

TowLine

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Moran Towing Corporation

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The Ship Spotters: a Tribute

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On the cover:

In Captain Steve Deniston's winning photograph for the TowLine Cover Photo Competition, the *Katie T. Moran* pulls alongside a Ro/Ro ship to begin an assist. [Story on page 28]

Opposite page:

The *NYK Olympus*, about to enter New York's Verrazano Narrows, was photographed from on board the *Jonathan C. Moran*. [Story on page 12]

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Moran Norfolk Tugs Assist the PCU *Gerald R. Ford* with a Turn Ship Evolution

On June 11, 2016, in Newport News, Virginia, the Moran Norfolk tugs *Kirby Moran* and *Kaye E. Moran* assisted the PCU *Gerald R. Ford* (CVN 78) with its first Turn Ship evolution. The *Ford* is the U.S. Navy's latest nuclear-powered aircraft carrier; the designation PCU stands for Pre-Commissioning Unit.

A PCU's first Turn Ship evolution — the turning of the ship to position it for heading out to sea — is a major milestone that brings the vessel one step closer to delivery and commissioning. The *Gerald R. Ford's* Turn Ship evolution marked the first time the ship was moved away from its berth at Pier 3 of the shipyard since it was rolled out of dry dock in 2013. The maneuver was executed on an adjacent stretch of the James River. The *Ford's* commanding officer, Captain Richard McCormack, said, "Turning the ship is an opportunity for the crew to demonstrate for the first time all the

procedures required to get the ship underway safely."

In a procedure called a *Sally Test*, precision draft readings were taken during the evolution in order to confirm that the ship has adequate stability for safe underway operations at sea. The ship was turned 180 degrees, then re-docked at Pier 3 in its new position. This allowed the shipyard team to complete the remaining pierside testing required to advance the ship to sea trials, its next pre-commissioning milestone.

Commenting on the Turn Ship milestone, Newport News Shipbuilding construction supervisor Shayne Laws said, "It is a massive undertaking that requires teamwork, coordination and precision. From the shipbuilders and sailors on board the ship, to the team of tugboats helping in the water, this evolution was a success due to the hard work of everyone involved."

The *Gerald R. Ford* is slated to be commissioned later this year. It is the first in the Navy's newest class of carriers; a second ship of the class, the *John F. Kennedy* (CVN 79), is expected to enter service in 2020.





Moran Is Awarded Tugboat Company of the Year by Evergreen America

Moran has received Evergreen Shipping Agency (America) Corp.'s (EGA's) Tugboat Company of the Year award for 2016. The award is one of a series of honors comprising EGA's Vendor Awards program, which recognizes excellence in quality, service, and support. The tugboat service category recognizes outstanding safety, responsive customer service, and operational adaptability. Moran has received the award in some past years as well.



Moran Reaps CSA Awards for 2014-15

Moran vessels were once again honored in the Chamber of Shipping of America's (CSA's) annual Jones F. Devlin Awards and Environmental Achievement Awards programs, at luncheons held in New

Orleans and Washington, D.C., respectively.

Moran's annual number of Devlin Award recipients, recognized for achievements in safety, has been climbing for the past two years. In June 2015, 66 Moran tugs received Devlins for 2014, up from 43 winners in 2013. Last June, 72 of the company's tugs were honored for their safety records in 2015. The award is given to manned merchant vessels that have operated for two full years or more without a crew-member losing a full turn at watch because of an occupational injury.

In November 2015, 89 Moran tugs received Environmental Achievement Awards for 2014. The awards are given to vessels that have operated for two years or longer without reportable spills, citations for MARPOL violations, and violations of state or local pollution regulations. Among Moran's fleet, the Baltimore-based *Harriet Moran* continues to hold the record for this distinction; the tug has now gone 37 years without a spill or violation.

A list of Environmental Achievement Award honorees for 2016 was not yet available from CSA at press time. ⚓

Opposite page and above at top: The Kirby Moran and Kaye E. Moran assisting the PCU Gerald R. Ford with its first Turn Ship evolution.

Above: Capt. Jim Murray, Vice President of Sales-Moran, and Ted Tregurtha, President-Moran, accepting the Evergreen award. Pictured left to right: Peter Wan, Deputy Manager, Marine-Evergreen; Capt. Tony Tzeng, Deputy Junior Vice President, Marine-Evergreen; Capt. Murray; Jack Yen, Chairman-Evergreen; Mr. Tregurtha; and Mitchell Hsu, Senior Vice President, Marine-Evergreen.

Moran Has Acquired Puerto Rico Towing & Barge Co.

In 2015, Moran purchased the assets of Puerto Rico Towing and Barge Company (PRT) from Great Lakes Towing Company, a division of the Great Lakes Group based in Cleveland, Ohio. PRT is located in the Isla Grande section of San Juan, in the heart of the city’s harbor, not far from the Port of San Juan container docks and San Juan Luis Muñoz International Airport. The company’s fleet of tugs is based at a yard comprising roughly 600 feet of wharf space, maintenance gear storage facilities, and office space.

San Juan’s harbor is a busy destination. Container ships and breakbulk freighters carrying a wide variety of cargoes call there, as do tankers bearing crude, petroleum products, and chemicals to supply the island’s refineries and industry. The port’s tanker trade includes bulk loads of molasses destined to become Bacardi rum.

Joel Koslen, PRT’s president, worked for Great Lakes Towing in Cleveland for many years before taking the helm at PRT in 1997. He signed on to continue in the position for Moran when it acquired PRT in 2015, and all of PRT’s office staff and vessel personnel followed him. At the time of the buyout, everyone at PRT was familiar with Moran’s reputation for safety and professionalism, Koslen says, and they welcomed the change. The area’s port operators, pilots, and shipping companies have likewise greeted Moran’s arrival with enthusiasm.

Great Lakes established itself in Puerto Rico in 1996, Koslen says; the company came to San Juan to fill a void left by another towing company that had ceased operations in the Port following a labor dispute. In the two decades since, PRT has forged an excellent reputation for itself, and today, as part of Moran, it continues to operate under the Puerto Rico Towing and Barge Co. moniker. Soon after the deal with Moran was sealed, PRT repainted its tugs in Moran colors, and their stacks now display the white “M”. This has presented very little confusion, Koslen says. “Everyone knows that PRT is

now a Moran company — they’re just used to the name, and that too will eventually change.”

On the water and in PRT’s offices, the company is adapting smoothly to Moran’s corporate culture. Working alongside Koslen, office manager Gabriel Rosado has helped make the transition as seamless as possible; the pair has been working closely with Moran’s New Canaan headquarters to manage the merging of the two companies’ accounting and human resources functions. The timeline for assimilating Moran’s operating procedures, reporting protocols, training, and safety standards is expected to take longer — an understandable norm for this kind of transition. PRT’s shoreside staff and crews are enthusiastically embracing the changes, Koslen says. Typical in this regard is PRT’s dispatcher, Victor “Tony” Claudio, who says he has adopted Moran’s *Operations Policy and Procedures Manual* (OPPM) as his new operating bible. Claudio wears multiple hats: besides dispatching, he oversees the creation and filing of vessel reports, logs, and related documentation. PRT’s captains and crews regard him as the company’s resident guru of accuracy and timeliness, a reputation that has earned him an easygoing rapport in his new role as PRT’s designated educator in all things OPPM.

Most of PRT’s captains and crews have worked together for many years, to the point where they function like family units, Claudio says. With their

Opposite page: The *Handy Three*, a twin screw workhorse of the San Juan fleet since 2012, with Capt. Alfredo Gonzalez at the controls.

Pages 6–7: The *Z-One* (now serving in the Moran Philadelphia fleet) preparing to dock the *Dole America*, a reefer. Inset, top: the *Handy Three* docking an oil products tanker. Inset, bottom: the *Diane Moran*, shown here docking an LNG tanker at Elba Island, Georgia, in 2010.



HANDY-THREE

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longtime habit of watching each other's back and lending a hand to fellow crews beyond their assigned vessels, they are an ideal fit with Moran's safety culture. Several of the captains have undergone advanced simulator training since joining Moran, and the company is providing updated STWC training and currency in CPR as part of its standard training regimen. "Everyone here is excited about the high level of training they're receiving," Koslen says.

The PRT fleet currently includes the 5,100-hp Z-drive tractor tug *Diane Moran* and the twin screw tug *Handy Three* (3,200 hp).

Koslen, who continually prospects for new business, now works jointly on the effort with Moran's sales staff in New Canaan. The Moran name opens doors and provides an edge, he says. That dynamic is reciprocal: with the acquisition of PRT, Moran now has a solid foothold in an important Caribbean gateway port. ⚓

Page 8: The *Handy Three*, next to the ship, is preparing to assist the *Hua Hai Long*, a heavy lift ship. Inset, top and bottom: the tug working the *Hua Hai Long's* stern as it docked the ship.

Page 9, top: Shortly before twilight, San Juan's inner harbor is a patchwork of intensely radiant light and deep shadows. Bottom: At nightfall, a different kind of beauty descends.

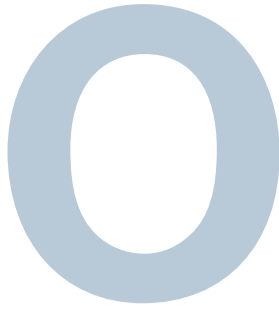
Opposite page: The *Handy Three* docking the *Summer Meadow*, a reefer, as the harbor pilot's boat awaits his reboarding. Inset, left: Capt. Jose Ortiz Crespo working the winch on the *Z-One*. Inset, right: Benjamin Arroyo hefts a hawser on board the *Handy Three*.

Above: Josean Villarrubia (left) and Sinfioriano Negro working aboard the *Handy Three*.

Moran New York/ New Jersey

Port Profile





On a nautical chart of the Port of New York and New Jersey, the Moran New York/New Jersey shipyard is encircled on three sides by container terminals. The locations of the terminals can be read like points on a clock face: GCT Staten Island is at 9:00; the APM and Maher Terminals, in Elizabeth, New Jersey, at 10:00; Port Newark at 11:00; and GCT Bayonne at 1:00. Directly across Upper New York Bay from GCT Bayonne sits the Red Hook Container Terminal, in Brooklyn. In between these terminals are numerous berths operated by the Port Authority for bulkers, tankers, and Ro/Ro vessels, as well as oil terminals and several passenger terminals for cruise ships and ocean liners.

Starting in the container era, this New York/New Jersey-based spread of facilities replaced Manhattan Island's piers as the nexus of the Port's operations. Since Moran's yard is situated on Staten Island's north shore, along the Kill Van Kull (the

channel connecting the Upper Bay with Newark Bay), the company's tugs enjoy direct access to every one of the port's facilities. This is important, because the whole constellation of docks, cranes, and other infrastructure was designed to operate with mechanized efficiency; the terminals and the vessels that call at them are, in effect, moving parts in a giant cargo-moving machine. "An economic dynamo," the Port Authority of New York & New Jersey has called it, and the claim is borne out by the Port's own statistics and the U.S. Census Bureau's: The Port of New York and New Jersey — the third largest in the United States — handled more than six million TEUs in 2015, with the total dollar value of general and bulk cargo handled exceeding \$203 billion. It was a record year, the Port Authority announced in 2016.

On its surface, the port appears quieter than it did in the breakbulk era; it receives far fewer ship calls than it did in, say, 1956. But the ships, while fewer, are larger, and in terms of cargo handled New York/New Jersey has been busier in the current era than in any previous one. Its six container terminals handled more cargo in 2011 than at any



Opposite page: Container ships being unloaded at the APM Terminal in Elizabeth, New Jersey. The *NYK Olympus*, a Post-Panamax ship, has just been docked by the tractors *Jonathan C. Moran* and *JRT Moran*, assisted by the *Margaret Moran*.

Above: The skyline in Lower Manhattan is now dominated by the Freedom Tower.

point since New York was founded by the Dutch, the reporter Alan Feuer wrote in a 2012 *New York Times* article about mechanized cargo handling. According to Dr. Jean-Paul Rodrigue's 2013 book *The Geography of Transport Systems*, the Port of New York and New Jersey handles roughly 31 percent of the cargo on the American East Coast (or did at the time).



In short, the scale of maritime trade at the Port is gargantuan, and — the current fluctuation in container demand notwithstanding — it has been growing. For America's East Coast population, that growth has of course produced manifest benefits. The cargo passing through the Port represents a cross-section of American consumerism as vast as it is familiar: clothing, food, beverages, computers and electronics, appliances, automobiles and other vehicles, chemicals, petroleum (both crude and refined products), and innumerable other manufactured goods and natural resources.

New York Harbor, no longer the focal point of the Port's freight and passenger operations, remains its beating heart. Visitors can still tour Ellis Island and find the names of their immigrant ancestors in the Museum's archives, and then glance across the harbor and be moved by the sight of the city that some of those ancestors built on the foundation of their dreams. Although most of Manhattan's piers are no longer in use by the maritime industry, some have been turned into cherished public parks. Others have been developed into mixed-use complexes for sports and entertainment, and are also thriving. The Manhattan Cruise Terminal is still operating on the North River (the Hudson, between West 46th and West 54th Street), though competing passenger terminals in Red Hook and Bayonne have drawn off much of the traffic, including Cunard's legendary *Queens*. The Harbor's ever-present ferry services, water taxis, and tour boats are still going strong.

As many a *TowLine* reader knows, New York Harbor is Moran's birthplace. The company was founded as Moran Towing and Transportation Company, and began spawning divisions when it first expanded its operations beyond New York; Moran Towing of New York was the first to be created. (The division was rebranded to its current name in 2009.) The division's history and lore are bound up with those of the Harbor and New York City, and are vast and weighty enough to rate a book rather than a magazine profile. But even the briefest summary of Moran New York/New Jersey's legacy is studded with illustrious highlights, including: the division's participation in the construction of New York/New Jersey's bridges, tunnels, and

subways; its service to legendary transatlantic ocean liners; its roles in famous rescues and disaster recoveries; its heroic exploits in wartime, especially the Second World War; and its links to everything from garbage removal to the astronomical cargo tonnage that ends up as the proverbial shirt on your back.

As some knowledgeable history buffs among Moran New York/New Jersey's ranks are fond of pointing out, change is the constant that links the division's past, present and future — a force that also shapes the Port and the Harbor. For maritime service providers like Moran, it is cyclical: as expanding trade fuels growth in ship sizes, the world's ports, harbors, and tugboat companies strive to adapt. In its 157 years of operating in New York, Moran has seen this pattern reassert itself repeatedly. It marked the transformation from sail to steam; from steam to diesel; from breakbulk to containers; and, presently, from very large ships to ultra-large ships. It is in fact the dominant story in the Port of New York and New Jersey today.

For Moran New York/New Jersey, such adaptation is business as usual. The division has essentially been an early adopter of vessel and equipment innovations since the day Moran opened its doors in 1860. Over the years, the size of the New York/New Jersey fleet has expanded and contracted in accordance with needs connected with particular eras, trends, and events, but the division's advancements in vessel design, power, and applied technology have tracked steadily in one direction — upward — from day one. The current New York/New Jersey fleet, Moran's largest port-based operation, comprises four 6,000-hp Z-drive tractors, 18



Opposite page: Above, the *JRT Moran* (front) and *James D. Moran* at dawn in Newark Bay, returning to base after assisting a Post-Panamax container ship. Below, a partial view of the Moran New York/New Jersey yard from the wheelhouse of the *Jonathan C. Moran*; the Bayonne Bridge is visible in the background.

Above at right: The ATB *Barney Turecamo-Georgia* in the Verrazano Narrows, near the bridge that shares the name.

conventional twin screw tugs, and ten ATB tugs. Moran New York/New Jersey works jointly with its allied divisions Moran ATB, Moran Dry Bulk Carriers, and Moran Tank Barge Company, which operate a fleet of nine double-hull petroleum ATBs, a dry bulk ATB, and a dozen conventional barges of various types. The newest of the ATBs — the *Mariya-Texas*, *Leigh Ann-Mississippi*, and *Barbara*







BEWARE OF PROPELLER

70

Worker in blue shirt and yellow hard hat on the smaller boat deck.

MAGNUM
80,716kg
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Carol Ann-Louisiana — are each ABS-classed to carry petroleum and chemicals, and embody state-of-the-art innovations in vessel design and cargo custody engineering.

Moran New York/New Jersey tugs will assist many of the Neo-Panamax vessels that are expected to begin calling at New York and New Jersey in greater numbers. The largest container ship ever to call at New York/New Jersey (as of this writing) docked at the GCT Terminal in Bayonne last July; it was the *MOL Benefactor*, a 1,106-foot Neo-Panamax vessel carrying 10,100 TEUs. The ship came via the newly expanded Panama Canal. “There will be a continued need for more and more powerful tugs as container ships increase in size to 14,000 TEUs and beyond,” Peter R. Keyes, the division’s vice president and general manager, says. Neo-Panamax ships, which top out at 12,000 TEUs, and Ultra-Large Container Vessels (ULCVs), which can carry 14,000, both require four tugs, Mr. Keyes says. Both classes can reach lengths of 1,200 feet — nearly 100 feet longer than the U.S. Navy’s new *Gerald R. Ford*—Class nuclear-powered aircraft carriers — with beams up to 160 feet. “When one of the mega-ships calls, the New York/New Jersey docking pilots coordinate to keep traffic on the Kill Van Kull flowing one way until the big ship has cleared the channel,” Captain Bill Morris of the *Jonathan Moran* says.

The Port of New York and New Jersey, for its part, has been working extremely hard to meet heightened logistical demands resulting from enlarging ship sizes and surging container volumes. Last September, the U.S. Army Corps of Engineers and the Port Authority completed the dredging of New York/New Jersey’s primary ship channels to 50 feet, enabling calls by Neo-Panamax ships and ULCVs. To accommodate the higher air drafts of

the ULCVs, the Port Authority is raising the roadway of the Bayonne Bridge, a project it expects to complete by the end of 2017.

Some of the ultra-large ships have 48-foot drafts, Capt. Morris says, and even in 50-foot channels such vessels have little leeway — they require an exceptional degree of power and precision from the tugs that assist them. In a port where efficient cargo turnarounds are a crucial concern, with safety the number-one concern, such performance is critical, Mr. Keyes says.



Top of page 16: Margaret Moran turns the *Carnival Splendor* for departure from Manhattan Cruise Terminal’s Pier 90.

Top of page 17: The *JRT Moran* prepares to undock the *MSC Busan* at the APM container terminal in Elizabeth, New Jersey.

Bottom, pages 16–17: The *Arnold Maersk*, a Post-Panamax vessel, is assisted by the *James D. Moran* (bow), *Miriam Moran* (center), and *JRT Moran*.

Opposite page: The *Jonathan C. Moran* prepares to undock the *Mataquito*, a Post-Panamax container ship. Note the tug’s winch, which is designed to handle Ultra-Large Container Vessels and anything smaller.

Above: Top, the *James D. Moran* assists the *Höegh Shanghai*, a vehicle carrier, on the Kill Van Kull; bottom, *Jonathan C. Moran* undocks the *Torm Neches*, a crude oil tanker.

Moran New York/New Jersey’s four new 6,000-hp tractors — the *James D. Moran*, *JRT Moran*, *Jonathan C. Moran*, and *Kirby Moran* — are the optimal equipment for achieving these ends, Capt. Morris says, and the division’s mariners are well suited for the task. (Moran New York/New Jersey employs 430 people.) In addition to their highly specialized navigational and towing skills, Moran New York/New Jersey crews are trained in risk management, and in matters of safety they all have Stop Work Authority. “The Port [of New York/New Jersey] is a complex, rapidly changing marine environment, and Moran continuously upgrades and expands our equipment, training programs and procedural guidelines to meet its challenges,” Mr. Keyes says. It is the big leagues of harbor work, and it’s about to get bigger. Moran is ready. ⚓

They're Here

Moran's New *Texas-* and *Louisiana-*
Class ATBs Have Entered Service

The Fleet





In 2015 and '16, Moran's new *Texas*- and *Louisiana*-Class ATBs began operating along their contracted service routes. The *Leigh Ann-Mississippi* and *Mariya-Texas* — both are *Texas*-Class vessels — were christened in the fall of 2015 and spring of 2016, respectively, and entered service in the U.S. Gulf of Mexico. The *Barbara Carol Ann-Louisiana*, christened last spring, is servicing routes along the U.S. east and Gulf coasts, and to the Caribbean.

Both classes build on the success of Moran's highly regarded *New Hampshire*-Class petroleum ATBs, but the new vessels are ABS rated $\Phi A-1$ *Oil and Chemical Tank Barge*, giving them added versatility. The *Texas* Class also offers a larger cargo capacity, at 160,000 barrels.

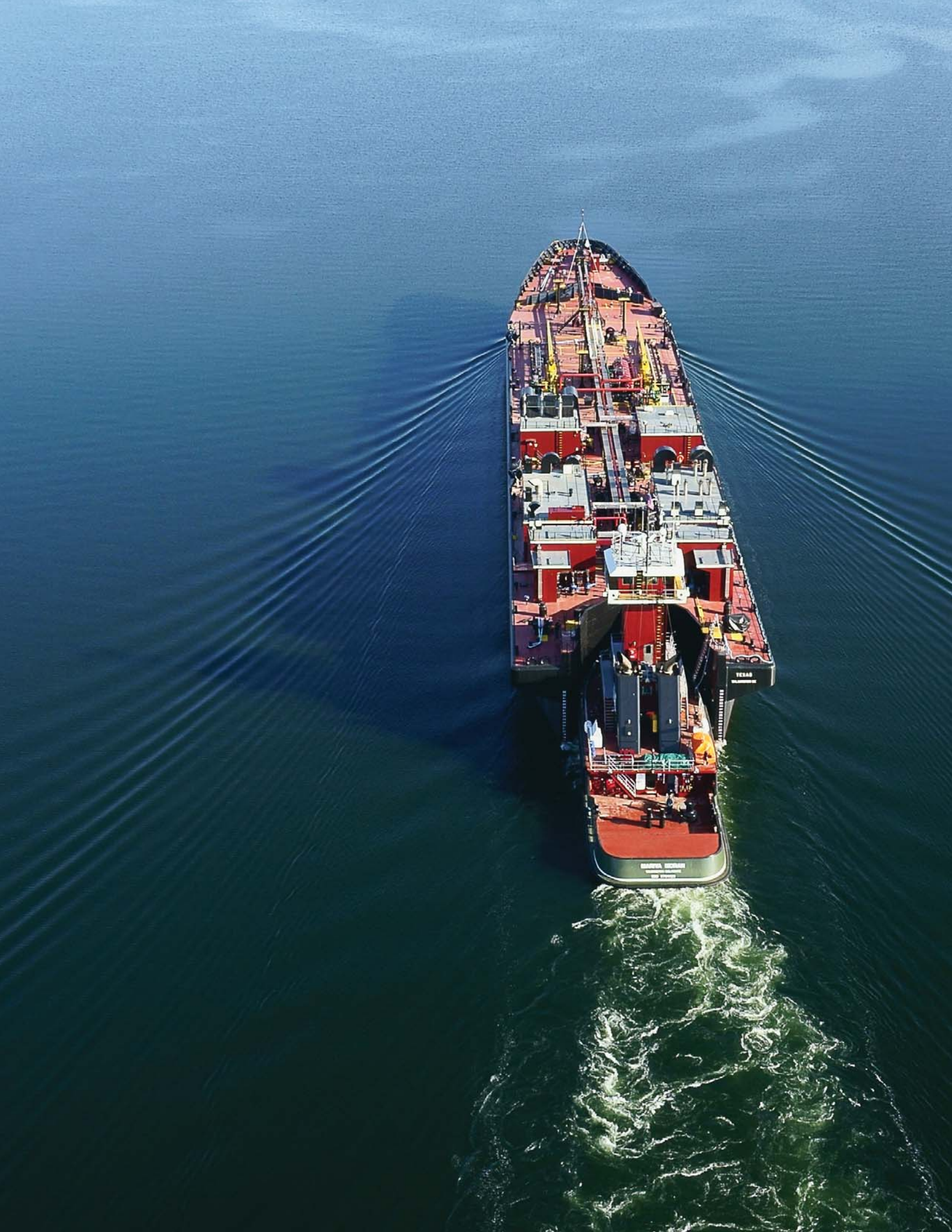
The three new ATBs share a sleek new hydrodynamic hull design, making them easy to spot on

the water. Their other innovative features include a new, state-of-the-art Ballast Water Treatment System on both classes, and a newly designed Inert Gas System (IGS) and fixed tank washing system on the *Texas* Class. ⚓

Above and opposite page: The *Leigh Ann-Mississippi* in New York's Upper Bay and underway on the Hudson River.

Pages 22–23: The *Mariya-Texas* on the Neches River in Texas; inset, a bow-on view of the *Texas*-Class hull design.

Pages 24–25: A bird's-eye view of the *Leigh Ann-Mississippi's* deck; inset, the *Louisiana* in the final stages of construction.









Moran Miami Gets Major Upgrades

In 2016, anticipating the strong demand for high-horsepower tractor tugs at PortMiami, Moran markedly upgraded its Moran Miami tug fleet. The fleet had previously consisted of the 4,400-hp Z-drive tractor *Fort Bragg*, and the 5,100-hp Z-drive tractors *Diane Moran* and *Gramma Lee T. Moran*. The company replaced the *Fort Bragg* and *Diane Moran* with two 6,000-hp *James A. Moran*-Class Z-drive tractors, the *George T. Moran* and *Payton Grace Moran*.


Moran Miami also filled some key seafaring personnel positions, and expanded its shoreside staff. Two highly experienced Moran captains, Paul Johnson of Savannah, and Royce Legg of

tions with Moran Miami's operating unit manager and vice president, Jamie Scott. His prior experience includes U.S. Navy service and commercial seafaring on container ships, tankers, and ATBs, as well as operations management at Moran Jacksonville.

Mr. Hatzistefanou brings extensive top-notch experience to Moran Miami, having retired last year from a 20-year career as a port engineer in the U.S. Coast Guard.

Miami's growing demand for powerful, agile tractors is being fueled by watershed developments in international shipping and in the Port, Ms. Scott says. During the past two years, several major infrastructure projects were completed by PortMiami, creating key benefits that enhance Miami's status as a premier U.S. port of call. The upgrades include shoreside construction and the dredging of Biscayne Bay to a depth of 50–52 feet. The shoreside improvements include the Port's new Super Post-Panamax gantry cranes; its on-dock intermodal rail service; and a new fast-access tunnel that connects PortMiami directly to the U.S. Interstate Highway System. The upgrades enable the Port to berth and service Post-Panamax, Neo-Panamax and Ultra-Large Container Vessels (ULCVs). PortMiami welcomed its first Post-Panamax customer, the *MOL Majesty*, last July, and expects other Post- and Neo-Panamax ships to begin calling now that the Panama Canal Expansion is open.

The port's efficiency is another positive factor in its outlook. A 2015 study by the JOC Group ranked PortMiami the second most productive port in the U.S., measured by container moves per ship per hour. That attribute bodes well for Miami's cargo growth, which in 2015 was in double digits. Also in 2015, PIERS, a maritime import/export reporting service, ranked Miami the third-fastest growing import seaport in the U.S.

With its more powerful fleet and expanded shoreside team, Moran Miami stands ready to safely and efficiently assist any and all ships that may call at the port. 



New Orleans, transferred permanently to Miami, filling vacancies left by the retirements of Captains Al Beebe and General Carter. To its shoreside personnel, the division added operations manager Greg Zeligman and port engineer Nick Hatzistefanou.

Mr. Zeligman, who holds a B.S. in Marine Transportation and an M.B.A., will oversee scheduling, logistics, human resources, and accounting functions on a daily basis, working jointly on some func-

Above at left: The *Payton Grace Moran* celebrating the arrival of the *MOL Majesty*, shortly after docking the ship (seen at the dock).

The Ship Spotters: A Tribute

They come from many walks of life: they are teachers, laborers, mariners, venture capitalists, managers, retirees — anyone, in any vocation, might be a ship spotter. Some spotters prowl the harbors and waterways, hunting for new sightings; others work aboard vessels or in ports for a living, reaching for a lens when an opportunity to record something interesting or unusual happens to arise during a free moment.

Virtually all spotters carry cameras. Some make do with smartphones, or simple point-and-shoot models; others sling professional-grade Nikons and Canons. Hobby-grade and semi-pro models are ever popular, and in the hands of some enthusiasts they yield exceptional pictures.

Whatever their chosen equipment, ship spotters occasionally produce photographs that actually rival the artistry and skill of top-notch professional photographers. Moran is ideally positioned to appreciate this phenomenon; the company receives a constant stream of spotter photographs through social media, e-mail, and other channels, and has displayed many of them on its Facebook page and website.

TowLine's editors couldn't help but notice this outpouring of talent, and we were inspired to showcase some of our favorite spotter photos in the

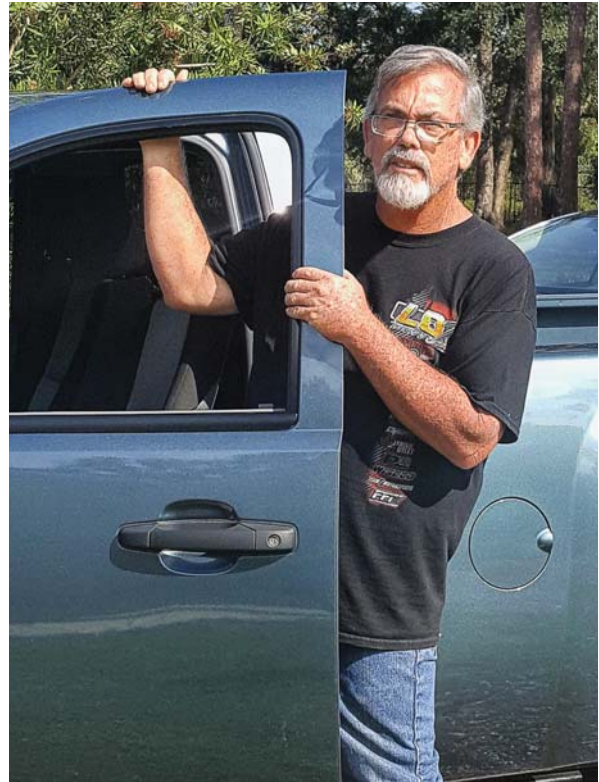
magazine, where professional processing and captioning brought them even more vividly to life. We also ran a competition, with the winning photograph featured on the cover of the magazine. Contestants were given the same strict "marching orders" our design director issues to the pros, and the results were predictably impressive. Captain Steve Deniston, whose photo of the *Katie T. Moran* graces this issue's cover, took first prize. Congratulations go to the runners up as well.

On the pages that follow, then, a salute to the ship spotters — including both unsolicited photographs and the competition winners.

— *The Editors*



First Prize, TowLine Cover Competition



Congratulations to Captain Steve Deniston (pictured above) on his winning photograph.

TowLine's editors selected Steve's photograph from a group of about 35 submissions. Judging was conducted "blind" (the photographers' names and affiliations were not known to the judges).

Asked by *TowLine's* editor-in-chief how many years he has been an amateur photographer, Steve replied without irony that he has now been pursuing the hobby for six months. He took it up as a form of grief therapy, he says, following the loss of his son Dalton, who died in an automobile accident last year. Apparently, being a novice didn't keep Steve from discovering the "secret sauce" used by professional magazine photographers: he imaginatively visualized how his "raw" photo might integrate with the magazine's logo and cover typography to create a captivating design. Using only spare geometric forms and surfaces, his colorful composition artfully evokes the massive size of the pictured ship, capturing the camaraderie of the mariners in the process. The sleek agility of the

Katie T. Moran, Moran Jacksonville's superstar Z-drive tractor tug, comes in for an appraisal as well.

Steve, who captains the *Cathleen E. Moran* out of Jacksonville, has been with Moran for 20 years. He started out as a deckhand and quickly rose through the ranks, he says, becoming a captain within about eight years. He lives in the Jacksonville area with his wife Barbara, son Dustin, and a charming pug named Abby.

The publication of Steve's photo marks the first time in *TowLine's* 69-year history that the magazine has featured a photograph by a Moran employee on its cover. Steve would like to dedicate his award to his late son Dalton, who served as a deckhand on the *Katie T. Moran* for three years preceding his death.

Editor's Note: Among the photos appearing on the following pages, competition winners are flagged with citations in blue preceding their captions. All other photos were unsolicited submissions, unrelated to the competition.



Robert Boughamer's shot of the *Diane Moran* in Miami integrates all the basic elements of harbor operations in a dramatically offbeat composition. The photo's vibrant counterpoint of gleaming surfaces, shadows, intense colors, and sweeping angles evokes movement and delivers a startling new perspective on familiar subject matter.



As photographic subjects go, sunrises and sunsets are exceptionally popular with Moran's mariners. As anyone who has spent time on open water knows, nature's own brand of fireworks is often among the day's major events. This example, by Captain Jason Harper, rises above picture postcard clichés to deliver a dramatic beauty.



Second Place, TowLine Cover Competition

Ever wonder what it feels like to go nose-to-nose with a U.S. Navy destroyer? How about in a dead-plant tow? That's what is pictured here. Engineer Chris Driver on board the *Tracy Moran* shot this beauty. The ship is the *USS Arleigh Burke*.



Third Place, TowLine Cover Competition

Tommie Lee Hurst's artful framing of a bow-on assist to a vehicle carrier reduces the scene to its most essential geometry, underscoring the ship's jumbo size and the tug's exceptional muscle in the process.



Captain Darren McGowan, of Fairfield Chemical Carriers, photographed the *Jimmy T. Moran* as it turned his tanker ship for departure. Watching the tug gracefully hold its perpendicular line, McGowan derived eye-catching compositional tension from the scene's angular contours.



Spotters working footpaths on bridges make optimal use of their eagle-eyed views, as images like this one vividly attest. Will Van Dorp shot the photograph from the Bayonne Bridge.



Savannah's riverfront skyline at dusk, a pretty sight in its own right, is further adorned as the *Cape Henlopen* paints the water with reflections that bring to mind French Impressionist masterworks. Alexandre Robelin took the photograph.



Honorable Mention, TowLine Cover Competition

Here, the use of a wide-angle lens to put the tug's name front and center struck *TowLine's* editors as an expression of a mariner's pride in his or her vessel. The guess turned out to be right: Bill Wengel, chief mate on the *Joan Turecamo*, is the photographer. The wide-angle also highlighted the tug's graceful lines and rock-solid construction, while the blue sky radiates a fine symbolism.



In this quietly dramatic photo, taken only hours before Hurricane Sandy hit New York City, Will Van Dorp captured the ominous calm before the storm. The image's true sharpness and density are hinted at only by the stern of the ship; everything else in the frame is shrouded in mist — a soup of humidity that clung to the air, oddly pierced by pockets of blazing sunlight.



This photo by Matt Cockburn is both eye candy and a testament to the scrupulous care that crews, maintenance staff, and port engineers have been taking of the *Shiney V. Moran*. Photographed here in New Orleans, the tug was four months shy of its sixth birthday, yet it hardly looks a day older than one.



In New York, as elsewhere, the harbor never sleeps. As this vigorously evocative composition demonstrates, night scenes rendered as photographs often take on a painterly, dream-like quality. Photo by Myles McFadden. ⚓

A TowLine Interview:

Jessica DuLong

*The Chief Engineer, Journalist, and Author
Is Writing a Book about the 9/11 Boatlift*

September 11, 2016 marked the fifteenth anniversary of the 9/11 attacks. As Americans honored the memory of the fallen, we once again stood as a nation united in solidarity and sympathy with the grieving. The observance was an occasion for reflection, on the nature of unity, courage, wisdom, and understanding.

These were indeed the virtues displayed in the 9/11 Boatlift, which stands as a historic reminder of the capacity of Americans to summon them. The story of the Boatlift, whose dimensions include the maritime community but also range well beyond it, has in recent years captured the attention of journalists and researchers, who have begun investigating a compelling question: How could a spontaneously, randomly mobilized group of citizens, working without a plan, have successfully orchestrated and executed the largest sealift evacuation in the history of the world?

Jessica DuLong is a journalist pursuing the story. She is also the chief engineer of the fireboat John J. Harvey, and was a 9/11 responder starting the day after the attacks. Her book, entitled Dust to Deliverance: Untold Stories from the Maritime Evacuation on September 11th, will be one of the first to tell the full story of the Boatlift. It is slated to be published June 30, 2017. TowLine's editor-in-chief, Mark Schnapper, spoke with Chief Engineer DuLong about the Boatlift's meanings and her book.

MS: Why do you think the full story of the boatlift needs to be told?

JD: For so many reasons. The stories of how boat crews and private citizens rose to the challenges of those harrowing hours bring an uplifting, silver-lining element to our understanding of the most horrific day in recent United States history. The maritime evacuation represents a phenomenon — mass heroism — that upends some common assumptions about human limitations, in ways that are heartening and instructive. It shows Americans at our very best, offering an antidote to divisiveness and fear — an especially good message for people to hear right now. It's very significant that the rescuers displayed not only kindness, but also profound solidarity and resourcefulness. It's also significant that although most were not techni-

cally trained as first responders, they turned what might easily have become a chaotic disaster into a model of efficiency and effectiveness.

MS: What qualifies the 9/11 boatlift as the largest in world history?

JD: The previous record-holder was Dunkirk, in the Second World War. In 1940, hundreds of naval and civilian vessels mustered to rescue 338,000 British and Allied soldiers over the course of nine days. But on September 11, 2001, boat crews evacuated an estimated 500,000 people from Lower Manhattan in less than nine hours.

MS: In researching the book, you've been interviewing rescuers and eyewitnesses; how many have you spoken with?

JD: So far, about 50. They include mariners and evacuees, civilians, military personnel, government officials, first responders, and volunteers.

MS: Based on their accounts, are you sensing any dominant themes in the story?

JD: The meanings are ever evolving; every time I sit with this material, new meanings surface. But one of the most important themes is that the rescue was totally unplanned. With all the perspective granted by hindsight, it's difficult to grasp the levels of shock and threat that the rescuers confronted as the scope and scale of the attacks escalated that morning. Over the course of the first few hours, the closer people were to the action, the less they knew what was going on. Rumors were flying, and of course it was chaos. To understand the depth of the fear and confusion, you have to imagine being there and having no idea what could possibly happen next. That terrorists could fly planes into buildings and level them was inconceivable at the time. Yet, from the moment the first plane struck, mariners made a beeline into the danger zone and didn't let up until they'd delivered everyone they could to safety. No drills or top-down oversight guided their actions; they and the other rescuers saw what needed to be done and found ways to make it happen.

MS: They just started thinking on their feet, despite the danger?

JD: Yes. All of the rescuers I've talked with said that they were just doing what needed to be done. A word that I often hear when I interview sources is "decent." Everything came down to shared humanity; people who had the capacity to help helped in any way they could.

MS: So these otherwise ordinary citizens steeled themselves and improvised the orderly evacuation of half-a-million people? It sounds impossible.

JD: Yes. And in the years since, researchers like James Kendra and Tricia Wachtendorf [at the University of Delaware Disaster Research Center] have been studying how the boatlift came together and how it deviated from the traditional script of disaster preparedness, which emphasizes planning instead of improvisation. Their new book, *American Dunkirk: The Waterborne Evacuation of Manhattan on 9/11*, explores how lessons from that day can transform our ideas about disaster management. In particular, Jim and Tricia emphasize an "artful" and "flexible" approach to disaster response that involves putting faith in "unscripted, decentralized, and emergent" activities, rather than relying on advance planning that depends on a top-down structure. Their research suggests that creativity and improvisation are essential resources for dealing with disasters, and those skills are precisely what mariners brought to the evacuation and supply missions in Lower Manhattan.

MS: Can you give some specific examples of the creativity and improvisation Kendra and Wachtendorf referred to?

JD: Sure. The efficiency of the boatlift was astounding, especially when you consider that the whole operation was accomplished along a waterfront that, with few exceptions, was not set up to receive large vessels or to load passengers. The rescuers converged on key locations and simply made do as best they could. Along the Battery, where there was no place to tie up, tugboats nosed to the seawall and used engine power to hold their position while evacuees boarded. In some places deckhands tied boats to trees. Just south of North Cove [near the World Financial Center] a firefighter with the FDNY Marine Division used a torch to cut an opening in a steel railing to provide better access to and from a fireboat. In South Cove [just south of the World Trade Center site], an NYPD Harbor Unit sergeant

systematically ripped off some wooden fencing that impeded evacuee access to boats. He went down the whole row, plucking fences off with his vessel, so that people could board more easily. Tug crews painted bed sheets to indicate their destinations so that evacuees could choose from among these makeshift "ferry" routes. And when the rescue operation shifted into a supply mission, the waterfront was transformed — it was teeming with people passing bags, boxes, and buckets down long lines from boats to land, harking back to the days of breakbulk cargo, when everything was loaded and unloaded by hand. Tools that people didn't know they needed until the heat of the moment seemed to just materialize.

MS: How many vessels participated in the evacuation?

JD: A list compiled by the late Captain John Doswell recorded 156. They included ferryboats, water taxis, tugboats, dinner cruise and sight-seeing vessels, fishing boats, yachts, Army Corps of Engineers vessels and other workboats.

MS: Was there any official organization, such as from the Coast Guard?

JD: Yes. By late morning the Coast Guard stepped in to try to streamline the rescue efforts already underway. They issued calls for "all available

boats" to report to Governors Island. The operation was basically a mixture of ad hoc organizing by captains at the helm and people on shore, aided by administrative personnel and the Coast Guard's Vessel Traffic Service (VTS), who helped coordinate logistics and information. But so much of the communicating, decision-making, and coordinating was done on the fly.

MS: What was VTS's role?

JD: They were charged with securing the port. Seven minutes after the second plane hit, VTS issued radio calls on Channel 14 that shut down the port to all traffic. This was a huge, unprecedented undertaking. The VTS team then had to guide the 300 to 400 vessels of all sizes and configurations that had been operating in the harbor toward safe berthing and mooring locations. No small feat.

MS: The 2011 short documentary film "Boatlift" reported that there were no serious injuries attributed to the 9/11 boatlift. Nor were there any reported collisions, despite the sudden, unplanned surge in vessel traffic. Is this true?



JD: I've heard of remarkably few incidents given the size, scope, and spontaneous nature of the effort, and the fact that boats were at times operating only by radar, given the smoke conditions. Sources told me about some non-life threatening injuries, as well as one woman who likely died from a head injury, sustained when panicked evacuees jumped onto boats from high distances. But, to my knowledge, there were no injuries or collisions attributed to the actions of vessels, crews, shoreside rescuers, or the vast majority of evacuees.

MS: What do you think might account for that?

JD: The mariners brought tremendous professionalism and experience to the tasks at hand. Many of the captains had knowledge of the local waterways, and in the accounts I've heard the boat crews were highly competent. Crews who'd had emergency training performed triage and administered first aid. Many vessels served double duty as makeshift ambulances, assuring the injured priority when disembarking and coordinating their handoff to ambulances on shore.

MS: Did the mariners bend the rules on passenger capacity?

JD: Well, that answer depends on whom you ask! But, by many accounts captains loaded their vessels beyond allowed capacities, and at least in some instances they said they had the Coast Guard's blessing to do so, within limits. The crews estimated how many people they could take aboard before risking unsafe running.

MS: What about the evacuees — were they able to maintain crowd control and composure in such dire circumstances?

JD: Everyone of course panicked in and around Ground Zero when the towers collapsed — in addition to the danger of falling rubble, the collapses created intermittent whiteout conditions and unbreathable air at certain locations, depending on which way the wind was blowing. People scattered and fled in different directions. They were running, but I haven't heard of any stampeding or trampling. Generally speaking, people exhibited incredible perseverance and presence of mind, including when they were in crowds.

MS: What was their demeanor like as they boarded the boats?

JD: My sources say that people were extraordinarily polite and patient — even well into the evening,

when there were incredibly long lines. People working at the ferry slips just north of North Cove reported that part of the reason there wasn't panic was that the ferries were so quick in coming back. The ferry companies had pulled as many vessels into service as they could. So as quickly as a boat would load up and depart, another would come and load, and seeing that gave people confidence. One captain told me about an instance where he nosed forward toward a sea wall in order to rescue someone who was clinging to a slippery piling in the water, and when the boat got close enough to the land side, people just started streaming aboard, ignoring the fact that it wasn't docked. But I also learned of people who were not able to make the climb over to a boat, and were then carefully passed hand-to-hand by the waiting crowd in order to get them on board.

MS: How did things go once the vessels were underway?

JD: People were generally composed, and there was an outpouring of gratitude. Some people talked about what they'd seen or heard; others were silent. Some cried and gasped as the boats pulled out into the harbor and people caught their first glimpses of the destruction in Lower Manhattan. Some captains told me that their boats listed noticeably when too many passengers gathered on one side of the vessel,

hoping to see what was going on at Ground Zero — the captains had to compensate at the helm to maintain a more even keel.

MS: And the evacuation went on until nightfall?

JD: Yes. There was no hard stop; I'm not sure anyone knows what time the last evacuee disembarked, and with the evacuation completed, many vessels kept up their runs, ferrying responders, equipment and supplies to Ground Zero.

MS: You've now been involved in the story as both a journalist and responder; has writing the book changed you in any way?

JD: In every way. For years now I've been deeply immersed in the story of how new, often unlikely alliances formed on September 11th, during this massive, spontaneous rescue where people who could help their fellow citizens did so, without hesitation. The stories in the book illuminate the resounding human goodness that rises up in the face of the darkest evil. Knowing that such compassion and creativity can occur on that kind of scale tends to widen your perspective about a lot of things. 📍

How could a spontaneously mobilized group of citizens, working without a plan, have successfully orchestrated the largest sealift evacuation in the history of the world?

Vessels that Participated in the 9/11 Boatlift

A List Compiled by The Late Captain John Doswell

ABC-1, Reynolds Shipyard, Tug Boat
Abraham Lincoln, NY Waterway, Ferry Boat
Adriatic Sea, K-Sea Transportation Corp., Tug Boat
Alexander Hamilton, NY Waterway, Ferry Boat
Amberjack V, Amberjack V, Fishing Boat
American Legion, New York City Department of Transportation, Ferry Boat
Barbara Miller, Miller's Launch, Tug Boat
Barker Boys, Barker Marine Ltd., Tug Boat
Baylen, Pegasus Restoration Project, Historic Whaleboat
Bergen Point, Ken's Marine, Tug Boat
Bernadette, Hudson River Park Trust, Work Boat
Blue Thunder, United States Merchant Marine Academy, Sportfisherman
Bravest, NY Fast Ferry, Ferry Boat
Brendan Turecamo, Moran Towing Corp., Tug Boat
Bruce A. McAllister, McAllister Towing & Transportation, Tug Boat
Capt. John, John Connell, Unknown
Captain Dann, Dann Ocean Towing, Tug Boat
Catherine Turecamo, Moran Towing Corp., Tug Boat
Chelsea Screamer, Kennedy Engine Company, Inc., Sightseeing Vessel
Chesapeake, Unknown, Unknown
Christopher Columbus, NY Waterway, Ferry Boat
Circle Line VIII, Circle Line/World Yacht, Sightseeing Vessel
Circle Line XI, Circle Line/World Yacht, Sightseeing Vessel
Circle Line XII, Circle Line/World Yacht, Sightseeing Vessel
Circle Line XV, Circle Line/World Yacht, Sightseeing Vessel
Circle Line XVI, Circle Line/World Yacht, Sightseeing Vessel
Coral Sea, K-Sea Transportation Corp., Tug Boat
Diana Moran, Moran Towing Corp., Tug Boat
Dottie J, United States Merchant Marine Academy, Sportfisherman
Driftmaster, U.S. Army Corps of Engineers, Skimmer
Eileen McAllister, McAllister Towing & Transportation, Tug Boat
Elizabeth Weeks, Weeks Marine Inc., Tug Boat
Emily Miller, Miller's Launch, Tug Boat
Empire State, NY Waterway, Ferry Boat
Excaliber, VIP Yacht Cruises, Dinner/Cruise Vessel
Express Explorer, Express Marine, Tug Boat
Finest, NY Fast Ferry, Ferry Boat
Fiorello La Guardia, NY Waterway, Ferry Boat
Fire Fighter, FDNY, Fireboat
Frank Sinatra, NY Waterway, Ferry Boat
Franklin Reinauer, Reinauer Transportation Company, Tug Boat
Garden State, NY Waterway, Ferry Boat
Gelberman, U.S. Army Corps of Engineers, Work Vessel
George Washington, NY Waterway, Ferry Boat
Giovanni Da Verrazano, NY Waterway, Ferry Boat
Gov. Herbert H. Lehman, New York City Department of Transportation, Ferry Boat
Growler, United States Merchant Marine Academy, USCG Tug
Gulf Guardian, Skaugen PetroTrans Inc., Tug Boat
Hatton, U.S. Army Corps of Engineers, Work Vessel
Hayward, U.S. Army Corps of Engineers, Work Vessel
Henry Hudson, NY Waterway, Ferry Boat
Horizon, VIP Yacht Cruises, Dinner/Cruise Vessel
Hurricane I, United States Merchant Marine Academy, Utility
Hurricane II, United States Merchant Marine Academy, Utility
JC, Unknown, Unknown
Jersey City Police Emergency Service Unit Boat, Jersey City Police Emergency Service, Police Boat
John D. McKean, FDNY, Fireboat
John F. Kennedy, New York City Department of Transportation, Ferry Boat
John J. Harvey, John J. Harvey, Ltd., retired FDNY Fireboat
John Jay, NY Waterway, Ferry Boat
John Reinauer, Reinauer Transportation Company, Tug Boat
Kathleen Turecamo, Moran Towing Corp., Tug Boat
Kathleen Weeks, Weeks Marine Inc., Tug Boat
Ken Johnson, Interport Pilot Agency, Pilot Boat
Kevin C. Kane, FDNY, Fireboat
Kimberley Turecamo, Moran Towing Corp., Tug Boat
Kings Pointer, U.S. Merchant Marine Academy, Training Vessel
Kristy Ann Reinauer, Reinauer Transportation Company, Tug Boat
Lady, Ron Santee, Unknown
Launch No. 5, USCG Auxiliary, Former Police Launch
Lexington, Lexington Classic Cruises, Dinner/Cruise Vessel
Little Lady, Little Lady Water Taxi, Ferry
Margaret Moran, Moran Towing Corp., Tug Boat
Marie J. Turecamo, Moran Towing Corp., Tug Boat
Mariner III, Kennedy Engine Company, Inc., Dinner/Cruise Vessel
Mary Alice, DonJon Marine Co. Inc., Tug Boat
Mary Gellately, Gellately Petroleum and Towing, Tug Boat
Mary L. McAllister, McAllister Towing & Transportation, Tug Boat
Maryland, K-Sea Transportation Corp., Tug Boat
Maverick, United States Merchant Marine Academy, Pilot Launch
McAllister Sisters, McAllister Towing & Transportation, Tug Boat
Millennium, Fox Navigation, Ferry Boat
Miller Girls, Miller's Launch, Tug Boat
Miriam Moran, Moran Towing Corp., Tug Boat
Miss Circle Line, Circle Line-Statue of Liberty Ferry, Inc., Sightseeing Vessel
Miss Ellis Island, Circle Line-Statue of Liberty Ferry, Inc., Sightseeing Vessel
Morgan Reinauer, Reinauer Transportation Company, Tug Boat
Nancy Moran, Moran Towing Corp., Tug Boat
New Jersey, NY Waterway, Ferry Boat
Ocean Explorer, Unknown, Unknown
Odin, K-Sea Transportation Corp., Tug Boat
Paul Andrew, DonJon Marine Co. Inc., Tug Boat
Penn II, Penn Maritime, Tug Boat
Peter Gellately, Gellately Petroleum and Towing, Tug Boat
Pilot Boat New York, Sandy Hook Pilots Association, Pilot Boat
Port Service, Leevac Marine (now Hornbeck Offshore Transportation), Tug Boat
Poseidon, United States Merchant Marine Academy, Patrol
Potomac, Unknown, Unknown
Powhatten, DonJon Marine Co. Inc., Tug Boat
Queen of Hearts, Promoceans/Affairs Afloat, Dinner/Cruise Vessel
Resolute, McAllister Towing & Transportation, Tug Boat
Robert Fulton, NY Waterway, Ferry Boat
Robert Livingston, NY Waterway, Ferry Boat
Romantica, VIP Yacht Cruises, Dinner/Cruise Vessel
Royal Princess, VIP Yacht Cruises, Dinner/Cruise Vessel
Safety III, United States Merchant Marine Academy, Utility
Safety IV, United States Merchant Marine Academy, Utility
Samantha Miller, Miller's Launch, Tug Boat
Sandy G, UTV Warren George, Inc., Unknown
Sassacus, Fox Navigation, Ferry Boat
Sea Service, Leevac Marine (now Hornbeck Offshore Transportation), Tug Boat
Seastreak Brooklyn, SeaStreak America, Inc., Ferry Boat
Seastreak Liberty, SeaStreak America, Inc., Ferry Boat
SeaStreak Manhattan, SeaStreak America, Inc., Ferry Boat
Seastreak New York, SeaStreak America, Inc., Ferry Boat
Smoke II, FDNY, Fireboat
Spartan Service, Leevac Marine (now Hornbeck Offshore Transportation), Tug Boat
Spirit of New Jersey, Spirit Cruises, Dinner/Cruise Vessel
Spirit of New York, Spirit Cruises, Dinner/Cruise Vessel
Spirit of the Hudson, Spirit Cruises, Dinner/Cruise Vessel
Stapleton Service, Leevac Marine (now Hornbeck Offshore Transportation), Tug Boat
Star of Palm Beach, Promoceans/Affairs Afloat, Dinner/Cruise Vessel
Sterling, Lady Liberty Cruises, Dinner/Cruise Vessel
Storm, United States Merchant Marine Academy, Search & Rescue
Susan Miller, Miller's Launch, Tug Boat
Tatobam, Fox Navigation, Ferry Boat
Taurus, K-Sea Transportation Corp., Tug Boat
Tender for Tugboat Bertha, Darren Vigilant, Motor Boat
Theodore Roosevelt, NY Waterway, Ferry Boat
Turecamo Boys, Moran Towing Corp., Tug Boat
Turecamo Girls, Moran Towing Corp., Tug Boat
Twin Tube, Reynolds Shipyard, Tug Boat
Unk, USCG, 47' Motor Lifeboat
USCG tug Hawser, USCG, 65' Small Harbor Tug (WYTL)
USCG tug Line, USCG, 65' Small Harbor Tug (WYTL)
USCG tug Wire, USCG, 65' Small Harbor Tug (WYTL)
USCGC Adak, USCG, 110' Island-Class Patrol Boat (WPB)
USCGC Bainbridge Island, USCG, 110' Island-Class Patrol Boat (WPB)
USCGC Katherine Walker, USCG, Cutter
USCGC Penobscot Bay, USCG, 140' Bay-Class Icebreaking Tug (WTGB)
USCGC Ridley, USCG, Cutter
USCGC Sturgeon Bay, USCG, 140' Bay-Class Icebreaking Tug (WTGB)
USCGC Tahoma, USCG, Cutter
Various DEC boats, DEC, Work Boats
Various fishing boats, Unknown, Unknown
Various Nassau County boats, Nassau County, Police/Patrol Boats
Various New Jersey state and local boats, New Jersey, Police/Patrol Boats
Various NYPD boats, NYPD, Police/Patrol Boats
Various other vessels, Unknown, Unknown
Various, USCG, 41' Utility Boats (UTB)
Various, USCG, Rigid Hull Inflatables (RHI)
Virginia Weeks, Weeks Marine Inc., Tug Boat
Vivian Roehrig, C & R Harbor Towing, Tug Boat
West New York, NY Waterway, Ferry Boat
Wings of the Morning, United States Merchant Marine Academy, Utility
Yogi Berra, NY Waterway, Ferry Boat

For Rescues, a Never-Ending Season

In Baltimore, the *Mark Moran's* Crew Rescued a Fisherman

On October 2, 2014, the captain and crew of the Moran Baltimore tug *Mark Moran* rescued a fisherman who had fallen overboard from his boat in the commercial harbor off the Port of Baltimore.

The incident began as the *Mark Moran*, a tractor tug, was preparing to give an undocking assist to a container ship, the *MSC Bremen*. While awaiting the arrival of a second tug, the *Annabelle Dorothy Moran*, Capt. Wes Southworth of the *Mark Moran* noticed something odd out of the corner of his eye. "There was a fishing boat repeatedly circling the harbor off Dundalk Marine Terminal, at a high rate of speed, about a quarter mile off our starboard side," he said. The vessel's circular track, encompassing an approximate 150-foot radius, looked abnormally small and aimless, Capt. Southworth said. "We were nearly ready to send a messen-

ger line up to the *Bremen*, but I decided to motor toward the fishing boat to get a closer look," he said. He radioed the *Bremen*, and, while underway, the Coast Guard.

When Southworth got close enough to inspect the fishing boat's bridge through his binoculars, he saw that it was unmanned. The vessel was about a 21-footer, with a center console, he said. No one was at the helm, nor could he see anyone elsewhere on board.

Southworth and his crew scanned the water, and within seconds spotted a man overboard. It was the boat's lone operator. He was wearing a fluorescent life vest, which made him easy to see, but

Below, the crew of the *Mark Moran*. From left: John Steinberg, mate; Dave Jankowiak, mate; Captain Wes Southworth; Molly Divens, engineer; and Blake Hadel, deckhand.



he was floating in the path of his runaway boat. The man had been reeling in a fish, when jarring tension and release on his line knocked him off balance and sent him stumbling backwards into the boat's throttle, bumping it to the full-power position. The boat had then lurched powerfully ahead, sending him headfirst over the side (in accordance with *Newton's Third Law of Motion*).

Learning that the Coast Guard was 15 minutes from arriving on scene, Capt. Southworth positioned the *Mark Moran* between the floating victim and the path of the runaway boat; both the tug and the fisherman were just outside its circumference. Since there was no predicting the runaway's out-of-control track, time would be of the essence in this rescue.

Here is where the story twists a bit unpredictably, Capt. Southworth said. The crew-members of the *Mark Moran* had been well trained in how to handle this kind of emergency, and were veterans of many Man Overboard rescue drills. They had a life sling on board, and quickly deployed it. The rescue unfolded with textbook precision, much the way it had in practice drills — but on one crucial point, the reality proved to be the opposite of what the crew had experienced in the drills.

In a drill, Capt. Southworth said, the hardest part of the rescue is safely positioning the tug close to the victim (a dummy is used as a stand-in); the easiest part is hauling the victim up onto the deck of the tug. In the actual rescue, however, easing alongside the victim proved to be the easiest maneuver, and hauling a real person on board was the most difficult one. A total of four men — Capt. Southworth and the *Mark Moran's* mate, deckhand and engineer — were thankfully able to hoist the imperiled fisherman up past the tug's fendering, but not without an exhausting and protracted struggle. "We didn't have time to position the tug so that we could use our starboard boom; we had to work from the deck, using a ladder," Capt. Southworth said. But slanting angles of ascent and protruding fendering impeded the hoist, and the victim was conscious and struggling, compounding the problem.

Things ended well, however. The crew successfully lifted the man on board, and he was soon transferred to a waiting Coast Guard vessel. He was badly shaken up but otherwise uninjured. The water was warm that day, and he had only been submerged for 10 or 15 minutes. There was little threat of hypothermia, but the threat of being run over by the runaway boat had been imminent. Luck had prevailed.

In the aftermath of the rescue, Moran Baltimore's personnel nevertheless decided to improve the odds for success on future incidents. With guidance from Capt. Southworth, based on the details

of the rescue, Moran Baltimore's port engineer designed a special rescue ladder that substantially overhangs the tug's hull at a 90-degree angle to the water. The ladder easily clears the tug's fendering, and braces against the hull with specially designed legs, greatly facilitating the hauling of an accident victim from the water to the tug's deck.

An hour after the rescue, the wayward fishing boat could still be seen circling the harbor. "We never found out what became of it," Capt. Southworth said. But here too, the outcome was good: in coordination with the vessel's owner and a local salvage company, the Coast Guard safely retrieved the boat.

"The great value of the commercial operators as good Samaritans is highlighted in rescues such as this," said Capt. Kevin Kiefer, the Coast Guard's Captain of the Port of Baltimore. "Like any first responder, the Coast Guard can't be everywhere at all times, so we welcome the assistance of commercial boats. Thanks to their man overboard training, the crew of the *Mark Moran* was prepared for a rescue and was better suited to adapt when events did not go exactly as practiced."

In Savannah, Captain Ernest "Snuffy" Smith Rescued a Mother and Baby

In October 2014, Capt. Snuffy Smith, who commands the Moran Savannah tug *Cape Charles*, heroically rescued a mother and her eight-month-old daughter on the Moon River in Savannah, Georgia.

The incident unfolded as Capt. Smith and a friend, Tommy Mincey, were fishing from a pier under the Diamond Causeway Bridge, along an inland passageway off Skidaway Island. The two men heard a woman's cry for help, followed immediately by a splash in the water. The woman had been strolling with two children along a walkway beside the bridge, when one of them, an infant in a stroller, fell three feet into the water. The woman, who later identified herself as the baby's mother, immediately jumped in after her child.

Realizing what was happening, Smith straight away made a 20-foot jump into the water to go to the aid of the mother and daughter. He was able to retrieve the baby immediately, and, holding her in a rescue carry, proceeded to help the mother. The woman was not a good swimmer; she struggled against the current, hindering Smith's efforts to stay above water with the child. Looking for something they could hold onto to keep from being carried away, Smith spotted some wooden piling with a small piece of rope dangling from one pile. He was able to get the mother over to it so that "she could hang on and stabilize," he says, while he swam the baby over to some neighboring piling. Meanwhile, Mr. Mincey called 911.

Holding the child securely, Smith anchored himself against the current by wrapping both his legs and arms around the piling. It was not easy, he says; oyster shells were cutting his legs and hands as he held on. Mincey assisted by lowering a crab trap down from the pier, which they used to hoist the child to safety. At that point the baby started crying. “That’s when I knew things would be O.K.,” Smith says.

Smith, at the time a trim 60-year-old, stays in peak physical shape. He credits his training and drills at Moran for giving him the skills to successfully perform the double rescue, he says. “When we do drills aboard the tug — Man Overboard, or Abandon Ship — we often cannot fully simulate the in-water rescue, but we talk about the [many angles

with Moran and its predecessors in the port for nearly 40 years.

In Charleston, Captain Kyle Keenan Rescued a Great Horned Owl on the Cooper River

In the happy realm where science and folklore concur, the adult owl has long been an acknowledged paragon of wisdom. Juvenile owls, on the other hand, might need to get by on luck. Or so it seemed in North Charleston on April 10, 2015, when a great horned owl estimated to be six weeks old was spotted in the water under a pier at the Old Navy Yard, on South Carolina’s Cooper River.

Capt. Kyle Keenan, who captains the tractor tug *April Moran*, was with the Moran Charleston



of] what to do and how to do it — what to look for and consider. I’m fortunate to have all those years of training and drills, including STCW in water, and good health. The experience gave me the ability to apply lifesaving techniques,” he says.

Mother and baby were taken by paramedics to a hospital as a precaution, but both were reportedly uninjured and in good condition.

Captain Smith is a lifelong resident of Savannah. Serving as a captain since 1981, he has been

fleet answering a call at the Navy Yard when he was alerted to the bird in distress. The Moran tugs were undocking two Roll-On/Roll-Off ships from the National Defense Reserve Fleet, the *MV Cape Edmont* and the *MV Cape Ducato*, which share a permanent layberth at the yard’s Pier S.

Above: Capt. Ernest (Snuffy) Smith, in Savannah in 2015.



Keenan was on Pier S, coordinating the line handling for a redocking of the *Ducato*, when a sailor aboard the ship called out to him and pointed toward the dock. From his vantage point, the man could see a large bird in the water under the pier. The animal was frantically and futilely struggling to climb onto an oil boom.

Keenan investigated and saw that the bird was a baby owl. The flailing had sapped its energy; five more minutes of such intense exertion, and it would certainly drown. He grabbed a heaving line and fashioned a lasso out of the bitter end. It took a few tries, he says, but he finally landed the rope close enough to the owl to nudge it around a wing, a shoulder, and finally the torso. The bird was by now lethargic from exhaustion, a condition that eased its extraction from the water. Once ashore, the panicked creature continued clinging to the line for dear life, and Keenan had to pry the rope from its talons.

With the ship assist completed, Keenan reached for his crew change bag in his truck; he grabbed a pair of pants,

Above: A Moran tractor makes its way across Charleston's Old Navy Yard. At left, Capt. Kyle Keenan with his rescued charge. Below, the owl, none the worse for wear.

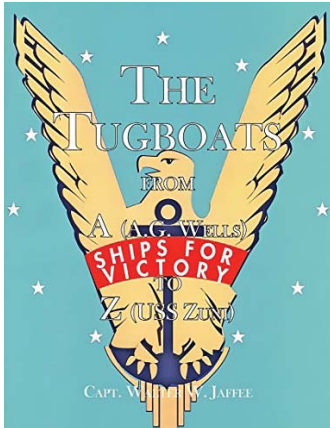
wrapped the owl in it, gently deposited the bird in the passenger seat next to him, and drove to the home of his fiancé, Shelley Watson. At this point, the owl's luck redoubled: Ms. Watson is a biologist, who spends a lot of time helping the U.S. Fish and Wildlife Service do bird surveys. She identified the owl as a great horned, and suggested they drop it off at the local emergency vet. It was now evening; in the morning, South Carolina Birds of Prey would come and pick the owl up, continuing the rescue.

When an adult great horned is rescued outside its natural habitat, it can simply be released into the wild. A young great horned, however, must be returned to a family. "The rescued owl's original family could not be located; we had to find an alternative family," Keenan says. As luck would have it, Ms. Watson's father, who works for the U.S. Fish and Wildlife Service, knew the whereabouts of a family of great horned owls. The rescued fledgling, which had quickly recovered its energy, was speedily delivered to its new home, which is where it was last sighted. Sources confirmed it is doing well. 📍



Leaving Their Mark

Books Surveying a Historic Tug Fleet and the Exploits of a Great Harbor's Heroes



The Tugboats from A (A.G. Wells) to Z (USS Zuni)

By Capt. Walter W. Jaffee

Between 1939 and the end of the Second World War, the United States Maritime Commission successfully funded and administered what is widely acknowledged to be the most massive and productive shipbuilding enterprise in the history of the world. Conducted at a frenzied pace — nothing like it had ever before been seen, and it has never since been equaled — the effort employed well more than half-a-million people. It produced thousands of merchant marine ships, including the War's much-revered Liberty Ships and Victory Ships, as well as hundreds of tugboats.

These wartime vessels and shipbuilders, and their respective roles in achieving victory, have been well chronicled over the years in books that offer both narrative histories and compendiums of facts and specifications. *The Tugboats from A to Z*, Capt. Walter W. Jaffee's authoritative new reference work, falls into the latter category. It does for the tugboats what L.A. Sawyer and W.H. Mitchell's *The Liberty Ships and Victory Ships and Tankers* did for their subjects, but unlike Sawyer and Mitchell's books, Jaffee's is first and foremost a reference book; its facts and summaries are formatted as categorized listings.

After the war, the many surviving tugs in the U.S. armada were scattered to the four winds. Most were sold to private owners or sovereign militaries, domestically and internationally. Maritime historians, tugboat professionals, amateur enthusiasts and

World War II buffs will surely appreciate knowing what became of the vessels. In *The Tugboats from A to Z*, Capt. Jaffee has provided a fine source that can be mined for answers. The book intersperses capsule histories of the tugs and the shipyards that built them with listings of such basic facts as keel laying sites, launching sites, delivery dates, engines, operators, vessel types, armaments, and crew complements. The author and his research assistant unearthed this information by combing through an enormity of ship registry entries and other documents in government and historical archives.

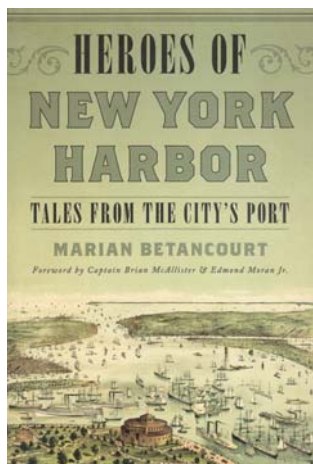
Readers will reap the benefits. This is a book that can be pointedly consulted for scholarly research, or just browsed for the pleasure of leisurely discovery. Jaffee, a former adjunct professor at California Maritime Academy, has previously written 15 books on maritime and nautical subjects, and has a keen nose for enlightening facts. In a brief chapter on the history of tugboats, for instance, he gives us this observation concerning environmental stewardship in Scotland in the first decade of the 1800s: "Plans to introduce [steam-powered] boats on the Forth and Clyde canal were canceled however, largely because it was feared the wake from the boats' paddlewheels would erode the canal's banks." Readers will likely appreciate the author's cultivated eye for photo editing as well. Included in *The Tugboats from A to Z* are some exotic gems, like the photo of a tug that was sold to a private owner and outfitted with dual wind-power turbines, and one of a tug that was converted to a sumptuous-looking yacht by its private owner.

Tugboats can be hard to track over periods spanning many decades, and the phrase "subsequent history unknown" crops up fairly regularly in Jaffee's chronological summaries. But in describing the prime of each vessel's active life, he gives us a wealth of interesting, occasionally colorful facts. Some of the Maritime Commission-era tugboats, for instance, saw action — not only in the Second World War, in which they ran with convoys or towed breakwaters and ships at Normandy — but in the Vietnam War, where enemy rocket fire severely damaged at least one tug, killing its captain and mate. And there's this: In commissioning a class of tugs known as the *Mikimiki* Class, the U.S. Army smartly wrote its contracts in a way that allowed shipyards to use local wood for building the vessels. Made from

fir, oak, and cedar, the *Mikimiki*-Class tugs were supremely seaworthy; according to Jaffee, at least one that was built in the early 1940s was seen towing barges and log booms in the Pacific Northwest as recently as 2008. When he occasionally records the business practices of vessel operators, Jaffee sounds like a cool-eyed anthropologist, as when he dryly notes that a well-known tugboat company (not Moran) deliberately scuttled four of its retired tugs in order to keep them from the hands of competitors. [Jaffee names names; *TowLine* will not.]

Moran tugs are of course represented here, and the book clarifies the record regarding certain vessels with confusing histories. *Turecamo Boys*, for example — a twin screw tug currently operated by Moran — is not the original vessel. The first *Turecamo Boys* was owned by Turecamo Coastal and Harbor Towing Corporation, and was lost in the North Atlantic en route to Iceland in 1941. Similarly, there have been three *Doris Morans*, only one of which is currently operated (by Moran New York/New Jersey) with the name. The current *Doris* was built in 1982; the previous two were built for the Army in 1943. One of the '43 tugs is still operating, under a different name, for another company; the whereabouts of the other are unknown.

It's anybody's guess when the last surviving Maritime Commission-era tug will be retired, but that milestone is probably not far off. Many of the tugs have already been scuttled and sunk as artificial fishing reefs, or sold to private owners who use them like houseboats. It is fortunate then, that their histories have now been collected in a single volume destined for public and private libraries, worlds away from the musty official archives where they once languished.



Heroes of New York Harbor

Tales from the City's Port

By Marian Betancourt

Foreword by Captain Brian McAllister
and Edmond Moran Jr.

Marian Betancourt's new nonfiction book is engagingly steeped in pride of place. Ms. Betancourt, a journalist and novelist, has lived near New York Harbor, often in sight of it, virtually all her life. She has deep roots in the place, and an abiding love for it, she writes in the book's introduction. What follows is a collection of the author's own well-researched biographical sketches, in which she celebrates the imprint of great men and women upon the harbor.

Heroes of New York Harbor indeed aims to show what we gain by exploring the intertwined legacies of people and the places they inhabit, and it succeeds. Betancourt brings the harbor so vividly to life on the page — she has a novelist's eye for stirring atmospheric scenes and details — that the place itself assumes heroic dimensions. In one of the book's memorable set pieces, a seagoing yacht about to be loaded with contraband dynamite destined for Cuban revolutionaries (in the island's struggle for independence from Spain) lies anchored off Liberty Island; in the pitch-blackness of night, the only illumination comes from the gaslight glow of the Statue of Liberty's torch. In another scene, the roiling waters and treacherous rocks of Hell Gate bruise and devour one ship after another, until one of Betancourt's heroes and his minions intercede by strenuously altering the landscape.

Yet Betancourt, who understands that readers like to read *between* the lines, engages in some crafty literary magic here. She uses the harbor as a framing device, and you soon realize that her deepest insights concern the book's other, broader subject: the nature, varieties, and virtuous ramifications of heroism. Her titular "Tales" have much of value to say on the subject, and are aided by her storytelling gifts, which generate the kind of cathartic drama, suspense, and adventurous thrills you might expect to find in a novel. Regarding that Cuba-bound boatload of dynamite, for instance, she writes *this* gorgeously understated sentence: "All went well until they encountered a powerful electrical storm in the Gulf of Mexico." Yet the author never loses sight of the fact that this is history — the stories date from the aftermath of the American Revolution to the 9/11 attacks in 2001 — and she mostly lets the facts do the talking. When she does editorialize, her comments are informed by well-cultivated historical, sociological, and psychological perspectives, and she musters persuasive evidence to support her arguments.

Betancourt gives us riveting accounts of the exploits of heroic figures like Daredevil Johnny O'Brien, the uncannily quick-thinking harbor pilot whose legendary nickname was changed to Dynamite Johnny O'Brien after he became a gunrunner for Cuban rebels in the run-up to the Spanish American War. We meet Emily Warren Roebling, the woman whose pivotal supervision of the finalized engineering

and construction of the Brooklyn Bridge heroically transcended the stultifying lack of opportunity faced by women in her times. And we get a compelling profile of John Wolfe Ambrose, who championed and oversaw the deepening of the shipping channel that today bears his name. These are just a few of Betancourt's 11 heroes, whose accomplishments in or on behalf of the harbor were monumental, often literally.

The book's juxtaposition of multiple biographical profiles in one volume enables its signal accomplishment: it allows the reader to make analytical comparisons. Fascinating patterns and commonalities emerge from Betancourt's narratives, deepening our understanding of what constitutes heroism, how it arises, and its roles in life. The author does more than just regale us with tales; her judiciously chosen facts help shatter certain myths about the glories of heroism, and illuminate its role in the everyday struggles of ordinary people. Regarding her heroes, Betancourt does not present warts-and-all portrayals, but neither does she succumb to the hero worship and hyperbole that sometimes mar books in this genre. Her heroes include visionaries; ordinary working folk; so-called Renaissance men and women; entrepreneurs; intellectual prodigies; soldiers; mavericks; individuals; families; and civic-minded leaders, in both public service and private enterprise. They have variously been shaped by good education; by military or professional discipline; by strong, compassionate mentors; by religious and/or philosophically based faith; by scientific training; by strong family ties and friendships; by loving romantic relationships; by the vicissitudes of the times they lived in; by emergencies; and by lessons learned from their mistakes. Often, several extraordinary character traits combine in one person. These are heroes that demonstrate not only courage and sacrifice, but also noble principles; remarkable stick-to-itiveness; gritty get-up-and-go; practiced discipline; and extraordinary stamina. Heroism, we learn, hinges on more than singular moments of glory; it can involve decades of drudge work. In realizing their achievements, Betancourt's heroes often had to stand up to adversity dealt not only by mother nature, but by bureaucratic stonewalling and the grandstanding of armchair critics.


To keep you turning pages, Betancourt studs her narratives with the kinds of colorful factual gems that inspire bemused surprise or even flat-out astonishment in readers. We learn, for example, that between 1783, the year the British cleared out of New York Harbor after the Revolutionary War, and 1807, the harbor was defenseless. At the time, it was common knowledge that the British consid-

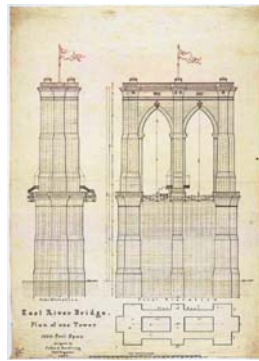
ered the matter of American independence far from closed. Yet, in planning for the event of an attack on the harbor, the Americans contemplated a response that relied primarily on dicey cannon shots and small arms fire from citizen militias on shore. By the time the British did return, in the War of 1812, a hero had intervened. Jonathan Williams, who would become known as the father of the U.S. Army Corps of Engineers, had by 1812 designed and overseen the construction of two forts in the harbor. These were strategically and tactically so formidable that in 1812 the British avoided New York Harbor altogether.

In her chapter on the Moran family — yes, *that* Moran family — Betancourt relates an anecdote in which Eugene F. Moran, during the First World War, participated in the capture of a German spy. It was, to say the least, a dangerous time, with German U-boats lurking in the Atlantic off Sandy Hook and spies and saboteurs on the loose on the mainland. As the chairman of the Joint Committee on Port Protection, Eugene himself developed fine instincts for the subtle techniques of espionage (which spies,

with characteristic sneakiness, call *trade-craft*). One night, as Eugene surveilled a house in New Jersey that had drawn the interest of American military intelligence, his suspicions were aroused by a plume of sparks emanating from the chimney. He called in the authorities, who soon arrested a German spy who had been operating a telegraph from the house. Betancourt also dishes on the McAllister family (also of tugboat fame). It seems that at the dawn of the diesel era, one A.J. McAllister — the son

of Captain Jim McAllister and grandson of James McAllister, the founder of McAllister Towing — was working for his father, who was then running the company. A.J., who had been assiduously keeping tabs on the availability of diesel engines, decided to surprise his father by retrofitting the steam-powered tug *Daniel McAllister* with a diesel. This made *Daniel* the first diesel-powered tug in New York Harbor, and A.J. thought his father would be suitably impressed. The modification was a success in every way but one: when it was revealed, Captain Jim promptly fired his son for insubordination, having much preferred to have been consulted on such a weighty matter. In a conversation A.J. had with his mother in the aftermath of this king-sized boondoggle, she advised him to return to work the next day as if nothing had happened. He did, and life mysteriously went on as usual.

Marian Betancourt clearly believes that heroes are made rather than born. She'll have you agreeing with her by the time you finish reading *Heroes of New York Harbor*. Along the way, you will be gratifyingly informed, entertained, and inspired. 



Between January 2015 and July 2016, Moran christened seven new ship docking tugboats and three new ATBs.

All seven of the new harbor tugs are 6,000-horsepower *James A.*-Class Z-drive tractors, built by the Washburn & Doughty Associates shipyard in East Boothbay, Maine. Each tug is 93 feet overall, with a beam of 38 feet and a draft of 15 feet, 6 inches. Each is powered by twin EMD 12-710G7C-T3 Tier 3 engines, producing a bollard pull of 161,000 lbs. Two of the tugs, the *Cooper Moran* and *Jack T. Moran*, are equipped with dual FIFI monitors.

The new ATBs feature *Pati R. Moran*-Class tugboats mated to Moran's new *Texas*- and *Louisiana*-Class tank barges. The tugs were built by Patti Marine, of Pensacola, Florida, and Fincantieri Bay Shipbuilding, of Sturgeon Bay, Wisconsin. Fincantieri also built the barges. Each ATB tug is 121 feet in length, with a 36-foot beam and a draft of 18 feet. Each is powered by twin EMD 12-710G7C-T3 Tier 3 engines producing a combined 6,000 horsepower. With their high wheelhouses, the tugs have a height-of-eye of 58 feet, 8 inches. Photos and some notable features of the new *Texas*- and *Louisiana*-Class barges appear on pages 20 through 25 of this issue.

All of the christened vessels have entered service at their assigned ports or contracted routes.

Payton Grace Moran

Payton Grace Moran was christened on January 23, 2015, at the Washburn & Doughty shipyard. The tug is named for Payton Grace Marshall, the daughter of Susan Tregurtha Marshall and her husband, Newton Marshall. Payton Grace, who goes

by "Payton," is the granddaughter of Lee and Paul Tregurtha.

Asked how it feels to be the namesake of a Moran tugboat, Payton said that she is "honored and excited." Currently in the tenth grade, she is a diligent student who also plays soccer and skis. She enjoys creative pursuits as well, including photography, moviemaking, and interior design.

Payton's mother performed the ceremonial bottle break over the *Payton Grace Moran's* bow, dousing the tug with an exuberant spray of champagne.

The *Payton Grace Moran* is serving in the Moran Miami fleet.

Kirby Moran

Kirby Moran was christened on April 17, 2015, at the Washburn & Doughty shipyard. The tug is named for Kirby Child, the daughter of Tracy and David Child, and granddaughter of Lee and Paul Tregurtha.

Kirby, an eighth-grader, maintained straight 'A's for three consecutive academic quarters in 2015. Her favorite subjects are English and math, she says. An avid extracurricular athlete, she plays soccer with her school team, and swam competitively with a local swim team during the summer of 2015. At home, she likes to play basketball and lacrosse with friends, and also enjoys reading, scrapbooking, and making videos.

Kirby's older sister, Haley Child, christened the new tug. Hayley is the namesake of the 6,000-hp tractor tug *Hayley Moran*.

The *Kirby Moran* will serve in the Moran New York/New Jersey fleet.

Mariya Moran

The ATB tug *Mariya Moran* was christened at the Patti Marine Enterprises shipyard in Pensacola, Florida, on May 19, 2015. The new vessel is named for Mariya Joy Perreault, the wife of Sean Perreault, Moran's vice president of engineering.

The Perreault's daughter, Chloe, was the sponsor for the christening, and performed the champagne honors.

Mariya Moran is an Atlantic Class IV ATB designed by Ocean Tug and Barge Engineering of Milford, Massachusetts. It is mated to the ATB tank barge *Texas*. The *Mariya-Texas* is operating under contract to Trafigura, in the U.S. Gulf of Mexico.

Texas

The ATB barge *Texas* was christened by shipbuilders at Fincantieri Bay Shipbuilding, in May 2015. The *Texas* is ABS rated $\Phi A-1$ Oil and Chemical Tank Barge, and has a 160,000-bbl cargo capacity. Mated with the ATB tug *Mariya Moran*, it sails as the ATB *Mariya-Texas*. (Photographs appear on pages 22 and 57 of this issue.)

James D. Moran

James D. Moran was christened on New York City's East River on August 29, 2015.

The tug's namesake is *James D. Barker*, a grandson of James R. and Kaye Barker. The elder Mr. Barker is a longtime partner in maritime holdings with Moran chairman and CEO Paul R. Tregurtha.

Although many christenings of Washburn & Doughty-built tugs are hosted at the shipbuilder's yard, and include the initial launch, the *James D.* celebration — a gathering of mostly family and friends — was held at New York's famed Water Club Restaurant, on the East River at 30th Street. Built atop a retired barge, the Water Club makes a fitting setting for introducing a new tugboat to New York Harbor.

James D. Barker was on hand as the tug, commanded by Captain Bill Morris, docked along the seawall next to the restaurant. With the gangway secured, James R. Barker, his wife Kaye, and Paul and Lee Tregurtha greeted arriving guests and helped them aboard for a tour of the vessel. Also hosting was Peter Keyes, Moran's vice president of New York and offshore operations.

After the onboard visit, guests adjourned to the restaurant's bar for cocktails and speeches. The revelers then moved back outside, where Reverend Dale Rosenberger blessed the new tug just before James D. Barker's partner, Liza Rollins, christened it with champagne, to the applause of invited guests

and some passersby along the river walk.

An elegant dinner amid the restaurant's panoramic view of the river followed. James D. Barker was presented with a framed photo of the tug that bears his name.

After dinner, guests repaired to the upper deck of the barge to bid farewell to the *James D. Moran*. Lines were slipped and the nimble tractor headed out on the river, where Captain Morris put it through a few entertaining maneuvers for the cheering crowd. Then, with a blast of its horn, the tug departed for its next assignment: it will serve in the Moran New York/New Jersey fleet.

Leigh Ann-Mississippi

The ATB *Leigh Ann-Mississippi* was christened at the Fincantieri Bay Shipbuilding shipyard, in Sturgeon Bay, Wisconsin, on September 15, 2015.

The unit's tugboat, *Leigh Ann Moran*, is named for Leigh Ann Engibous, the wife of longtime Chevron engineer William (Bill) Engibous. The tug was already coupled with its mate, the ATB tank barge *Mississippi*, at the christening ceremony. Bill Engibous, who has been a Moran client on a previous contract for Chevron, performed the christening.

Leigh Ann Engibous grew up in Mississippi and Texas; Bill was born and reared in Midland, Michigan. The couple met when they were both working at Chevron's Pascagoula Refinery in Mississippi.

The *Leigh Ann Moran* was designed by Robert Hill of Ocean Tug and Barge Engineering, of Milford, Massachusetts. It is the first articulated tug to be built for Moran by Fincantieri Bay Shipbuilding. The *Leigh Ann-Mississippi* is the ninth articulated tug and barge unit to enter service for Moran. It will operate under contract to Chevron.

JRT Moran

JRT Moran was christened on December 6, 2015 at the Moran yard in Staten Island, New York. The tug's namesake is Jim Tregurtha, the son of Moran president Ted Tregurtha and his wife, Marci. Jim is the grandson of Paul and Lee Tregurtha; his maternal grandparents are Charles and Nancy Brown. Both couples were present at the christening.

Valentina Rodrigues, who is Jim's girlfriend, did the champagne honors, breaking a bottle over

Opposite page, top left: Susan Tregurtha Marshall; top right, Payton Marshall (third from left) with friends. Center left, Kirby and Tracy Child. Center right, the *James D. Moran* tying up at New York's Water Club. Bottom left, Liza Rollins christening the *James D. Moran*. Bottom right, Jim Tregurtha and Valentina Rodrigues.





the *JRT*'s gunwale amidships. Friends of the couple were among the assembled well-wishers, as were Jim's siblings.

Peter Keyes, Moran's vice president of New York and offshore operations, hosted a splendid catered luncheon in the yard's shed, which was furnished with tables covered in decorative linen for the occasion. The crews of some Moran New York/New Jersey tugs that happened to be docked between calls joined the revelers for lunch. Everyone dined on delicious Italian food in the shed's unlikely setting: instead of the Tuscan pottery and photos of picturesque villages often seen on the walls of Italian restaurants, the room's ambience included spare tugboat parts, engine parts, tools, paint cans, and space heaters. Absent too were the familiar restaurant Muzak versions of arias from Verdi's *La Bohème* (played on an accordion), replaced by the occasional throaty blast of a vessel's horn in the distance.

After lunch, about 30 guests were taken for a spin on the *JRT*. The tug will operate in New York Harbor and its environs.

Barbara Carol Ann-Louisiana

The ATB tugboat *Barbara Carol Ann Moran* and its mate, the ATB barge *Louisiana*, were christened on May 20, 2016, at the Fincantieri Bay Shipbuilding yard in Sturgeon Bay, Wisconsin. The tug's namesake is Barbara Carol Ann (Bobbie) Stiles, the wife of CF Industries marine transportation manager Pete Minwegen, a longtime Moran client.

In a fitting touch, the honored couple, who have themselves been mates for 26 years — 42 if you count the years before they were married — personally performed the dual ceremony: Bobbie christened the *Barbara Carol Ann*, and Pete christened the *Louisiana*. The two vessels were coupled the next day and delivered to Moran on May 24.

Guests at the christening were treated to a tour of the shipyard, and, later on, one of the tug and barge. In between, there were speeches: Moran president Ted Tregurtha, Fincantieri president and CEO Francesco Valente, and Fincantieri VP and general manager Todd Thaysé all sang the praises of the gleaming new vessels and their builders.

Bobbie Stiles, who currently studies cultural and

food anthropology, astrophysics, and theoretical physics, is a retired corporate executive and consulting business owner. She has travelled the world in connection with her studies, and learned much from her former career in educational publishing and manufacturing, she says.

Pete Minwegen has been Moran's primary contact at CF for more than ten years. He began doing business with Moran in 2005, when CF hired the Company to fill in for a bulk transportation carrier that was experiencing service failures in the wake of Hurricane Katrina. Moran transported phosphates from Tampa to New Orleans for CF until 2013, when CF spun off its phosphate business to Mosaic (for whom Moran now performs a similar contract). Moran's relationship with CF continued apace: the Company has been transporting UAN (Urea Ammonium Nitrate) for CF since 2012.

The *Barbara Carol Ann-Louisiana* will transport UAN from CF's Donaldsonville, Louisiana plant to numerous discharge locations in the Caribbean and along the U.S. east and Gulf coasts. (Photographs of the *Louisiana* and the *Barbara Carol Ann Moran* appear on pages 24 and 57 of this issue.)

Cooper Moran

Cooper Moran was christened last June 3 at the Washburn & Doughty Associates shipyard in East Boothbay, Maine. The tug slipped easily into the Damariscotta River, where it was met by its recently launched sister tug *Jack T. Moran* and the tug *Charles Winslow* (the latter is a Winslow Marine vessel that assists Washburn & Doughty). Guests at the event got a double dose of newbuild sparkle; rarely are two new Moran tugs seen afloat together at the shipyard.

Cooper is named for Cooper Emmerich Marshall, the son of Newt Marshall and Susan Tregurtha Marshall. He is the grandson of Paul and Lee Tregurtha and Jim and Linda Marshall. A college freshman, Cooper is a chemical engineering major and an Army ROTC cadet. His younger sister Payton is the namesake of the *Payton Grace Moran*, another of *Cooper Moran's* sister 6,000-hp tugs, which entered service in 2015.

The new tug's sponsor was Mary Marshall, who is Cooper's aunt. In a short but rousing speech, she lauded her nephew's intelligence, work ethic, compassion, and leadership abilities. Considering the source, it was high praise; in the course of her own career, Mary, a hospital administrator, developed a unique centralized infrastructure for managing surgeons' clinical, academic, and research endeavors. Tasked with the christening honors, she proved equally adept at wielding a champagne bottle.

The *Cooper Moran* is serving in the Moran Savannah fleet.

Opposite page, top left: Guests enjoy a view from the bridge of the *JRT Moran* in New York. Top right, Paul Tregurtha turns the lectern over to his grandson Cooper Marshall. Center left, the *Cooper Moran* during sea trials in Maine. Center right, Annabelle Marshall christening the *Jonathan C. Moran* at the Moran New York/New Jersey yard. Bottom left, Jack Tregurtha with family members aboard the *Jack T. Moran*. Bottom right, Katie Tregurtha christening the *Jack T. Moran*.

Jonathan C. Moran

Jonathan C. Moran was christened in a double ceremony with the *Jack T. Moran* last June 25 at the Moran New York/New Jersey tugboat yard in Staten Island, New York. The tug's namesake is Jonathan Croskey, the son of Thomas and Dorothy Croskey. Jonathan is the grandson of Paul and Lee Tregurtha and Thomas and Elizabeth Croskey.

Jonathan recently started his junior year at college, where he is studying mechanical engineering. A Delta Chi fraternity member whose favorite hobbies include pick-up beach volleyball, backpacking, and watching old movies, he spent this past summer working as an intern at Moran's engineering department in New Canaan, Connecticut.

The tug's sponsor was Jonathan's sister Annabelle, who is none other than the namesake of the *Annabelle Dorothy Moran*, a 5,100-hp Z-drive tractor tug operating out of Baltimore. Annabelle holds a Bachelor of Science degree in biology, and is currently completing a post-baccalaureate pre-health program. She plans to enter medical school this year. She also works as an emergency department medical scribe, and volunteers as a clinical research assistant at a major hospital. Of course, none of this is good preparation for smashing a champagne bottle over the gunwale of a tugboat, and the crowd held its collective breath as Annabelle took her windup. She acquitted herself admirably, christening the *Jonathan C* on her first strike.

The *Jonathan C. Moran* has entered service in the Moran New York/New Jersey fleet.

Jack T. Moran

Jack T. Moran was christened last June 25 at the Moran New York/New Jersey tugboat yard in Staten Island, New York. The tug's namesake is Jack Tregurtha, the son of Moran president Ted Tregurtha and his wife, Marci. Jack's grandparents are Moran CEO Paul Tregurtha and his wife, Lee, and, on his mother's side, Chuck and Nancy Brown.

Now in his junior year at college, Jack is a computer science major. This past summer he performed research for a professor at his school while continuing to live on campus. He is a member of Delta Chi fraternity, and in his free time, an avid golfer and skier. He also plays the ukulele.

The new tug's sponsor was Jack's older sister, Katie Tregurtha; she performed the christening. Katie works in marketing, in-house at a consulting firm in New York City. She holds a Bachelor of Arts degree in English and psychology, and is the namesake of the *Katie T. Moran*, a 5,100-hp Z-drive tractor tug currently serving in the Moran Jacksonville fleet.

The *Jack T. Moran* has entered service in the Moran Norfolk fleet. ⚓

Opposite page, top left: The Perrault family; top right, the *Mariya-Texas*. Center left, the *Leigh Ann-Mississippi* in New York; center right, Leigh Ann and Bill Engibous aboard the *Leigh Ann Moran*. Bottom left, Bobbie Ann Stiles christening the *Barbara Carol Ann Moran*; bottom right, the *Louisiana*.

Below: The crew of the *Jack T. Moran*.





Paul Swensen Is Honored with an Award from the World Trade Center Institute



Paul Swensen, vice president and general manager of Moran Baltimore, received a Maryland International Leadership Award for 2016 from the World Trade Center Institute last March. The Institute, a nonprofit business development organization, helps more than 18,000 clients cultivate global connections and opportunities through its networking exchanges, services, and events. In a December 2015 letter to Swensen announcing the award, WTCI's spokesperson said, "Your remarkable accomplishments and strong growth record make Moran a terrific model for other Maryland firms on the global horizon."

A month before receiving the WTCI award, Swensen had been profiled in *The Helen Delich Bentley Port of Baltimore* magazine. The magazine, a vital source of news and information for the Port's users, operators, and supporters, reaches 30,000 readers in more than 100 countries.


The honors came at a fitting time: 2016 marked Swensen's 40th year with Moran Baltimore. That in itself is a testament; celebrated or not, his tireless dedication has long been an acknowledged factor in the success of the company and the port. Though his accomplishments are many and rounded, he is by nature a modest man; if asked to comment he would likely characterize them as just being part of the job. The WTCI took a different view, and summarized his contributions in a smartly conceived video tribute that lent added luster to its award. In the video's brief but incisive appraisal,

the filmmakers dig deeply; they include, for example, the fact that Moran Baltimore has logged 3,000 consecutive days without an injury.

The profile of Swensen in *Port of Baltimore* magazine told largely the same story.

That story begins in 1976, when Paul Swensen joined what was then called Moran Towing of Maryland. He had previously been a mate and relief captain aboard coastwise and oceangoing tugs. He started at Moran as a dispatcher, and within a few years became a sales rep. Moran recognized in him a prized combination of managerial savvy and leadership ability, and promoted him to general manager of Moran Towing of Pennsylvania (now called Moran Philadelphia). In 1988, he was again promoted, to vice president. He became vice president and general manager of Moran Baltimore in 1994.

Meanwhile, the Port of Baltimore grew. It currently handles more than \$50 billion in cargo annually, serving more than 50 transoceanic carriers that collectively make over 1,800 annual calls. The Port now handles deep-draft, Post-Panamax vessels along with its other traffic, and expects an increasing number of calls from the jumbo ships now that the Panama Canal Expansion is open. Moran Baltimore's role as a provider of safe and efficient ship docking services has been instrumental in driving the port's growth, the WTCI says, and Swensen has presided over a host of adaptive changes at Moran that stem from it — essentials like the integration of tractor tugs in the Baltimore fleet, for instance. He continues to shepherd the division through anticipated developments like the growth of the area's LNG ship assist market.

Captain Eric Nielsen, the president of the Association of Maryland Pilots, highlighted still another facet of Swensen's contributions, when he remarked, "Paul Swensen is a longtime leader in the Port of Baltimore. He has a very strong sense of philanthropy, and has given a tremendous amount of his time and generous donations to various port nonprofits." Swensen is a past president and current board member of the Propeller Club of Baltimore, and a past president of Sail Baltimore (which sponsors OpSail-type events involving tall ships and other vessels). He is actively involved with the educational outreach program Port Fest Baltimore, and with the Port of Baltimore. He is a past gubernatorial appointee to the Board overseeing the Association of Maryland Pilots. 

Above: Paul Swensen, left, with two other honorees receiving the Maryland International Leadership Award for 2016.

Captain Wes Southworth Is Serving on the Coast Guard's Towing Safety Advisory Committee

Captain Wes Southworth, who commands the Moran Baltimore tugboat *Mark Moran*, was appointed to serve on the U.S. Coast Guard Towing Safety Advisory Committee (TSAC) on October 7, 2015. Jeh Johnson, the (former) U.S. Secretary of Homeland Security, made the appointment, confirming the Coast Guard's nomination of Capt.



Southworth. The seat carries a three-year term, but the Coast Guard can renominate members of the committee for further service at its discretion.

Capt. Southworth has been a captain of tugboats for more than 25 years. His career with Moran has largely been centered in Baltimore, where he has worked for 18 years. He also captained a tug for Moran Philadelphia. "It's an honor to serve on the [TSAC] Committee," he said.

TSAC, an 18-member, Federally mandated body, is charged with advising the Secretary of Homeland Security on matters relating to shallow-draft navigation and towing safety on inland and coastal waterways. The group's advice also helps the Coast Guard formulate the United States' position on towing industry matters before the International Maritime Organization (IMO).

The committee's members include representatives of the barge and towing industries, shippers, port authorities and terminal operators, and the general public. The group's organizational structure divides these core constituencies into sub-groups, representing specific industry segments, types of operations, geographic areas of operation, service categories, licensed ranks, and unlicensed ranks. Capt. Southworth represents Active Masters [of a] Ship Docking or Harbor Towing Vessel.

The committee meets at least twice a year. Since its inception, TSAC has provided 144 separate recommendations to the Coast Guard for improving the safety of towing vessels and waterways. TSAC advice has also helped strengthen the Nation's marine transportation system (the MTS) — its network of waterways, ports, and intermodal landside connections. ⚓

At left, Capt. Southworth in Baltimore in 2016.

“De” deRussy, Moran Savannah’s Dauntless Dispatcher, Has Retired

René deRussy, better known to colleagues, friends, and family as “de”, has retired from his longtime position as dispatcher for the Moran ports of Savannah and Brunswick. De, whose noncapitalized nickname has frazzled copy editors on three continents — he has lived and worked in the Far East, Europe, and the U.S. — is actually René Edward deRussy III.

But the man does not stand on formality.

De’s gifts as a communicator rest on a down-home earnestness, quick wits, and a penchant for relentless networking. In his 23 years as a dispatcher for Moran, he did not rely solely on his radio and computer, he says; he made it a point to visit the offices of other port dispatchers, shipping agents, officials, competitors, and anyone else whose collegial cooperation (and, often enough, friendship) might help him do the job well. “I believe in eyeball-to-eyeball communication,” he says, blithely tossing off a principle that, if heeded, could turbo-charge the careers of e-mail sloggers everywhere.

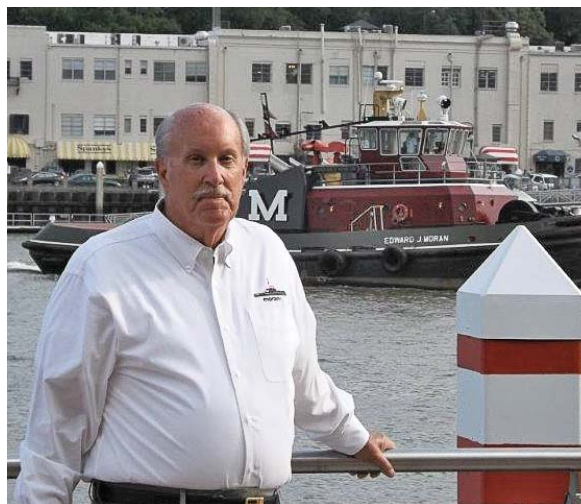
Not that De lacked for computers. The six-screen nerve center in his office at Moran Savannah utilized satellite-linked, AIS-based technology to give him an eye in the sky, he says, enabling him to track the location and movement of any ship anywhere in the United States. On the job, his purview of traffic from the Savannah sea buoy to the ends of the Savannah River kept him juggling 12 hours a day. Between his advanced tools and what he heard from the marine radio and other dispatchers, he could form and maintain an all-encompassing, moment-to-moment snapshot of events in the channel, the harbor, and on the river. He would relay this information with practiced verbal economy to anyone who needed to know. “‘Paint a picture’ — that was my motto,” he says.

On at least one occasion, this approach helped him avert a developing incident that, but for his intervention, could have ended disastrously. This was five years ago. His scanner picked up a distress call from a tramp steamer that had just sailed; the ship had lost power in the bight near the Harbor, and had run into the riverbank. It was now stuck, broadside to the current, blocking traffic. At that moment, De knew of two ships inbound and a big container

ship outbound; all three were directly in the path of the stranded freighter, and were closing at a distance of less than three miles. There was not a tug in the vicinity. De threw away the rulebook: he jumped on Channel 13 (not authorized for dispatchers) and radioed the outbound ship, getting it to drop anchor. Then he issued an All Available Tugs call. In the end, one of the inbounds just made it by the dead ship with the aid of a tug, and the other, assisted by another tug, was able to slow and stop in time to avoid a collision.

What kind of background prepares a man for such seat-of-the-pants management? De’s path was two-tiered. Before working in the maritime industry, he served in the U.S. Army, retiring as a Major. He was awarded a Bronze Star for his service in Vietnam, and served during peacetime in South Korea and Europe. By the time he took his first maritime job, with Turecamo, he was building on decades of heavy logistical experience. He joined Moran when it folded Turecamo into its brand in 1991.

He has always liked working for Moran, he says, because the company’s culture emphasizes leadership driven by communication and cooperation.



“I’ve enjoyed working for Ron Droop [V.P. and general manager of Moran’s Savannah and Brunswick divisions], and many people in the home office know me,” he says.

He lives in Savannah, and still fills in as a part-time reliever at Moran Savannah, but now spends more time with his wife Nancy and their four children and six grandchildren. An avid car buff and coin collector, he remains energetically engaged in his favorite pursuits. ⚓

Above at right: De deRussy at his retirement party in 2015. Behind him is the *Edward J. Moran*, which delivered a two-monitor sail-by salute just before the photo was taken.

Captains Al Beebe and General Carter Have Retired



Captain Al Beebe and Captain General Carter retired last February 23 from Moran Miami, where they had each worked for 23 years. The men were alternate captains of the *Fort Bragg*, a tractor tug, and had captained approximately 10 other tugs during their careers at Moran.

Both Beebe (pronounced “Bee-bee”) and Carter had been with Moran Miami since its inception in 1993. That year, the port was doing a brisk trade in cruise ship and Ro/Ro traffic, but Moran was the new company in town. “We were an underdog,” Mark Vanty, who was the division’s first general manager, recalls. Vanty, who is now vice president and GM of Moran Norfolk, remembers the tugs camping out at the Port of Miami gantry cranes, with Beebe and Carter monitoring ships’ communications with the Pilots on channels 16 and 13, so that they could pounce on opportunities to assist inbound vessels. Beebe had taken a six-month leave of absence from his job up North, to try a stint with Moran in Florida’s warmer climate. He never went back. Carter had previously captained the Orient Point Ferry between Connecticut and Long Island, and spoke a little Spanish.

Vanty and Ron Droop, who succeeded him as Miami’s GM, remember being young port managers who learned from Beebe and Carter’s seasoned savvy. (Mr. Droop is now VP & GM of Moran Savannah.) “The tow that proved our salt was a Lykes Lines dead ship,” Vanty says. Lykes was impressed enough to subsequently move 100 percent of its regular business over to Moran from a com-


petitor. Beebe and Carter, for their part, were influenced by Vanty and Droop. Having grown used to a military command structure and style over many years — they are both ex-Navy — they were still transitioning to a corporate approach, and liked the example set by the two managers.

“Al and General both ran a tight ship,” says Jamie Scott, Moran Miami’s current operating unit manager and VP, who has worked with both captains since 1998. “They were very disciplined and thorough, and deserve much of the credit for Moran Miami’s outstanding safety record.” Beebe was meticulous about personal hygiene aboard the boat, and about the vessel, she says. “He would correct you if your shoes were untied, or if he saw you rushing.

He would hose the tug down himself, and an uninitiated mate would see him and say, ‘Captain, shouldn’t I be doing that *for* you?’ What the mate didn’t know was that Beebe was inspecting the vessel as he washed it; that’s why he did it himself. General had that same vigilance with the inside of the tug. With both of them, everything had to be stowed for safety.”

Thus were the *Fort Bragg* and other tugs that the two men skippered consistently immaculate. “This was long before Behavior-Based Safety was adopted by Moran — Beebe and Carter were basically ahead of their time,” Scott says.

The two captains were adroitly flexible when it came to adapting to key changes in the industry. “I remember when they first retrained for Z-drive tractors,” Scott says. “They were in their 60s, yet not at all set in their ways.” The tractors were “a totally different animal,” Beebe and Carter both said. Jockeying the dual joysticks and fingertip throttles took some practice, but they quickly mastered the skill. Both captains honed their command style over the years, too. When a female mate was assigned to the *Fort Bragg*, it was Beebe and Carter’s first time working with a woman aboard a tug. “Six months after she started, they crowed that they wouldn’t trade her for two guys,” Ms. Scott said.

It can’t have been easy last year for either Beebe or Carter to trade a life of leadership for one of leisure, but never mind; in this endeavor as in others, they inspire confidence, which they leave in their wake like a parting gift. 

Above at left: Captains Beebe and Carter (front row, fourth and fifth from right), with well-wishers from the Miami Dade FD Marine Rescue division.

In Memoriam: Vincent Boggiatto

In Moran's universe, with its ample population of 20-year veterans and 30-year lifers, Vincent (Vinnie) Boggiatto, who died in 2015, was a shooting star. He worked for Moran for seven years, yet left an indelible impression.

Vinnie was the dispatcher at Moran Charleston from 2009 to 2015. A transplanted Massachusetts Yankee, he was easy to spot in a crowd: he was the one with the accent. "Vinnie was a tad louder than the average South Carolinian," Jonathan Archer, his boss and the division's VP and general manager, says, "and that was just part of his charm. He would win you over in short order."

He was, on the one hand, a social butterfly, his co-workers say; he was always inviting people to his house for dinner. Quick-witted and steeped in droll good cheer, he was an off-the-cuff kind of guy, whose professional friendships extended well beyond Moran's people. But these were not his only defining qualities. "When he got down to business, you knew it," Mr. Archer says. "He was meticulous and dedicated to a fault."


To say that Vinnie sweated the details would be an understatement, Mr. Archer says. T.J. Burgess, the division's office manager, concurs. "He was a worrier," she says. "He would start looking at [ship] traffic patterns 12 hours in advance, and sound an alarm over a developing problem before anyone else had even seen the data. He was factoring in not just tides, currents, wind, and weather, but all kinds of fleeting circumstances on the water and the ground." He would sometimes start this process at home, before leaving for work. At the office, he gorged on real-time data like a starving man at a banquet; he would follow ships not only on his standard-issue AIS display, but also on the Savannah Pilots readout and the Ship Tracker app. On top of this, he knew the ins and outs of Charleston's

terminal operations and intermodal connections, knowledge that gave him an edge in predicting ship behavior.

One thing Vinnie never worried about was how his questions might be received, Mr. Archer says. "He believed in the axiom that the only stupid question is the one not asked." In his communications with ships' officers and crews, he was cordial and unflappable. "He would chat them up," Mr. Archer says. "He'd want to know how your wife and kids



were doing. When he got going, he could talk a dog off a meat wagon; it helped him get things done, like when he needed to get a ship moved or convince a customer to use a particular towing solution."

He was, Mr. Archer says, the quintessential company man — the co-worker who cared. That quality was woven throughout his skills at keeping vessels coordinated and safely moving, and he will be remembered for it. 

Above, Vinnie with his wife, MaryJane, in an undated photo.

Captain Kyle Keenan Joins a Shorebird Conservation Effort

Capt. Kyle Keenan of the *April Moran* has joined a team of wildlife experts and volunteers in an effort to save the Least Tern, a threatened bird species. The group's mission is to help Least Terns reproduce, by repurposing man-made environments as nesting habitats. The project is a joint initiative of The South Carolina Department of Natural Resources (DNR), the National Oceanic and Atmospheric Administration (NOAA), the U.S. Fish and Wildlife Service, Audubon South Carolina, the Atlantic Coast Joint Venture, and Moran. Its inaugural test site is Pier Romeo, a donated pier in North Charleston's Old Navy Yard. Implemented last April on Earth Day 2016, the project has met with early success.



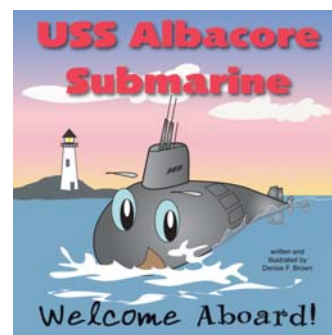
The Least Tern, a sparrow-sized shorebird indigenous to South Carolina's coastal areas, is known for its amazingly nimble flight capabilities. "A wooing male will dart, dance and hover in the air with a fish in its mouth, then feed it to the female," *The Post and Courier* wrote in an article about the Pier Romeo project last July.

In the twentieth century, Least Tern populations were decimated by hunting of the birds for their feathers, which were once very popular in women's hats. In the current century, coastal development and competition from humans for beaches has interfered with the terns' mating patterns. Facing these difficulties, the birds have begun mating on gravel roofs as well as in their more traditional nesting habitats. Despite such adaptation, their population has declined by an estimated 30 percent over the last 30 years, some biologists have said. Some Least Tern populations that are being tracked are known to be endangered, and the species as a whole is classified "threatened."

"The idea to use Pier Romeo as an adapted habitat was a long shot," Capt. Keenan says. "It was an experiment, to see if the birds would nest and mate amid industrial steel and concrete environs." After learning of the project from his father-in-law, Craig Watson, who works for the U.S. Fish and Wildlife Service, Keenan brought Moran on board as a project partner. Jonathan Archer, Moran Charleston's vice president and general manager, lent the project team a forklift, and the division funded the creation of signage for the Pier Romeo site.

During construction, which involved the pouring and spreading of natural stone "pea gravel" on the pier, some Least Terns circled overhead but did not land. Two months later, however, a pair landed and nested. It was soon followed by a second pair, then a third. In early July — slightly more than two months out from the completion of the site — Miki Schmidt, the chief of the Science and Geospatial Division for NOAA's Office for Coastal Management, trained his binoculars on Pier Romeo and discovered that five or six Least Tern nests had been laid there. "We were astonished and ecstatic," Capt. Keenan says. The experiment's success opens the possibility of a radically innovative approach to fostering Least Terns and other threatened shorebird species.

Denise Brown Publishes a Children's Book about USS Albacore



Denise F. Brown, the Portsmouth, New Hampshire-based artist and illustrator, has published *USS Albacore Submarine, Welcome Aboard!* The book tells the story of the *Albacore*, a pioneering test vessel that made history as the U.S. Navy's first teardrop-shaped submarine. Mothballed by the Navy after nineteen years of service, the *Albacore* was slated to be scuttled but was saved from deep-sea oblivion by the city council of Portsmouth, the port where it was built. After being declared a national landmark, the sub was towed back to Portsmouth by the U.S. Army tug *Okimawa*, and then up the Piscataqua River to its final home at the USS Albacore Museum by two Moran tugs.

USS Albacore Submarine is available at online booksellers or through raccoonstudios.com

Milestones

Retirements

Captain Al Beebe [Story on page 61]

Charles P. Brogan

Captain General Carter [Story on page 61]

Joseph Virgilio Colon

Ernest A. Costa, Jr.

De DeRussy [Story on page 60]

Harry L. Dennis III

Victor L. Dowdy

Jose M. Izquierdo

John D. Kercher

Gregory F. Kiefer

Donald R. Midgette

Robert J. Minor

William F. Nichols

Vincent J. Parker

Charles C. Redmond

Jay Alan Rogers

Michael L. Sanders

Carl E. Strickland

Deaths

Harry F. Bogan

An AB on Moran Tugs

Harry Bogan, who worked for 12 years as an able-bodied seaman on several Moran tugs, died on January 24, 2015. He was 69. The cause was cancer.

Born and reared in Virginia, Mr. Bogan worked mostly on coastal and bay tows and harbor ship docking operations. "He was well respected by his shipmates and shoreside support teams," Mark Vanty, Moran Norfolk's vice president & general manager, said. "He always had a smile on his face."

Mr. Bogan is survived by his wife, Leila Marion Bogan; his son, Tracy Bogan and his wife Tammy; daughter Lisa Cartwright; sister Patricia Bogan; brothers Charles, Robert, Joseph, Ken Cupp, and Fred Cupp; his much beloved uncle Harry Lee; and many grandchildren, nieces and nephews.

Vincent Boggiatto

A Dispatcher at Moran Charleston

[Story on page 62]

Corbit R. Chaney

A Moran Shoreside Employee

Dalton Christopher Deniston

A Deckhand for Moran Jacksonville

(Deaths, continued)

Captain Charles Ellis

A Moran ATB Captain

Chuck, as he was known, joined Moran in New York in December 1994. He began working on ATBs in 2013. "He was a good friend and stalwart shipmate to all who worked with him. He will be missed," said Peter Keyes, Moran's vice president of New York and offshore operations.

Kenneth C. Heskestad

A Moran Retiree

William F. Kennedy

A Moran Retiree

Leon J. Mach, Jr.

A Mate on Moran Tugboats

Lloyd J. Proctor

A Moran Retiree

Justin J. Scott

A Moran Mariner

Aaron Gayle Slager

A Moran Mariner

Robert E. Trainor, Sr.

A Chief Engineer with Moran Philadelphia



Service Anniversaries

10 Years of Service

John C. Andrews III
Roman A. Arabski
Quincy M. Baldwin
Robert J. Beighau
Jason E. Berger
Paul W. Bernard
Joshua T. Bernier
Eugene A. Bradley, Jr.
John T. Bradshaw III
Matthew S. Brock
Michael J. Brokaw
Robert F. Brow, Jr.
Michael S. Brown
Brendan P. Cassidy
Joseph E. Chesworth
Edward J. Christie
Matthew W. Cook
Tony Corbett
Ronald J. Crandall
Jon N. Crowe
Marvin L. Cuffee
Erica J. Custis
Glen R. Dauphin
Leonard Davis II
Ernest D. Deason
James A. Deering
Pedro C. Deveza
Walton A. Dumesnil III
Douglas Duos
Anthony J. Fedele
Michael B. Ferguson
Jacob M. Fleming
Rulieart E. Fuertado
James J. Gannon
Neptali J. Garcia
George E. Grimes
Mark H. Gwilliam
Robert W. Hargrave
Jeffrey Robert Harrell
Christopher A. Hill
Richard James Hill
Joseph C. Jablonsky
David F. Jankowiak
John H. Jenkins
Paul C. Johnson
Keith A. Jones
Kyle Keenan
Mark A. Kern
Eric Knott
Mark M. Koenig
Jason W. Lajaunie
Christien J. Lancelot
Charles H. Lowe
Carmelo Lugo Santos
John J. Martin, Jr.
Neville Arnold McKenzie
Daniel L. McQuillan, Jr.
David E. McVey
Alberto D. Mena Sabio
Luis E. Mendoza
Robert E. Milam
Ryan T. Mildrum
Neil S. Moody
Edward W. Moos
Patrick J. Mulkerrins

(10 Years, continued)

Michael S. Munoz
Joseph R. Myatt III
Hubert W. Nelson
Michael A. Nilsson
Dean J. O'Malley
Billy A. Owen
Bryan R. Parry
Irly P. Picou
Lensey O. Pouchie
Peter M. Poulnot
Ralph C. Price III
William S. Rafter III
Chad L. Reed
Daniel E. Reed
Jude A. Robin
Phillip J. Sauls
Francis M. Sessa
Charles C. Sheahan
Gerald T. Sherretta
Melbourne B. Smith
Katherine A. Solomon
Damion D. Stewart
James P. Stoddard
Gilbert R. Swink IV
Ricky L. Ward, Sr.
Jeffery N. Welch
William C. Wengel IV
Donald Lee Wertman
Matthew T. West
James D. Womack

20 Years of Service

Jonathan G. Archer
Phillip L. Blocker
Christopher B. Buchan
Lewis C. Campbell
Jeffrey T. Coen
George T. Critch
Todd D. Dady
Edward G. Dailey III
David B. Dudgeon
Robin J. Englert
Daniel Fitzmartin
John S. Harkin
Kenneth M. Hudgins
Charles E. Hughes
Eve D. Hunter
Timothy A. Kennedy
Beth F. Klukojc
Ivan S. Kutnyak
Joseph T. Locke
John R. Malmgren
Christopher L. Mildrum
James A. Mottola
Joseph J. Mottola
James B. Murray
Maxie A. Noel III
Jill A. Patterson
William E. Sanford, Jr.
Alvin L. Schamber
Cory W. Schamber
Dennis R. Schamber
Chester B. Steen
Jerry J. Thomas, Jr.

(20 Years, continued)

Keith V. Ullrich
Christopher F. Wade
Derrick E. White

30 Years of Service

Schlyler J. Beech
Thomas W. Craighead
Brian G. Curran
Jonathan B. Dye
Timothy M. Fosberry
George N. Hanson
Richard C. Holt, Jr.
Harry N. Nicholson
Robert N. Sonnier, Jr.
George Warren Tawes, Jr.
Mark T. Underwood
Mark D. Vanty

40 Years of Service

Bryan D. Korabik
Bruce D. Richards
Kenneth Ruiz
Lon J. Schlekewy
Ralph J. St Pierre, Jr.
Paul P. Swensen
Stephen V. Tillotson



Seen and Noted



The occasional tall ship still calls at New York Harbor. This one is a replica of the *Hermione*, the frigate that brought General Lafayette to the United States to help with the Revolutionary War in 1780. The *James Turecamo*, pictured above, brought the ship a docking pilot.

TowLine

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