



At the Helm

McAllister's Extreme Makeover

The STACY MCALLISTER is getting a face lift, or rather, a major rebuild. Work began on the conversion of the ex YTB-877 in Staten Island on September 15th, with the assistance of Caddell Dry Dock and Repair. The STACY is being outfitted with twin CAT 3516 engines which will double her horsepower to 4,000; a distinct improvement over her single Fairbanks Morse 38-D-8 1/8 engine. The STACY will also receive two Schottel 1012 Z-drives to replace her 12' diameter single prop. The project manager is Tom Cintula, Marine Superintendent in New York. According to Tom, Caddells has begun removing the machinery, reduction gears, propeller and rudder.



"They are currently in the process of dismantling the old STACY and fabricating a new stern section. Once that is complete the next step is to set up the new foundations for the engines and the Schottel drives." The remainder of the work will be completed by Tom and the Staten Island crew of engineers, laborers, machinists, mechanics and welders. Urbano Venturi, Head Electrical Engineer, and the crew of electricians will install new wiring and electrical systems. Tom says, "What makes these YTB conversions possible is the knowledge and teamwork from everyone in the yard. Because of this, each conversion we do gets better and better." The STACY is the fifth YTB that McAllister has converted to a tractor tug and should hit the water in the early part of



2005. The PATRICK MCALLISTER was started by Arthur Fournier and completed in Staten Island to Loadline standards. The BETH M. MCALLISTER is also an ex-YTB that was converted into a 3,200 HP tractor tug. The STACY's conversion is the latest development in McAllister's commitment to prolonging the life of modernizing of our fleet.

Special points of interest:

- *McAllister Towing of Wilmington's tug Resolute flies original thirteen star U.S. flag in honor of Constitution Week as requested by the local DAR.*
- *New Additions at 17 Battery – Judy Rivera gave birth to Alisha Marie on July 16th and V.P. Eric McAllister welcomed son Robert E. McAllister on Sept. 14th*

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On Tugboats: Stories of Work and Life Aboard

By Virginia L. Thorndike

Virginia Thorndike's charming new book captures the true grit of tug life with witty writing and colorful anecdotes. *On Tugboats* (Down East Books 2004) candidly explores tug history, technology, mechanics, labor and business, capturing the rakish charm of many fascinating folks in the tug world. Chapters like "Tugboats 101" provide a refreshing overview of how tugboats work; and "The Business Side of Tugboats" explains how companies keep it all afloat. The book also delves into the personal aspects of tug work: how mariners away at sea for long periods navigate marital and family life. The human essence driving the industry is always at the heart of the discourse, given respectful voice in such chapters as "Tugs and Friends Respond to 9/11". The book is dedicated in memory of Chris Cordeau, the Portland Tugboat LLC deckhand who lost his life on the PETE in Portland, Maine in December of 2003. The cover photograph features [Captain Brian Fournier](#) and [Captain Arthur Fournier](#) in the wheelhouse of the former CAPTAIN SWEET (now SUSAN McALLISTER). The book's excellent black and white photos capture the drama, excitement and power of tugboats and their dedicated handlers. The author does not censor her subjects' often-salty language; she lets captains and deckhands alike speak their minds in their own tenor. There's something for everyone here: if you're not thrilled to read about rope materials, you might be interested in "the great shootout at Pier 50". You might want to know what "Houston Chicken" is, or what "bellboats" were. Thorndike's engaging storytelling ability, enthusiasm, and obvious affection for her subjects, both human and machine, make this book a delight to read. — *Reviewed by: Brenda Shaughnessy*

Contact/ordering: www.downeastbooks.com
Price: \$18.95 paperback

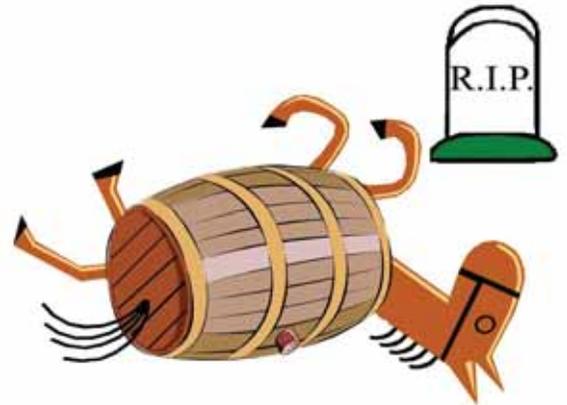
Telephone: (800) 766-1670
ISBN: 0-89272-565-6

"THE LUCKY BAG"

By Wayne Stiles

In the days of square-rigged sailing ships, a newly hired sailor was customarily advanced his first 30 days of wages. This first month on board became known as "working for a dead horse". After the thirty days, the crew would construct a horse from a barrel and some canvas and hoist it overboard and set it on fire. As it drifted aft, the crew would sing the old chantey, "Poor Old Horse" to mark the occasion of now working for wages again.

In the 18th century, when clipper ships would round the ever-stormy and perilous latitudes of Cape Horn, sailors would develop sudden and mysterious maladies, aka "Cape Horn Fever", in order to avoid working on deck and exposing themselves to the chance of being washed overboard and never found. Officers would try to discourage this inventive form of malingering, or "calling in sick to work," by forcing them to work on deck suffering from their "fever", since the needs of the ship's survival came first.



On board a ship, the day is divided into four-hour watches—12:00 to 4:00, 4:00 to 8:00, and 8:00 to 12:00. Before conventional timepieces were developed, each watch was measured by turning a half-hour glass. When the sand would run out, the ship's boy, whose job it was to reverse the glass, would strike a bell to show he was attending to his duty. Each time he would turn the glass he would strike one more bell than the last turn, so that by the end of a four-hour watch, he would strike "eight bells," signifying the end of work for one group of sailors and the beginning of a new watch for another group.

McAllister Tugs to the Rescue

MCALLISTER TOWING OF CHARLESTON & THE *BAHAMA SPIRIT*

The Bahama Spirit, a 615-foot ship loaded with 95 million pounds of granite, went off course and grounded on the edge of the entrance to Charleston Harbor; and McAllister tugs were called into action. Just before dawn on Tuesday, September 28, the ship lost control by the harbor jetties, swinging left and veering off the channel, its stern "ramming into the seabed in about 26 feet of water" as reported by the *Charleston Post and Courier* newspaper.

McAllister was called to the scene immediately, for the first of two rescue attempts. The first attempt navigated within the outer bands of Tropical Storm Jeanne and was hampered by 7-10 foot seas with sustained 35-knot winds (gusts up to 50). By the second attempt, the weather had calmed down, but it took seven tugboats to dislodge the ship. Captain Dondi White, who was at the helm of one of the tugs, PATRICK MCALLISTER, said "That's the most horsepower I've ever seen, about 30,000 horsepower, working on one ship that wouldn't move."



The crisis compelled the Coast Guard to close down the main shipping channel into the harbor and delay the arrivals of two containerships, a barge and a Coast Guard vessel. The grounded ship completely blocked this important and busy artery for up to 17 hours, until the seven tugboats on the job finally dislodged the ship. Four McAllister tugboats, KATIE G., PATRICK, MCALLISTER SISTERS, and RODERICK were assisted by three Moran tugs in the salvage mission.

The Coast Guard reported that there were no injuries, and apparently no fuel leaked. Tons of granite were dumped into the water in order to move the ship, and recovery of the rock has already commenced. Investigators are still determining what caused the ship to ground. Charleston Port Manager Joe Buckheister said, "The crews had already worked extremely long hours prior to the grounding of the *MV Bahama Spirit* but responded without hesitation to the emergency situation. Everyone's very happy that such a tough job was done quickly without any injuries or environmental damage."

Credit and thanks for a job well done go to the following members of the tug crews:

On the PATRICK MCALLISTER: Captain Jerry Skelton; Engineer Joshua Barna; Deckhand Russell Mitchum; Docking Pilot Craig Mitchum (also on the McAllister Sisters and the Roderick); Captain Dondi White; Engineer James Burk; Deckhand Matthew Kicklighter.

On the MCALLISTER SISTERS: Captain Eddie Richardson Jr.; Engineer Alan Fagerstrom (also on the Roderick); Deckhand Zach Newton (also on the Roderick); Captain Terry Suggs; Engineer Daryl Moore; Deckhand Chris Fagerstrom.

On the RODERICK MCALLISTER: Captain Eddie Richardson Jr.

On the KATIE G. MCALLISTER: Captain Kennon Beadle.

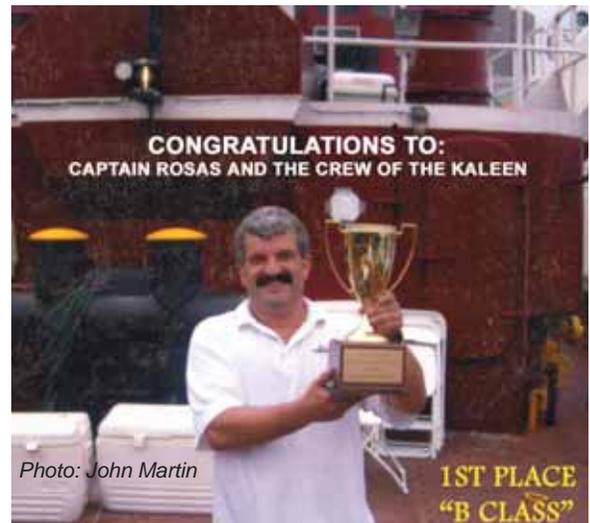
A Piece of History

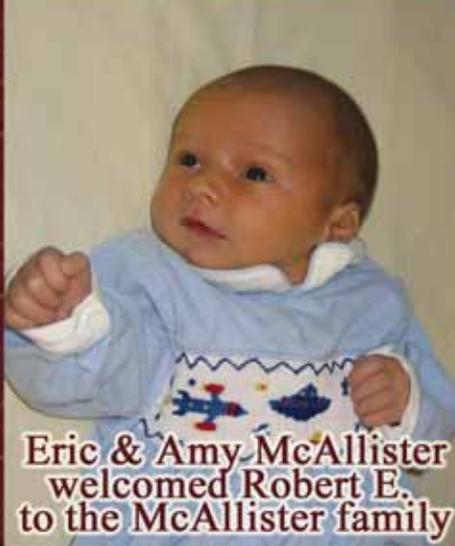
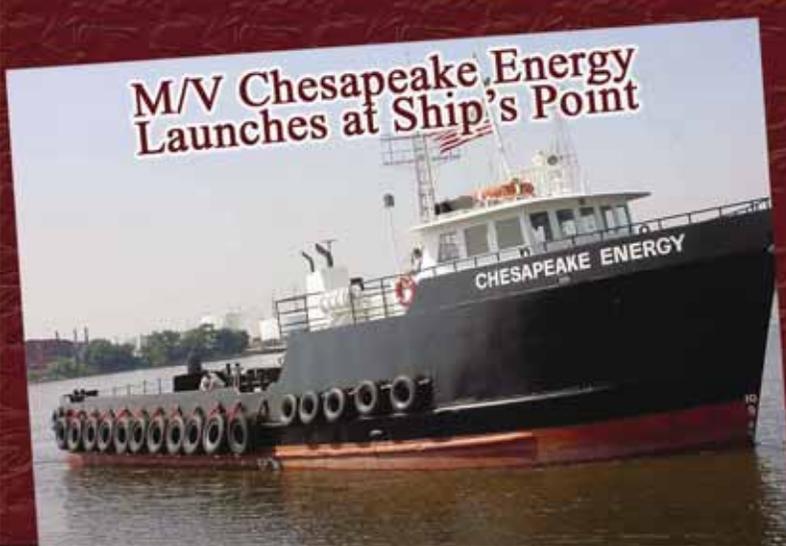
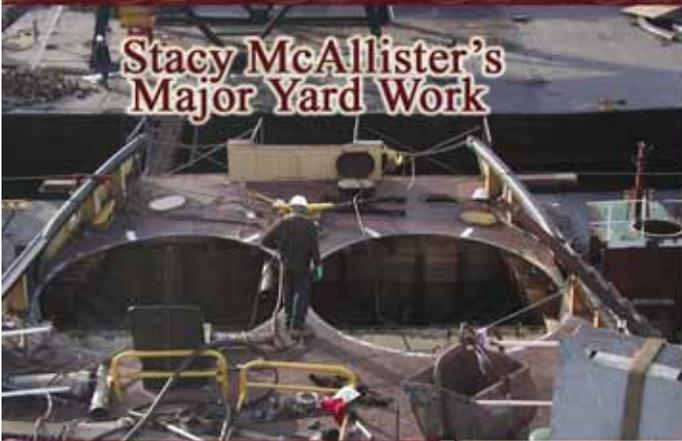
June 7, 2004— JUSTINE McALLISTER played a supporting role on an historic stage as the fireboat for the New Victory Bridge opening and re-dedication ceremony. The new \$109 million bridge takes U.S. Route 35 over the Raritan River, connecting the Borough of Sayreville to the City of Perth Amboy in New Jersey. The original, built in 1926, was at that time the longest swing bridge in the state, but it was outmoded ten years after its construction as the New Jersey cities grew and traffic increased. The Thomas Alva Edison Bridge and the Alfred E. Driscoll Bridge were built (in 1940 and 1950 respectively) to handle the flow more efficiently. The rebuilt New Victory Bridge will be a useful addition to the busy thoroughfares, and will also stand as a memorial to New Jersey residents who served their country in the First World War. McAllister provided JUSTINE for the occasion; and also performed some of the barge transportation for the concrete segments needed to build the bridge. The New Victory Bridge now boasts a span of pre-cast concrete that is the longest in the United States.



The 12th Annual Intrepid Tugboat Challenge

On Sunday, September 5, the annual Labor Day Weekend tugboat festival took place at the Chelsea Piers in New York City. The "Tugboat Challenge" features a tug race, nose-to-nose pushing contest and other merriment. McAllister was represented by the powerful VICKI McALLISTER (in the A-Class division) and the stalwart KALEEN McALLISTER (in B-Class). Competing against all the east coast tug companies, the VICKI made an impressive showing, placing first in the pushing contest, second in the tug race and also second for best overall tug. KALEEN took first place in the B-class best overall tug competition. There was no tug race for B-class tugs, so KALEEN competed in the A-class race against vessels with far more horsepower and, remarkably, placed third. Dark horse candidate KALEEN was the crowd-pleasing "little tug that could" of the day and was crewed by Captain José Rosas, Pilot John Tooker, Engineer Charles Paden, Deckhand Daniel Worrie, and Deckhand Humphrey Davidson. Captain Brian Fournier led the Portland crew to victory on the VICKI, along with Mate Chris Baker, Engineer Larry Cram, and Deckhand Kevin Rodriguez.





Movers & Shakers

McAllister is pleased to announce the hiring of an Assistant Controller, Cerene Belli, in the 17 Battery office and a promotion into a brand new position of Quality Assurance/Fleet Manager for Marty Costa in the Staten Island office.

Cerene Belli MA, CPA, has joined McAllister as Assistant Controller. Cerene is based in the Manhattan office. She reports to Vice President & Controller Bob Reddan and will concentrate on improving the efficiency and timely distribution of financial reports. Cerene's experience includes various positions in the accounting field both in the US and abroad. She taught accounting for 2 years at Kansas State University, and management for several years on various US military installations. She also worked for the third largest importer and distributor of liquor in NJ during their conversion and implementation of Navision. Most recently, she was responsible for the preparation of financial statements and providing various filing requirements for the Initial Public Offering (IPO) of AccessIT. Cerene received her BS in Accounting from Fairleigh Dickinson University, Master of Accountancy from Kansas State University, and she is a Certified Public Accountant. She lives in North Caldwell, NJ with her son and daughter. Cerene says *"I am greatly looking forward to working at McAllister where I am excited about the conversion to the new Axapta system (accounting software package) and the growth it will facilitate at McAllister."* The company also looks forward to utilizing both Cerene's professional and teaching experience.



Marty Costa has been with McAllister since October 1989, when he was hired as Chief Engineer in Staten Island. He has recently been appointed Quality Assurance/Fleet Manager. This newly created position is very important for the company, as it reflects significant recent changes in operations regulations industry-wide. Marty will be auditing all of our ports and their vessels, assuring AWO (American Waterways Operators) safety compliance and keeping pace with stepped-up security regulations. As Marty says, *"The maritime industry has seen many new regulations and safety requirements implemented by the Coast Guard and the AWO, and it's a top priority to address each new development"*. He will also be responsible for scheduling major repairs and maintenance of all tugs, coordinating with Port Engineers from all of McAllister's ports from Portland, Maine to San Juan, Puerto Rico. Marty graduated from Massachusetts Maritime Academy with a Bachelor of Science degree in Marine Engineering; and he worked for over a decade for Crowley Maritime in Jacksonville, Florida before re-locating back to the northeast.



For Your Benefit

Many of us have felt frustrated when coping with health issues that may require more subtle diagnoses than, say, "broken leg" or "mumps." Non-clinical care, like acupuncture, counseling or a Weight Watchers program, can be very successful. Most corporate health-care programs offer nothing outside the standardized category of traditional medicine, but you should be aware that your health care coverage at Cigna actually offers deals and programs spanning a more comprehensive range. Whether you or your dependents need a hearing aid, laser eye surgery, a gym membership or a crisis counselor; check and see whether the following programs can assist you.

Healthy Rewards: This Cigna Healthcare program offers referrals and discounts to a range of non-traditional health alternatives. Healthy Rewards includes Weight Management, Acupuncture, Chiropractics, Fitness Club Memberships, Therapeutic Massage, Smoking Cessation, Laser Vision Care, Hearing Care and more. Examples include a 25% discount on acupuncture treatments, and 60% off selected fitness club memberships. Check out www.cigna.com for more on services, locations and discounts available.

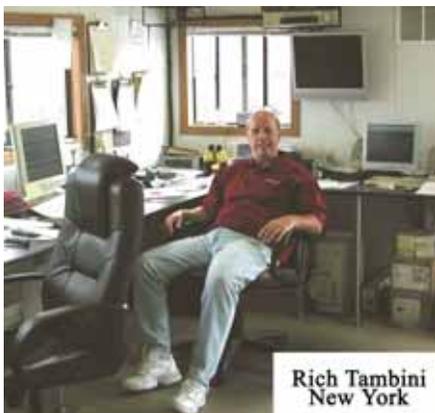
(EAP) Employee Assistance Program: This program helps employees, their spouses and dependents with problems such as depression, stress, drug/alcohol addiction or domestic violence/abuse. EAP is available to all employees, free, and 100% confidential. The identities of all employees who call their EAP are kept completely private. If you have a problem or would like help or counseling, call the main contact number at 1-800-585-5422. Coordinators will work with you to find resources in your area. You may be eligible for up to three free visits/sessions, and your insurance or FSA may subsidize costs of further treatment.

For more information about how you can tailor these programs to fit your needs, please contact Nancy Errichiello or Jacqui Warner in Human Resources (212) 269-3200.

Employee Milestones

Congratulations to the following employees for their years of dedicated service to McAllister Towing.

Judith Ricci	Manager Data Processing	35 years	17 Battery
Richard Tambini	Operations Manager	35 years	New York
Anita Chutney Schweck	Executive Secretary	30 years	Puerto Rico
Steven Brannan	Captain	25 years	Virginia
George Doms	Dispatcher	25 years	Philadelphia
Joseph Tesoriero	Safety Director	25 years	New York
Joseph Zawacki	Senior Accountant	25 years	17 Battery



"I have always enjoyed my job and the people I work with. If I didn't, I would not have stayed for 35 years. McAllister has always been good to me."

— Richard Tambini

"Well, it's been 35 years Who would have guessed I'd spend more than half my life Chained to this desk. This company has been good to me I've made so many special friends That I know will stay part of my life Even when my tenure here ends."

Happy to be part of the McAllister team."

— Judith Ricci



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Talk to Us!

Once again, let us remind all employees to submit stories, news and events that you want to read about! If something interesting happened at your port or office, let us know. Even better, write about it and send it in to Beverly Reilly, Craig Rising or Brenda Shaughnessy. *AT THE HELM* can only succeed with your help. We want everyone's voices to be heard; and we want each port and office to shine in our pages!

Also please send in your photos too! You can send your stories, ideas and photos to the following people via email or to the 17 Battery office.

Beverly Reilly—breilly@mcallistertowing.com
Craig Rising—crising@mcallistertowing.com
Brenda Shaughnessy—bshaughn@mcallistertowing.com

THANK YOU TO EVERYONE FOR YOUR SUPPORT!!!

The *At the Helm* Staff

McAllister Towing's *At the Helm*

Compiled By: Beverly Reilly, Craig Rising and Brenda Shaughnessy

Send Comments and Suggestions to: crising@mcallistertowing.com

Photo Credits & Contributions:

Alan Aden, Joseph Buckheister, Tom Cintula, Bernard Ente, Captain Brian Fournier, Captain Steven Kicklighter, Captain Patrick Kinnier, Captain Steven Kress, Larry Lorenc, John Martin, Judith Ricci, Wayne Stiles, and Richard Tambini.

