

Tow Line

2001-2002



September 11, 2001

*From shore to shore, our peoples mourn
The tragic loss that we have borne,
In one sad day our joy has died
And innocence been cast aside.*

*As ashes mounted to the sky,
Each soul wing'd up to God on high,
All, mourning, pray, and gently weep
For those who've found eternal sleep.*

*Our hands are joined, to share the pain,
To pray that peace will come again,
Friends and strangers, young and old,
The wounded in our hearts we hold.*

*From many, we have become one
And know that when the day is done,
Our freedoms will raise us up high
The Stars & Stripes will ever fly.*

*Rise from the ashes and proclaim
That strength will conquer loss again,
All evil will be trampled o'er,
And goodness will triumph once more.*

— Lee A. Tregurtha

On the cover



HARRIET MORAN DOCKING SCHIPPERSGRACHT
North Locust Point Marine Terminal, Port of Baltimore

Paper imports from Finland at the Port of Baltimore have been a significant activity as far back as the 1970s. In January, 2001 this import increased dramatically with two additional Finnish companies declaring Baltimore as their principal destination for high grade magazine quality paper. Among the shipping companies that bring this paper to ports in the United States is Spliethoff Bevrachtingskanoor, B.V. of Amsterdam in the Netherlands.

During the year 2000 the Spliethoff fleet grew to over 30 ships with the introduction of their ten newest and largest. The new "S" class ships. In June, 2000 the first of these new ships, the *SCHIPPERSGRACHT*, made her first call at the Port of Baltimore. Moran Towing of Maryland provided tugboat support docking her at Pier 5 at the North Locust Point Marine Terminal where she was unloaded by Bahern, the terminal operator.

The MORAN tugboats *HARRIET MORAN* and *CAPE ROMAIN* are docking the Schippersgracht stern first so that the side ports on the starboard side can be fully utilized. *HARRIET MORAN* worked the stern with *CAPE ROMAIN*, barely visible in this scene, working the bow. The 93 foot *HARRIET MORAN* (v/n 0588553) was built for Moran in 1977 in Oyster Bay, NY. She was a single screw tug rated at 2360 hp. In 1996 she was converted to a Motrac® design and provided with a 600 hp 360 degree rotating retractable bow thruster increasing her total hp to 3005. This change greatly enhanced her performance enabling her to move and maneuver in any direction, turn in her own length, and provide power for ship assistance with either the bow or the stern as required. In addition to the power enhancement, the Motrac® conversion also included major changes in her deck arrangement and pilot house location.

The 99 foot 3300 hp *CAPE ROMAIN* (v/n 0611686), built in Amelia, Louisiana in 1975 is one of the largest that has been operated by Moran in Baltimore. The *CAPE ROMAIN* is a traditional design modern twin screw tugboat that has worked this harbor for many years under both the Curtis Bay Towing Company and Moran colors.

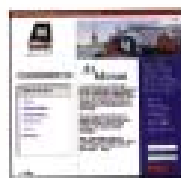
TABLE OF CONTENTS

Features

Message from the Chairman	4
Ted Tregurtha Is New President for Moran	5
A New Record for Moran	6
Six Tugs Christened at One Time	6
Washburn & Doughty Builds Another Tug For Moran	9
New Agreement With Nucor Steel	10
Female Dispatchers...Welcome Voices!	12
The Hellenic Shipping Community	14
Moran Assists Smit With Floating Drydock	15
Veteran Holland America Line Cruise Ship Captain Retires	16

Departments

Ships in the News	17
Recommended Reading	17
Moran Tug and Barge Fleet	18



For "Tow Line" on-line and other information about Moran Towing Corporation, visit our newly launched interactive Web site at

www.morantug.com

SEPTEMBER 11, 2001

They were the tallest buildings in a proud city full of tall buildings. They rose against the New York City skyline as twin symbols of ambition and achievement. They were the first glimpse of mighty Manhattan for visitors approaching the city. But the Trade Center was much more than a landmark or symbol. First and foremost it was a dynamic place of commerce. Many thousands of people from all walks of life and from many nations came to those buildings every day to earn their living and to participate in the great stream of finance that has enriched the world. Moran Towing Corporation was among its first tenants, moving into One World Trade Center while the upper floors were still under construction. It remained the site of our headquarters until 1986.

Events since the morning of September 11, 2001 have tested the resolve of all Americans. The outpouring of sympathy compiled with the self-sacrifice of all volunteers, firefighters, EMS personnel, police, and people from all walks of life have helped build the foundation for coping with this tragic attack.

Moran, and many of our people afloat and ashore, have been engaged in providing assistance. Moran has helped in many ways, including the ferrying of over 5000 people away from the scene on September 11, assisting with debris removal, transporting rescue workers and officials to various locations within the port, and assisting in the deployment of our naval vessels from Norfolk.

For the many who have been directly involved, our crews, and supervisors, the hours have been very long. Crew changes were not possible due to port and airport lock downs, and many people were left stranded. In spite of hardships, the request from all of our employees has been "how can we do more to help." From the outset, we volunteered all of our equipment to the United States Coast Guard and to the City of New York and have worked closely with them ever since. Operations in almost all of our ports were disrupted, and this has meant extra hours spent in scheduling and in repositioning equipment, and in communication with customers, crews, and Coast Guard officials. Port operations are beginning to open up again, but things will probably never return to "normal". Our lives and our businesses have been permanently impacted.

One thing that has not been damaged, and in fact has been strengthened, is our spirit, our sense of unity as a Nation, and our sense of unity as a Company. Moran was a significant participant in World War II and in the Normandy invasion. As a company, we have always stood ready to help our country in times of need, and this time is no exception. We have always had a kindred feeling for the uniformed services: firefighters, police, and EMS personnel. We will be contributing to the appropriate agency to help the families of those whose loved ones have been killed or are missing.

Moran sends its heartfelt sympathies to those whose loved ones perished on September 11, 2001, and expresses its gratitude to all of those whose actions and sacrifices saved so many. Our grief is somewhat lessened by our enormous pride in the heroism displayed by innumerable people in innumerable ways throughout this ordeal. We would be remiss if we did not take special note of our tug crews in New York who so promptly and tirelessly responded to the calls for help. We thank them and all who served so magnificently.

God bless you all, and God bless America.

Paul R. Tregurtha



Chairman

TED TREGURTHA IS NEW PRESIDENT FOR MORAN

On January 1, 2001, Mr. Edward J. ("Ted") Tregurtha became Moran Towing Corporation's new President. The announcement was made by Paul R. Tregurtha, Chairman and Chief Executive Officer of Moran Transportation Company. Ted Tregurtha succeeds his father, Paul R. Tregurtha, who had assumed the dual role of Chairman and President when Malcolm MacLeod, Moran's former President retired in July, 1999. In his announcement Paul Tregurtha stated, "Edward possesses a great deal of experience in the maritime industry, including chartering, finance and marketing, and has demonstrated outstanding leadership as a team builder at Moran. In his new position, he will help Moran continue its record of growth and success."

Edward Tregurtha is a 1985 graduate of Cornell University. After four years working in the banking industry, Ted returned to Cornell and in 1991 he received a Masters degree with distinction in Business Administration. He has been an executive with Moran since 1996, most recently as a Division Vice President. At Moran he also worked in finance, information systems, marketing and new projects. Prior to joining Moran, Ted was Vice President Marketing & Finance at Global Self-Unloaders, Inc., located in Montreal, Canada and Stamford, CT. Before that he was a Financial Analyst in International Government contracts at IBM, and he also worked as an Assistant Vice President and Credit Analyst at Hartford National Corporation.

A native of Darien, CT, Ted now resides in Ridgefield, CT with his wife, Marci and four children. ♪



Edward J. Tregurtha
President, Moran Towing Corporation

A New Record for Moran

SIX TUGS CHRISTENED

On October 20, 2000, more than 250 friends, guests and employees of Moran gathered at the U.S. Naval Base at Norfolk Virginia for a gala celebration hosted by Moran to mark the christening of six newly constructed MARCI Class Z drive tractor tugs. Under a bright sunny sky, while the U.S. Navy Atlantic Fleet Band played, those in attendance witnessed the christening of the largest number of tug boats ever christened by Moran at one time. One of the on-lookers said that the event reminded him of the type of mass ship christenings that occurred during World War II. The six shiny and spotlessly clean new tugs, as well as two existing tugs that were rebuilt to the same specifications, were lined up four on each side of the Navy pier. These eight tugs will be used to perform harbor services at the Little Creek Naval Station at Norfolk and the Naval Amphibious Base under a 60 month time charter with the U.S. Navy Military Sealift Command. This contract was awarded to Moran in November, 1998, as part of the Navy's privatization of its own tug fleet. It is one of the largest time charters ever awarded by the Military Sealift Command. Winning the contract was particularly gratifying for Moran because it was an additional opportunity to continue its long history of service to the U.S. Navy.

The christening ceremonies began with opening remarks by Moran's Chairman and Chief Executive Officer, Paul Tregurtha, who welcomed all in attendance including Vice Admiral Gordon S. Holder, USN, Commander of Military Sealift Command. Mr. Tregurtha reviewed some of the highlights of Moran's relationship with the Navy, ranging from wartime operations dating back to the Spanish American War and during World War II, to the less glamorous but important ongoing contracts for docking and sailing warships and military support vessels during peacetime.

Following the opening remarks, the guests were ushered to pier-side along a specially laid red carpet where they moved from tug to tug to watch as each tug's sponsor, with the tug's

namesake beside her, broke a bottle of champagne against the hull. After half a case of champagne had been expended and all of the new tugs were christened, the guests enjoyed an outdoor luncheon under a large tent erected on the bulkhead within sight of the new tugs. At the luncheon, Paul Tregurtha again thanked the attendees for sharing this



L to R: George, Margaret, George, George and Jack Marcou, Karen Barker-Marcou, Kaye Barker, James R. Barker.



L to R: Charles Wegler, Tina Coyne, Alec Coyne, Darby Coyne, Jimmy Coyne, Susu Coyne, Jake Coyne, Surie Coyne, Bonnie Withour (seated).

AT ONE TIME



L to R: Ted, Jimmy, Jack, Mori and Katie Tregurtha



L to R: Cooper, Susan, Newton and Wyatt Marshall

historic moment and introduced his partner, James Barker, Vice Chairman of Moran. Mr. Barker spoke to the crowd and imparted his belief that this new contract provided a meaningful stimulus to the expansion of the company and the continuous upgrading of its fleet.

Moran was honored to have Admiral Holder speak at the luncheon about the Navy's long associations with Moran. He expressed his belief that the Norfolk Naval Station, the Navy and Moran would all benefit from this new relationship. He pointed to the huge amphibious assault ships, aircraft carriers and other mighty war ships at the Naval Station and said that all of them are dependent on the industrious little tugboats which enable the Navy to come and go as needed. Admiral Holder said that ship moves which formerly required as many as six tugs could now be done with two or three of the new Z drive tugs, making each move more effective, efficient and faster, thereby enhancing overall coordination and planning for the Navy Sealift Command.

Following Admiral Holder's remarks, Edward Tregurtha, President of Moran, introduced the sponsors and namesakes of the newly christened tugs. The tugs were named for children of Paul Tregurtha and James Barker, as well as for the wives of Edward Tregurtha, David Beardsley, Vice President of Moran and Jimmy Coyne, Vice President of Moran.

Paul Tregurtha brought the formal ceremonies to a close by thanking everyone associated with this project for giving their skills and their efforts to make the project successful. Within the Navy, he specifically thanked Admiral Holder and Captain Joseph E. Bouchard, US Naval Commander of the Port of Norfolk. He also thanked Bruce Doughty, Vice President of Washburn & Doughty who designed and built the new tugs and Captain Bill Shields, of Washburn & Doughty, who together with Moran's Port Engineer Steve Stafford travelled with every crew to deliver each of the new tugs.

On the Moran staff, Mr. Tregurtha offered a special thank you to David Beardsley, Vice President and Jimmy Coyne, Vice President who under an extremely tight construction schedule each spent numerous weekends away from home smoothing out every detail of the construction and design of the new and rebuilt tugs. Their efforts, along with

(continued on page 8)

(continued from page 7)

all of those involved in this project enabled Moran to deliver the tugs to the Navy as specified and on time. Mr. Paul Horsboll, Vice President and General Manager of Moran Towing of Virginia was recognized for his contribution as the contact person on site in Norfolk. Mr. Edward J. Tregurtha, and Mr. Jeffrey McAulay, Vice President Moran were each recognized for their work in handling the financial aspects of the project. Mr. Tregurtha also recognized the overall leadership of Edmond J. Moran, Jr., Senior Vice President of Moran, who was instrumental in organizing the submission of Moran's bid for the contract and the overall supervision of the implementation of the contract.

Following the formal ceremonies all of the guests were invited to board and tour the new tugs to see the latest technological advances that were built into these new powerful and maneuverable MARCI class Z drive tractor tugs. Guests and dignitaries spent the remainder of the afternoon taking a hands on look at the new tugs while those at Moran savored the pride and excitement of the day. ↴



L to R: Scott, David, Wendy and Christopher Beardsley



L to R: Benson, Tracy, Hayley, David and Maxwell Child

CHRISTENING PARTIES

TUG	Sponsor	
MARCI MORAN	Christened by Susan Moran	Named after Marci Brown Tregurtha, wife of Edward Tregurtha, President, Moran Towing Corporation
KAREN MORAN	Christened by Tracy Moran	Named after Karen Barker Marcou, the daughter of James Barker, Vice Chairman, Moran Towing Corporation, and Kaye Barker
TRACY MORAN	Christened by Karen Moran	Named after Tracy Tregurtha Child, daughter of Lee and Paul Tregurtha, Chairman, Moran Towing Corporation
SUSAN MORAN	Christened by Marci Moran	Named after Susan Tregurtha Marshall, daughter of Lee and Paul Tregurtha
WENDY MORAN	Christened by Surrie Coyne	Named after Wendy Ariagno Beardsley, wife of David Beardsley, V.P. Construction Moran Towing Corporation
SURRIE MORAN	Christened by Wendy Beardsley	Named after Surrie Walhour Coyne, wife of Jimmy Coyne, V.P. Construction & Repair Moran Towing Corporation

Tug Specifications: 4100 HP; 2 Ulstein Z Drives, 2 EMD 16-645 DIEG main engines designed and built by Washburn & Doughty; existing tugs *Kerry Moran* and *Patricia Moran* rebuilt to Navy specifications by the Henry Corporation, Tampa, FL.

WASHBURN & DOUGHTY BUILDS ANOTHER TUG FOR MORAN: **DIANE MORAN**

On June 29, 2001, the new tractor tug *DIANE MORAN*, named in honor of William P. Muller's wife, was christened. During his 25 years with Moran Mr. Muller has held numerous positions throughout the company. Currently he is Senior Vice President responsible for Construction & Repair, Information Technology, Training, Safety, Asset administration, Environmental Services, and other special projects.

Coming to Moran in 1977 from Prudential Grace Lines and Marine Office Appleton & Cox, he began his career in various capacities

within the New York sales and operations departments. He was transferred to Moran's Jacksonville, Florida subsidiary in 1980, where he became Vice President and General Manager and returned to headquarters in Greenwich in 1989 as Vice President, Operations for Moran's New York operation. In 1995 he was promoted to President, Moran Services Corp and was made a Vice President & Director of Moran Towing Corporation. In 1999 he was promoted to his current position as Senior Vice President of Moran Towing Corporation.

The *DIANE MORAN* is the newest addition to Moran's current fleet of 95 tugs operating out of 13 ports on the East and Gulf Coasts of the U.S. The *DIANE MORAN* is the 7th tug built for Moran at Washburn & Doughty within the last few years and while similar in size to the other six, (92' x 32' x 14') the *DIANE* will have a slightly higher height of eye for visibility and more power. She is equipped with twin EMD 12-645F7B engines delivering a total of 5100 HP through twin Rolls Royce 1650H Z-drives.

As she enters service, the *DIANE MORAN* will have the operational capabilities necessary to meet any of Moran's customer's requirements. ⚓



L to R: Ted and Paul Tregurtha greet guests on board the *DIANE MORAN*.



L to R: Chris Silvaggi, Bryan Muller, Kimberley Mule-Silvaggi, Bill Muller, Diane Muller

Moran Adds Seven Inland Barges and Two Push Tugs to its Fleet to transport scrap to Nucor's new carbon steel plant in Tunis, N.C.

Nucor Steel Co. is one of the largest steel producers and recyclers in the United States, with operating facilities in eight states. Nucor manufactures a variety of carbon and alloy steel in bar and structural forms, as well as metal building systems and steel bearing products. Moran has had a business relationship with Nucor for some time, transporting scrap destined for mills in Berkely, South Carolina and Blytheville, Arkansas as well as providing a number of marine transportation services in Charleston Harbor, South Carolina. Consequently Moran was very pleased to be selected to provide tug and barge services to move ferrous scrap material to Nucor's new recycling steel mill in North Carolina.

In October, 2000, Nucor substantially completed the construction of a new state-of-the-art \$400,000,000 carbon steel plate mill on a 900 acre site on the Chowan River in Tunis, North Carolina where it will recycle scrap steel to make one-quarter inch to two inch thick steel plates suitable for numerous construction projects. The facility is expected to produce one million tons of plate steel per year. Under an agreement between Nucor Steel Corp., the North Carolina State Ports Authority, David J. Joseph Co. (one of the largest iron and scrap suppliers in the world) and Moran, scrap metal will be shipped from various Mid-Atlantic and New England ports to Morehead City, N.C. At Morehead City the scrap will be unloaded from Moran's oceangoing barges and from foreign flag ships into open hopper inland barges. Inland push tugs will then transport the barges through the inland waters of North Carolina to Nucor's mill in Tunis. The North Carolina State Ports Authority was instrumental in causing Nucor to select the port facilities at Morehead City for this operation. In return the Ports Authority agreed to relocate a 40 ton bridge crane to handle Nucor's needs. It is anticipated that a minimum of 350,000 tons of product per year will be shipped through the port destined for the Nucor mill. The inland hopper barges will also transport scrap to the Tunis mill directly from various Delaware River and Chesapeake Bay locations.

Moran personnel from various divisions will work as a team to provide the transport equipment and services required by Nucor for their new facility in North Carolina. Bruce Richards, Vice President of Marine Transportation, has overall responsibility for the marketing, chartering and contract administration of Moran's barge division. The day to day scheduling of the ocean going and inland barges is managed by Ron Droop in Greenwich,

Connecticut. Paul Horsboll, Vice President of Moran's Virginia Division is responsible for the crewing and operation of the two push tugs. In the Charleston Division, Tim West, Vice President, assists in overseeing the transfer operation. Tim's experience in doing business with Nucor in South Carolina during its initial start-up and then during its recent expansion provided valuable insight into how to meet the needs of this new project. Paul Swensen, Vice President of Moran's Maryland Division is involved in the marketing and effective utilization of the inland hopper barges.

Moran will use its existing ocean tugs and barges for the ocean transport portion of the route. For the inland voyage up the Chowan River, Moran purchased two inland push tugs (formerly the Tomahawk and Papoose) and seven inland hopper barges. The newly acquired Moran tugs are twin screw, single modified model hull, steel push tugs. They are equipped with two Detroit Diesel 12V149 engines delivering a total of 1400 hp. The barges are super jumbo inland open hopper barges with an overall length of 260 feet, breadth of 52 feet and depth of 12 feet.

Moran christened the two tugs in July, 2001 at the Port of Norfolk and renamed them after the wives of two of its Division Vice Presidents. The Tomahawk is now the Lorette Moran, named after the wife of Paul Horsboll, Vice President and General Manager of Moran Towing of Virginia. The Papoose is now called Phyllis Moran, named after the wife of Paul P. Swensen, Vice President and General Manager of Moran Towing of Maryland. Both of these division Vice Presidents began their careers with Moran many years ago and have extensive experience in all aspects of towing services and harbor operations.

H NUCOR STEEL



L to R: Rex Edwards, Director of Port Operations, North Carolina State Port Authority; Giff Daughtridge, Vice President and General Manager, Nucor Steel Corporation; Tim West, Vice President, Moran Towing of Charleston; Captain "Johnnie", Master, USCGC "TROLL"



Paul Swensen and Phyllis Moran



Lorette and Paul Horsboll

Paul Horsboll joined Moran in New York in 1960 and sailed aboard Moran tugs until 1965 when he came ashore as a dispatcher. He became assistant manager of New York Harbor operations in 1972. In 1978 he assumed duties at Moran's subsidiary in Puerto Rico. He returned in 1980 to Moran Towing of Virginia where he was the Operations Manager until 1995 when he was promoted to Vice President and General Manager.

Paul Swensen graduated from the National River Academy in 1975. After sailing as a mate aboard ocean going tugs in the East and Gulf coasts he joined Moran in 1976 as a dispatcher for the Maryland

Division. He moved from dispatching to corporate sales for the Mid-Atlantic companies and then in 1985 he was promoted to Vice President and General Manager of the Pennsylvania Division. In 1993 he returned to the Maryland Division as Vice President and General Manager.

Moran's fleet of tugs and barges is capable of transporting a wide variety of dry and liquid bulk products. Moran is very proud of its ability to bring together the equipment and personnel necessary to meet its customers' specific transportation requirements. ⚓

FEMALE DISPATCHERS: *Welcome Voices*

As far back as ancient Greek mythology, it appears that there was much anxiety about the role of women in shipping. The Greek myth of the Sirens describes huge birds with the heads and voices of women, who with their irresistible songs lured sailors that came near them to their deaths on the rocks off the shores of Sicily. The only man to ever hear their songs and survive was the Greek hero Odysseus who had his men lash him to the mast of his ship to prevent him from jumping to his death. Even more recently there seems to have been a lingering superstition that women were bad luck on ships. Given these less than flattering perceptions of women in the nautical world, it is not surprising that their assimilation into the shipping business has taken time to evolve. However, in today's world women are now successfully occupying an increasing number of positions that were previously occupied only by men. One example of this is the number of female dispatchers now employed at Moran.

Moran employs a qualified staff of dispatchers to cover each of its ports 24 hours a day, seven days a week. The dispatcher position plays a critical role in the ship docking and sailing operation. It is the dispatcher's responsibility to make certain that tugs and crews are where they need to be and at the time they are needed by Moran's customers. In order for each towage job to go smoothly, the dispatchers need to have a thorough knowledge of the mechanics of the docking and sailing process as well as the characteristics of the port including the locations of the various terminals and berths, the water depths and tides, and the tug running times to and from

each location. Dispatchers also need to be able to communicate effectively with customers, shipping agents, ship captains, docking pilots, tug captains and crews, and port administrators. And because ship docking and sailing is a fluid activity, that is to say that often things don't go exactly as they are planned, dispatchers must handle stress and pressure well while staying organized and focused and thinking on their feet.

The dispatcher position at Moran had typically been occupied only by males, but over the last decade Moran has added a number of women to the dispatch staff. The first was a veteran employee of Moran Towing of Virginia, Denise Piner, who moved from the Billing Department to the dispatch area. Moran then hired Tina Jordan at the Port of Baltimore, Kimberly Lemon at Charleston, South Carolina, Kathy Pritchard at Norfolk, Virginia, and Geraldine Garrison and O.Kay Jackson at Savannah, Georgia. These women have come from a variety of backgrounds, but they all share the common denominator of a love for the shipping business.

Denise Piner. Denise began her career at Moran in the billing department of the Norfolk, Virginia division in 1973 and moved to the position of dispatcher approximately eight years ago. The transition to dispatcher was made somewhat easier for Denise due to the 20 years she spent in the billing department verifying ship tonnages, tug usage and running times. She already knew the terminals, piers, customers and their ships. More challenging was gaining the necessary operational knowledge such as how tide variations and weather conditions effect tug assignments. Denise keeps meticulous records about past ship voyages,

including ship placement at the pier and which tugs were used. This enables her to offer prompt assistance in current situations. Maintaining her reputation of dependability and trust with everyone with whom she deals is particularly important to her. As she expresses it "We are a service business. Whatever the customer wants, we are here for them. What information I don't know, I find out. I never guess. Too much depends on it. Everything is so important".

Tina Jordan. Tina was hired by the Baltimore division in 1993 as a Relief Dispatcher and Administrative Assistant to the Vice President and General Manager. Her current title is Operations Coordinator. She had previously been an Administrative Assistant for a construction/drilling company, so she had to learn marine operations from scratch. To help herself in the learning process, she converted a hand-written manually maintained book of customer agreements to an automated system, making it an enhanced tool for all of the dispatchers in Baltimore. In the process she quickly became familiar with the customers, their ships and calling patterns. She learned running times to and from all piers and terminals and how to read nautical charts. Although Tina admits that it was a lot to learn, she says that the tug crews were particularly helpful and patient. In her daily activities Tina extends this same patience not just back to the tug crews, but to customers, agents and everyone with whom she communicates while juggling the demands of the arrival and departure schedules each day. Tina's competitive spirit keeps her always anticipating and preparing for the unexpected so that she will be able to quickly respond to the varying needs of Moran's customers.

Kimberly Lemon. Another newcomer to the marine industry was Kimberly Lemon, formerly in the food and beverage business. She was hired as a dispatcher by the Charleston, SC division in 1995. While initially somewhat intimidated by all of the nautical language that she had to learn—terms like bridle, forepeak, footmark, and bar time she quickly discovered that she loved the maritime business and continues to find it challenging and exciting. As she puts it “You must be flexible and go with the flow”. Waking people up in the middle of the night takes some finesse. Like all of the dispatchers, Kimberly is in frequent contact with the crews, port agents, the port authority, the pilot station, ship captains, and customers. She stresses the importance of being able to deal with all kinds of personalities and maintain a sense of humor.

Kathy Pritchard. Kathy came to Moran Towing of Virginia in June, 2000, first as a deckhand on the tugs and then as dispatcher. A veteran seaman, having spent ten years as

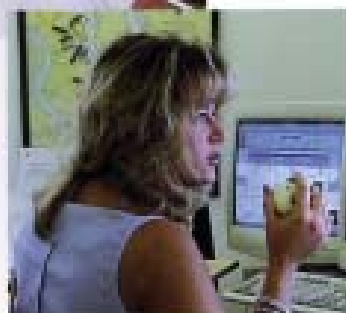
a Bosun’s Mate 2nd Class in the Navy stationed in Norfolk Virginia, she was well equipped to transfer her knowledge of the sea and the port to Moran’s dispatch operation. She has developed good relationships with the various local agents in Norfolk and now is comfortable with the administrative side of the business as well as the operational side. She said that the most important thing that she had to learn about dispatching was how to juggle numerous tasks at once. Frequently everything can hunch together. Kathy said that as a dispatcher and during her time on the boats, her gender has never been a factor in the way she was treated. Kathy works the weekend evening shift, which enables her to pursue a degree in business administration full time during the week days.

Geraldine Garrison. Prior to joining Moran 4 years ago, Geraldine worked for 12 years as a school teacher in the Savannah school system. But living near the coast and seeing the big ships coming and going from the port spurred an interest in becoming involved in the shipping business. Geraldine said that she had to learn a lot in order to be

a dispatcher but that the tug crews and others that she works with are like a big family and are always very helpful. Geraldine was the first woman to work the weekend night shift at Savannah. She says that now that she is familiar with dispatching, she enjoys the work and the people that she deals with very much.

O. Kay Jackson. O. Kay came to Moran’s division in Savannah in the summer of 2000. She first became acquainted with Moran when she came to Moran’s pier to shoot a photograph of a ship for an article she was doing for the local newspaper. In addition to her years of covering port activities as a journalist, her hands on experience comes from the eight years that she spent as a dispatcher for the Savannah Bar Pilots. In that capacity she had to be aware of everything that moved on the river. O. Kay said that being a dispatcher requires a strong sense of self, particularly when you are working the midnight shift alone, which is what she does. She says it sometimes takes some cajoling in order to get people to do what needs to be done in the middle of the night. She said that it is a tremendous amount of work to learn to dispatch, but O. Kay believes hard work is a virtue. And because she sees the tugboat as the ultimate “hard-worker” she says this may explain her deep affection for tugboats.

These six females are familiar voices to the shipping people in the ports they serve. So at Moran, when a female voice is heard on the radio or the telephone, rather than being an unwanted voice like those of the Sirens of Greek mythology, it is a welcomed voice, offering assurance that all steps have been taken to insure a safe and efficient operation for all parties involved in the ship docking or sailing operation. ⚓



Top row; L. to R: O. Kay Jackson, Geraldine Garrison
Bottom row; L. to R: Tina Jordan, Denise Pines, Kimberly Lemon

THE HELLENIC SHIPPING COMMUNITY

Shipping has been an important part of Greek culture throughout its history, and a way of life for many. Today, Greek owned vessels constitute the largest worldwide trading fleet comprising over 3,400 vessels and approximately 16% of world tonnage.

Direct Coverage, Local Coverage — NAVIGATOR S.A.

For over 100 years, Moran has had strong ties to the Greek shipping community. To supplement its own direct coverage of these customers Moran enlisted the services of Navigator, S.A. in Athens Greece to act as its local representative in Greece. Navigator, S.A., headed by Captain Dimitris Bezantakos, is one of the top representation houses in the Greek community. Captain Bezantakos holds a Captain A Class diploma from the National Merchant Marine Academy and an Economics degree from the University of Piraeus, Greece. Prior to founding Navigator, S.A. Captain Bezantakos was Fleet Manager of Thenamaris Ships Management for 12 years. Other members of the Navigator S.A. staff include Dimitris Mavroudis and Stamatis Vitzileos in the Accounts Department, Capt. Christos Leivadidas, Mrs. Danae Vlachou and Mr. Periklis Vlachos in the Operations Department, and Mrs. Ioanna Bezantakos in the Public Relations Department. Navigator, S.A. represents towing companies and port agents from around the world who wish to have local representation in Greece. Through personal contact with over 500 Greek shipping offices Captain Bezantakos and his staff keep Moran informed of local market developments, assist in quickly resolving customer inquiries and help Moran to obtain new business.

Reaching the Market on a Worldwide Level — POSIDONIA and "NAVIGATOR 2001"

Navigator S.A. is a consistent participant in Posidonia — The International Shipping Exhibition held in Piraeus, Greece. This annual shipping exhibition, attended by shipping executives from around the world has become one of the largest maritime conferences of its kind, attracting



L to R: Capt. Dimitris Bezantakos, President, Navigator S.A.;
Alexandros Gouletimos, Professor of Maritime, University of Piraeus;
Vice Admiral Andreas Syngos, Commandant of the Hellenic Coast Guard

over 30,000 participants. As one of the more than 1600 exhibitors, Navigator S.A. represents Moran's interests at this international shipping gathering. In March, 2001 Navigator organized its own maritime conference. The conference, named Navigator 2001, was supported by the Ministry of Mercantile Marine, and featured speakers from the University of Piraeus Department of Maritime Studies, the Commandant of the Hellenic Coast Guard, the President of the Masters and Mates Union of Greek Merchant Marine as well as representatives from the Embassies of Brazil, India, Canada, South Korea and South Africa. The conference provided a forum for the participants to discuss the role of ship agencies in the new millennium including ways to improve the quality of service for ship owners. The meeting was attended by over 250 executives from large shipping companies, ship owners, as well as operations, quality and technical personnel. Navigator hopes to repeat the success of its conference by hosting Navigator 2002 next spring.

Moran is pleased to have a maritime leader such as Navigator, S.A. representing its interest locally in the Greek shipping community. As a respected member of this community, Navigator provides Moran the opportunity to better serve Moran's customers in the Hellenic shipping community and also to help Moran gain additional visibility in this community. ⚓

MORAN ASSISTS SMIT WITH FLOATING DRYDOCK

Moran helps Smit International on the final phase of a 15,860 mile journey from Shanghai, China to Bath, Maine

In February, 2001, off the coast of Maine near the entrance to the Kennebec River, three of Moran's large tugs rendezvoused with Smit International's 250 foot 22,000 horsepower tug, *SMITWIJS LONDON* to tow a 750 foot long 180 foot wide floating drydock up the Kennebec River to the Bath Iron Works General Dynamics Facility. Bath Iron Works is a leading designer and builder of technologically advanced naval ships, including the AEGIS destroyer. The drydock will become a main component of the Bath Iron Works' new state of the art land-level ship transfer facility in Maine. The *SMITWIJS LONDON* and the drydock left the coast of China in August, 2000. Although the trip from China to Maine was originally scheduled to take 90 days, a typhoon off the coast of Korea caused the drydock to break away from the Smitwijs London and float free for three days. To assess the damage and make repairs, the drydock was taken to Pusan, Korea where it encountered a second typhoon. Further delays occurred when the drydock met with gale force winds

off the coast of Maine ultimately causing the trip from China to Maine to last six months.

The 10 mile trip up the Kennebec River proved equally difficult. In some locations the river was barely wider than the drydock. The shallow draw (6 feet) and the destabilizing effect of the two large cranes that rise high above the deck of the drydock combined to make the river passage technically challenging for all of the tugs involved in the tow. The *SMITWIJS LONDON* was joined by the *JOAN TURECAMO* and *KIMBERLY TURECAMO* from Moran's New York fleet and the *CAPE HATTERAS* from Moran's Virginia fleet. In addition to the three Moran tugs, off the mouth of the Kennebec River a fifth tug from Fournier, a local Portland company tied on. One additional local tug from Portsmouth, the *ALICE WINSLOW*, ran alongside to assist if needed during the last phase of the tow. It is thought that this drydock may have been the largest structure ever moved up the Kennebec River. During the river passage, representatives from the Chinese company that built the drydock were aboard along with river pilots and line handlers while docking pilots were on the tugs. ↓



VETERAN HOLLAND AMERICA LINE ☆ CRUISE SHIP CAPTAIN RETIRES ☆

When the Holland America Line's cruise ship *MV ROTTERDAM VI*, that had been launched in April of 1998, arrived in the Port of NY & NJ on Friday, April 27, 2001 she was greeted by a water display from the New York City fireboat *FIREFIGHTER* off Manhattan's Battery. The special welcome was not for the ship, however, but for her master, Captain Jacob W. Dijk, one of the senior cruise ship captains in the industry, who was retiring from HAL after over 40 years of service.

It was in 1960 when Captain Dijk made his first trip as a Holland America Line Cadet on the 12 passenger freighter *SLOTERDIJK* and first sailed into New York Harbor. He had attended the Nautical Academy at the Hague in Holland. Now he would make his last trip into the same harbor but as Master on a ship carrying 1,200 passengers. Over his years with HAL he has sailed on more than 500 cruises, logging some 3 million sea miles. Moving up the career ladder, Captain Dijk followed his father, who was also a captain with

Holland America. He achieved his own command in 1987 and took the present *ROTTERDAM VI* out of the shipyard from Venice, Italy as her Master in 1998.

While guiding the *ROTTERDAM VI* into the New York Passenger Ship Terminal on the Hudson River, on Manhattan's west side, he asked the ship's agent if there was a car waiting for him to take him to Kennedy Airport. His relief captain was aboard and he was flying out that night from New York to return to Holland and his home in the village of Kerk-Grunwald to join his wife in retirement. He has two sons but they have no interest in a career at sea. This will be the first time in 70 years of Holland America Line history that the company would not have a Captain Dijk sailing as Master on one of their ships. Captain Dijk is not totally giving up the sea for he plans on taking trips in his own motor yacht in European waters. ↴



Capt. Grover Senschegrin (R) presents Capt. Dijk (L) with a gift from MDRAN.

(Photograph by Frank Duffy)

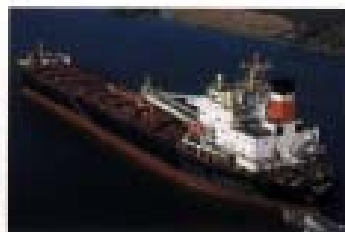
SHIPS IN THE NEWS



"MT BERTINA"

Sea Oil Chartering (USA) Inc.

(Photo by George Rasmovich)



"CSL ATLAS"

CSL International, Inc.

(Photo by Brian CMI)



Training Vessel
"STATE OF MAINE"

Maine Maritime Academy

(Photo by Frank Duffy)



"CHEMICAL TRADER"

Marine Transport Lines

(Photo by Frank Duffy)

RECOMMENDED READING

COUNTERCLOCKWISE

by Warren Salinger

Trillium Books

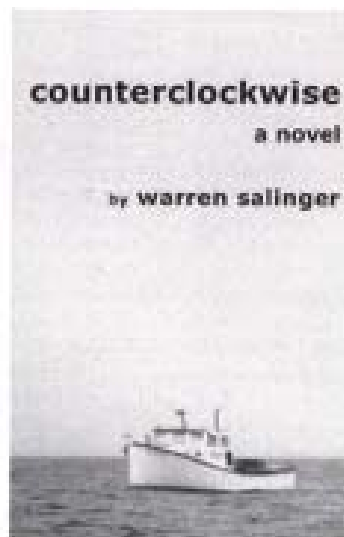
May 2001 - 298 pp

Paperback \$15.00

Having lived in Rockport, Massachusetts, at the very tip of Cape Ann, for the past twenty years, author Warren Salinger is quite familiar with the setting for his novel, "Counterclockwise". With experience both as a deep-sea sailor between Rockport and the Caribbean and as a mate aboard Cape Ann whale watch vessels, he is no stranger to the sea.

He sees "Counterclockwise" as the third leg of a Cape Ann trilogy, following in the footsteps of Sebastian Junger's "The Perfect Storm" and Linda Greenlaw's "The Hungry Ocean".

"Counterclockwise" is a saga of the sea and a weaving of human relationships that begins when a Rockport, Massachusetts lobsterman



finds a crewless lobster boat circling at sea in a counterclockwise manner. The Coast Guard quickly discovers that the boat is registered to someone in Kittery, Maine and the story evolves, juxtaposing the power of the sea with the human spirit. The part of the novel that deals with the disappearance of whoever was aboard the "Shooting Star", takes place between Cape Ann, Massachusetts and Portsmouth, New Hampshire. Geno's Chowder

House on Portsmouth's Back Channel as well as the city's landmark MORAN tugs are prominent pieces of the novel.

The book moves continuously between the discovery of the phantom boat at sea and lives of its main characters. "Counterclockwise" is also a love story that deals with the pain and uselessness of war, the joys and heartaches of love, the commitment and dedication to marriage, the duty and responsibility to country. It reflects the author's many years of experience as a USAF Intelligence officer during the height of the Cold War and as the director of an international peace foundation during the years that Soviet communism crumbled and Russia began to be reborn.

Salinger's writing style has been compared to an artist painting a picture. "He paints pictures with words," Ivan Kamalic, a Rockport artist, recently said.

The book can be purchased at Tugboat Alley, 2 Ceres Street, Portsmouth, NH; 603.430.9556 or can be ordered via their Web site at www.tugboatalley.com. ↴

Portsmouth, NH ■

■ Albany, NY

New York/New Jersey ■

Philadelphia, PA ■

Baltimore, MD ■

Norfolk / Hampton Roads, VA ■

■ Charleston, SC

■ Savannah, GA

■ Brunswick, GA

■ Fernandina, FL

■ Jacksonville, FL

■ St. Augustine, FL

■ Beaumont/Orange /Port Arthur, TX

Miami, FL ■

TUG FLEET



■ PORTSMOUTH, NEW HAMPSHIRE

Moran Towing of New Hampshire

P.O. Drawer 448
34 Ceres Street
Portsmouth, NH 03802
(603) 436-0556

Eugenia Moran	3,165 HP ^s
Fells Point	2,400 HP ^s
Carly Turecamo	2,400 HP ^s
E.E. Moran	1,750 HP ^s

■ PORT OF NEW YORK / NEW JERSEY

Moran Towing & Transportation

Two Greenwich Plaza
Greenwich, CT 06830
(203) 625-7800

Barney Turecamo	5,600 HP ^r
Scott Turecamo	5,600 HP ^r
Bride Moran	4,700 HP ^r
Shella Moran	4,700 HP ^r
Jean Turecamo	4,700 HP ^r
Jennifer Turecamo	4,700 HP ^r
Brendan Turecamo	4,290 HP ^r
Valentine Moran	4,290 HP ^r
Mary Turecamo	4,290 HP ^r
Jean Turecamo	4,290 HP ^r
Amy Moran	3,300 HP ^r
Judy Moran	3,300 HP ^r
Miriam Moran	3,300 HP ^r
Margaret Moran	3,300 HP ^r
Turecamo Boys	3,200 HP ^r
Catherine Turecamo	3,200 HP ^r
Betty Jean Turecamo	3,200 HP ^r
Kimberly Turecamo	3,000 HP ^r
Marie J. Turecamo	2,250 HP ^r
Stacy Moran	2,200 HP ^r
Turecamo Girls	2,200 HP ^r
Diana L. Moran	1,750 HP ^s
Eugene E. Moran	1,750 HP ^s
Cedar Point	1,750 HP ^s
Nancy Moran	1,750 HP ^s
James Turecamo	1,700 HP ^r
Kathleen Turecamo	1,700 HP ^r
Frances Turecamo - Albany	1,640 HP ^s

■ PHILADELPHIA, PENNSYLVANIA

Moran Towing of Pennsylvania

Philadelphia Naval Business Center
Building 25
Philadelphia, PA 19112
(215) 755-4706

Cape May	3,300 HP ^r
Grace Moran	3,165 HP ^s
Bart Turecamo	3,200 HP ^r
Sewells Point	3,005 HP ^s
John Turecamo	3,000 HP ^s
Kings Point	2,400 HP ^s
Cynthia Moran	1,750 HP ^s
Swan Point	1,750 HP ^s

■ BALTIMORE, MARYLAND

Moran Towing of Maryland

1615 Thames Street, Building B
Baltimore, MD 21231-8400
(410) 732-9600

Cape Romain	3,300 HP ^r
Harriett Moran	3,005 HP ^s
Hawkies Point	1,750 HP ^s
Georgia Moran	1,750 HP ^s

■ NORFOLK/HAMPTON ROADS, VA

Moran Towing of Virginia

P.O. Box 3415
Norfolk, VA 23514
(757) 625-6000

Marion Moran	5,000 HP ^r
Cape Cod	4,290 HP ^r
Cape Hatteras	4,290 HP ^r
Cape Henry	4,290 HP ^r
Greg Turecamo	4,290 HP ^r
Marc Moran	4,000 HP ^{tz}
Patricia Moran	4,000 HP ^{tz}
Kerry Moran	4,000 HP ^{tz}
Karen Moran	4,000 HP ^{tz}
Susan Moran	4,000 HP ^{tz}
Suebie Moran	4,000 HP ^{tz}
Tracy Moran	4,000 HP ^{tz}
Wendy Moran	4,000 HP ^{tz}
Cape Henlopen	3,300 HP ^r
Cape Charles	3,300 HP ^r
Drum Point	3,005 HP ^s
Town Point	3,005 HP ^s
Cavlier	2,400 HP ^s
Moira Moran	2,150 HP ^s
Lorette Moran	1,350 HP ^{tr}
Phyllis Moran	1,350 HP ^{tr}

■ CHARLESTON, SOUTH CAROLINA

P.O. Box 627
Charleston, SC 29402
(843) 529-3000

Elizabeth Turecamo	6,100 HP ^{tz}
Mary M. Coppedge	3,200 HP ^r
Christopher Turecamo	3,000 HP ^s
Robert Turecamo	3,000 HP ^s
Margaret Turecamo	1,800 HP ^s

■ SAVANNAH, GEORGIA

504 East River Street
Savannah, GA 31401
(912) 232-8103

Diane Moran	5,100 HP ^{tz}
Phillip Turecamo	3,000 HP ^s
Cynthia Turecamo	3,000 HP ^s
Vincent Turecamo	2,400 HP ^s

■ BRUNSWICK, GEORGIA

504 East River Street
Savannah, GA 31401
(912) 232-8103

Mary Loy	2,400 HP ^r
David Turecamo	1,900 HP ^s



TUG FLEET



■ FERNANDINA, FLORIDA

504 East River Street
Savannah, GA 31401
(912) 232-8103

■ JACKSONVILLE, FLORIDA

Moran Towing of Florida

1534 East Adams Street
Jacksonville, FL 32202
(904) 632-4990

Cathleen E. Moran3,500 HP †
Ann Moran3,300 HP †
Helen D. Coppedge2,850 HP †
Maureen Moran2,150 HP †

■ ST. AUGUSTINE, FLORIDA

Moran Towing of St. Augustine

April Moran6,490 HP ^{ms}
Doris Moran5,000 HP †
Joan Moran4,800 HP †
Alice Moran4,800 HP †

■ MIAMI, FLORIDA

Moran Towing of Miami

P.O. Box 113239
Miami, FL 33131
(305) 375-0455

Dorothy Moran3,500 HP †
Peter G. Turecanno2,800 HP †

■ BEAUMONT / ORANGE / PORT ARTHUR, TEXAS

Moran Towing of Texas, Inc.

2300 Highway 365, Suite 660
Nederland, TX 77627
(409) 727-7020

Cape Ann4,800 HP †
Helen Moran3,500 HP †
Mary Moran3,500 HP †
Michael Turecanno3,000 HP †

BARGE FLEET

Barge Name	Dimensions	Capacity	Year Built	Service
New York	508 x 90 x 41	250,000 bbls ^p	1970	Ocean
Massachusetts	415 x 84 x 42	145,000 bbls ^p	1982	Ocean
Florida	400 x 78 x 32	152,000 bbls ^p	1980	Ocean
Texas	400 x 78 x 32	152,000 bbls ^p	1981	Ocean
SR Portland	390 x 78 x 30	100,000 bbls ^p	1987	Ocean
Pennsylvania	370 x 74 x 25	95,000 bbls ^p	1971	Ocean
Delaware	334 x 64 x 24	70,000 bbls ^p	1968	Ocean
Maine	350 x 60 x 19	64,000 bbls ^p	1976	Inland
Rhode Island	350 x 60 x 19	64,000 bbls ^p	1972	Inland
Seahorse I	290 x 60 x 18	42,000 bbls ^p	1966	Inland
Connecticut	325 x 60 x 21	40,000 bbls ^p	1994	Ocean
New Jersey	300 x 43 x 20	35,000 bbls ^p	1969	Ocean
Jax #1	297 x 50 x 12	17,000 bbls ^p	1998	Inland
Jax #2	297 x 50 x 12	17,000 bbls ^p	1998	Inland
Jax #3	297 x 50 x 12	17,000 bbls ^p	1998	Inland
Jax #4	297 x 50 x 12	17,000 bbls ^p	1991	Inland
Virginia	522 x 85 x 40	27,000 tms ^D	1982	Ocean
Maryland	515 x 80 x 34	22,800 tms ^D	1970	Inland/Coast
Carolina	420 x 80 x 37	20,550 tms ^D	1965	Ocean
Somerset	418 x 75 x 29	14,700 tms ^D	1990	Ocean
Portsmouth	418 x 75 x 29	14,700 tms ^D	1996	Ocean
Bridgeport	418 x 75 x 28	14,000 tms ^D	1986	Ocean
M3100	260 x 52'6" x 12	127,600 cu. ft. ^D	1982	Inland
M3101	260 x 52'6" x 12	127,600 cu. ft. ^D	1982	Inland
M3102	260 x 52'6" x 12	127,600 cu. ft. ^D	1982	Inland
M3103	260 x 52'6" x 12	127,600 cu. ft. ^D	1982	Inland
M3104	260 x 52'6" x 12	127,600 cu. ft. ^D	1982	Inland
M3105	260 x 52'6" x 12	127,600 cu. ft. ^D	1982	Inland
M3106	260 x 52'6" x 12	127,600 cu. ft. ^D	1982	Inland
TMI 201	195 x 35 x 12	70,550 cu. ft. ^D	1990	Inland
TMI 202	195 x 35 x 12	70,550 cu. ft. ^D	1990	Inland

s = single-screw tug; T = twin-screw tug; M = Mortrac® tug; T2 = twin-screw Z-Drive; TTS = twin-engine, single-screw; TP = twin-engine/push;
Tug locations as of September 20, 2000. Moran® and Mortrac® are trademarks of Moran Towing Corporation

P = petroleum products; D = dry bulk

ABOUT THE ARTIST

John C. Ritter, of Columbia, MD, is a maritime artist who focuses on workboat and maritime scenes of Chesapeake Bay and the Atlantic Coast. He has a special interest in working harbor scenes, especially tugboats. He is a member of the American Society of Marine Artists and a member of the Tugboat Enthusiasts Society.

He works principally in watercolor (as in this scene) or pen and ink, often combining the two. His interest in harbor and tugboat scenes was largely influenced by his admiration of the Moran tugboat paintings of Carl Evers whose work has appeared on many covers of *Tow Line*. ↴

