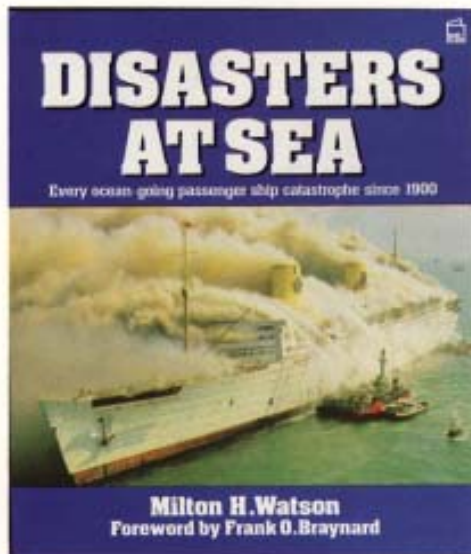
Vice Admiral D.C. Thompson, U.S. Coast Guard, Commander, Atlantic Area, (left to right) Captain Paul Mahoney and Ronald Ruiz of the *JUDY MORAN*, listen to Lt. Kent Mark USCG, read the Public Service Commendation for the Hell Gate Rescue in New York Harbor made by the crew of the tugboat on the night of July 4th, 1986. The award was presented at the Coast Guard Base, Governors Island, New

York. The *JUDY MORAN* is in the background at Yankee Pier. The Women's Propeller Club of the United States, Port of New York Branch, also honored the crew of the *JUDY MORAN*. At a luncheon of the club, held at the Officers Club, Kings Point, N.Y., Mrs. Judy Magna, president, gave the annual "Heroism Award" to the Captain and crew of the *JUDY MORAN*.



On May 5th of this year, the *M/V T.S. PROSPERITY* docked at Maher Terminal, Port Elizabeth, NJ with four 12-Meter yachts as deck cargo. The yachts were loaded at Fremantle, Australia, where they had raced in the last America's Cup Series. Three of the yachts were from the America II syndicate, and one from the Canada II syndicate.

RECOMMENDED READING



DISASTERS AT SEA

By Milton H. Watson. Published by Patrick Stephens Ltd., Wellingborough, Northamptonshire, England, 1987. Price \$14.95.

Sea disasters fascinate many of us and this is a study of that subject. There are facts and figures, and many exceptional photographs of all passenger ship tragedies in peacetime since the turn of the century. There are nearly 200 of them, beginning with the Lamport & Holt CUVIER in March 1900 and concluding with the Soviet ADMIRAL NAKHIMOV in August 1986. The most famous of this ill-fated breed, ships such as the TITANIC, LUSITANIA, MORRO CASTLE and ANDREA DORIA, are included along with the others such as the grounding of White Star's CELTIC, the burning of French Line's LAFAYETTE and the terrorist bombing of British India's DARA.

Reviewed by William H. Miller

VESSEL TRAFFIC SYSTEMS

By Charles W. Koburger, Jr., Capt. USCGR (Retired), Cornell Maritime Press, Centreville, MD 21617, \$18.00.

Captain Koburger has drawn on his many years of service to the maritime community in offering a basic explanation of Vessel Traffic Services (VTS) both in the United States and abroad. **VESSEL TRAFFIC SYSTEMS** provides the reader with a brief overview of the VTS concept of marine traffic management, the goal of which being the safe navigation of waterborne traffic through the VTS's area of responsibility. Koburger explains how this goal is pursued through the use of radar, closed circuit TV, and VHF-FM communications to alert the mariner to potentially dangerous situations, in addition to navigational information of a more routine nature, such as future traffic to be encountered, buoy outages, weather advisories, etc.

In comparing various Vessel Traffic Services throughout the world, Koburger delves into the evolution of each system, how it was developed according to the political, geographical, and maritime needs of each port. Although Koburger presents an overall pro-VTS image, he does attempt to weigh the pros and cons of each system, stating "a clumsy" operation is worse than none at all.

Throughout his text, Koburger lobbies for the standardization among U.S. and worldwide Vessel Traffic Services, noting that while VTS's are a relatively new concept they are "here to stay." **VESSEL TRAFFIC SYSTEMS** offers the reader an independent analysis of the current state of Vessel Traffic Management throughout the world.

Reviewed by Captain Richard J. Heym, USCG

"SHIPHANDLING WITH TUGS"

By George H. Reid. Cornell Maritime Press, Centreville, MD 21617, \$18.00.

Captain Reid has written a comprehensive guide on the use of tugboats in shiphandling/shipdocking. The text is generally directed to pilots, docking masters, tug captains, and ships' officers, who have a professional interest in the technical aspects of the subjects. Capt. Reid's material is taken from a collection of long experience, shared information with colleagues, and extensive technical data presented in layman's terms. The emphasis is on the practical, rather than the theoretical.

Captain Reid describes a harbor tugboat as a vessel between 80' to 120' in length and of 750 to 4000 horsepower. It may be single screw or twin screw. It may have a kort nozzle, and may even have flanking rudders. However, there is one sure way to tell if it is a harbor tug: The mast is bent and the visor around the wheelhouse is dented. With this statement, Captain Reid gives an extensive study of different tugboat hull and deck shapes, steering and propulsion systems. A fine explanation of the kort nozzle, movable kort nozzle, and the Voith-Schneider propulsion system, their advantages and disadvantages, with a Comparative Propulsion Performance Chart. A question and answer section appears after each chapter to help the reader quiz himself on the subject.

The following chapters attempt to describe just about every possible situation that the tug master, docking master, or pilot may find himself in. The text is well keyed to the illustrations allowing the reader to follow the narration with step by step examples. A descriptive explanation is given for the simplest operations to the most extensive, with a comparative discussion of American and European tug and ship docking situations.

Readers looking for a worldly treatment of the art of tugboat handling will not be disappointed with this volume, for there is description, and interpretation. Reid has created a reference book which is pleasing, in the sense that the author created a valuable research tool for the serious student of tug handling.

Reviewed by Paul T. Mahoney



Moran's Holiday Party





Moran Towing Corporation

Two Greenwich Plaza □ Greenwich, Connecticut 06830 □ (203) 625-7800
(And its affiliated towing companies.)

New York/New Jersey

Moran Towing & Transportation Co., Inc.

Two Greenwich Plaza
Greenwich, Connecticut 06830
Captain Russell G. McVay, Vice President
Operations
Mr. W. Anthony Watt, Vice President Sales
(203) 625-7800

Tug Dispatch—24 Hours
(212) 466-3636 or (203) 625-7838
TELEX (TWX): 710-474-0051
(MORANTOWNG NYK)

Esther Moran	6,300HP*
M. Moran	6,300HP*
Doris Moran	5,000HP*
Sheila Moran	4,700HP*
Elizabeth Moran	4,290HP*
Amy Moran	3,300HP*
Judy Moran	3,300HP*
Dorothy Moran	3,300HP*
Margaret Moran	3,300HP*
Miriam Moran	3,300HP*
Maureen Moran	2,360HP
Maira Moran	2,360HP
Harriet Moran	2,360HP
Carol Moran	1,750HP
Claire Moran	1,750HP
Cynthia Moran	1,750HP
Diana L. Moran	1,750HP
Eugene F. Moran	1,750HP
Georgia Moran	1,750HP
Lambert Point	1,750HP
Margot Moran	1,280HP

Portland, Maine

Moran Towing of Maine, Inc. (Formerly Central Wharf Towboat Company, Inc.)

72 Commercial Street
P.O. Box 191
Portland, Maine 04112
Mr. Carl Welborn, Vice President &
General Manager
(207) 772-8319
TELEX: 950021 (MORANTOW, ME NH)
Kerry Moran 3,500HP*
Eugenia Moran 3,165HP

Portsmouth, New Hampshire

Portsmouth Navigation Division Moran Towing of Maine, Inc.

34 Ceres Street
P.O. Box 472
Portsmouth, New Hampshire 03801
Mr. Carl Welborn, Vice President &
General Manager
(207) 772-8319
Captain Richard Holt
(603) 436-1209
TELEX: 950021 (MORANTOW, ME NH)

Patricia Moran	3,500HP*
Grace Moran	3,165HP
Nancy Moran	1,800HP
Bath	1,800HP
E.F. Moran, Jr.	1,750HP

*Twin Screw

Beaumont/Orange/ Port Arthur, Texas

Moran Towing of Texas, Inc.

Box 139
2300 Hwy. 365, Suite 570
Nederland, Texas 77627
Mr. Larry G. Eaves, Assistant Vice President
(409) 727-7020
TELEX: 5106011372 (MORAN TEXAS) or
Easy Link 62922409 (MORAN TEXAS)

Marion Moran	5,000HP*
Alice Moran	4,700HP*
Heide Moran	4,700HP*
Joan Moran	4,700HP*
Helen Moran	3,500HP*
Mary Moran	3,300HP*
E.M. Black	1,600HP
Stella II	1,600HP

Hampton Roads,

Curtis Bay Towing Company of Virginia

109 East Main Street
P.O. Box 3415
Norfolk, Virginia 23514
Mr. John P. Kuchta, Jr., Vice President &
General Manager
(804) 625-6000
TELEX: 87862 (CURTISBACO BAL)

Cape Ann	4,700HP*
Cape Cod	4,290HP*
Cape Hatteras	4,290HP*
Cape Henry	4,290HP*
Cavalier	2,360HP
Drum Point	2,360HP
Town Point	2,360HP
Cedar Point	1,750HP
Swan Point	1,750HP

Jacksonville, Florida

Florida Towing Company

North Regency One
Suite 460
9485 Regency Square Blvd.
Jacksonville, Florida 32211
Mr. William P. Muller, Vice President &
General Manager
(904) 721-7000

Cathleen E. Moran	3,500HP*
Ann Moran	3,300HP*
Mary M. Coppedge	3,200HP*
Helen D. Coppedge	2,850HP*
Powerful	1,800HP
W.T. Coppedge, Jr.	1,800HP
Barbara Moran	1,750HP
Julia C. Moran	1,750HP

Philadelphia, Pennsylvania

Curtis Bay Towing Company of Pennsylvania

1101 Market Street, Suite 2601
Philadelphia, Pennsylvania 19107
Mr. Paul P. Swensen, Vice President &
General Manager
(215) 928-3500
TELEX: 87862 (CURTISBACO BAL)

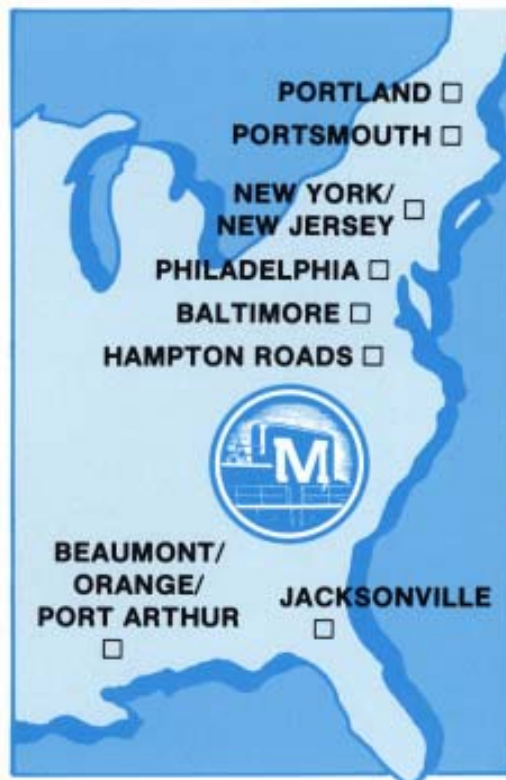
Cape May	3,300HP*
Reedy Point	2,400HP
Sewells Point	2,360HP
Carolyn	1,800HP
H.C. Jefferson	1,800HP
Wagners Point	1,750HP

Baltimore, Maryland

Curtis Bay Towing Company

The World Trade Center
Suite 800
Baltimore, Maryland 21202
Mr. Joseph J. Crist, Vice President &
General Manager
(301) 962-6500
TELEX: 87862 (CURTISBACO BAL)

Cape Charles	3,300HP*
Cape Roman	3,300HP*
Cape Henlopen	3,300HP*
Fells Point	2,400HP
Kings Point	2,400HP
Hawkins Point	1,750HP





WIND SONG

WIND SONG made her debut to the port on May 20, 1987, for a seven day visit. This was the first time in many years for the maiden voyage of a passenger-carrying sailing ship. Photos and story on pages 8 and 9.