



At the Helm

McAllister Moves Providence Bridge

On August 27, 2006, McAllister Towing of Charleston transported a 400 x 200 foot bridge section twelve miles up the Providence River from Quonset Point to the Providence River crossing in the heart of Providence, RI. Weighing 5.5 million pounds, the new bridge will be the new Providence River crossing for Interstate 195.

Two McAllister deck barges, the ATLANTIC TRADER and CHESAPEAKE TRADER were lashed together with crane arms like a catamaran. Special loaders were then used to roll the bridge span onto the flotilla. Two McAllister tugs, the McALLISTER RESPONDER and the RODERICK, assisted by two Providence Steamboat Company tugs, then pushed the barges to the bridge's new destination. The bridge span was constructed with pins designed to fit into slots on the bridge's footings. Once in place, the barges were ballasted down and towed away.

Captain Michael D. Efford, the tow master in charge said that this job is "in the top two or three" projects he has done. The load's shape -- two barges 300 feet long carrying the 400-foot arch sideways made it awkward and "2,000 percent unusual." It certainly was a sight to be seen and many spectators lined up along the shore to watch the bridge's journey.

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The general contractor on the job was Cardi Corporation which constructed the bridge span at their own facility. Engineering, stevedoring, and ballasting were performed by Mammoet, a Dutch Company that specializes in heavy lift operations.

The conventional approach would have involved building the bridge in place, piece by piece, rather than assembling it elsewhere and then moving it into place. The Cardis have said a number of considerations went into the decision to construct the bridge offsite, including the presence of a 48-inch sewer main under the river bottom that might have been damaged during onsite construction.



Mammoet had turned the two barges into a giant catamaran, holding them in position with two 100-foot sections of crane booms and steel cables. The bridge was loaded across the two barges, with its ends overhanging on each side. "I don't think that's been done very often, if ever," said Richard Zondag, Mammoet's operations manager.

The entire operation was filmed by the History Channel's program "Mega Movers", including an interview with GM Steve Kicklighter of Charleston. It will be shown sometime in the Spring of 2007. Congratulations to Captain Mike Efford, McAllister crewmembers of the RODERICK Capt. Andy Rowe, James Speer, Matt Kicklighter, Eddie Fort, James Davis, and the McALLISTER RESPONDER Capt. Eddy Opdyke, Russell Henschman, Scott St. Clair, Kai Becksvort and all of the other McAllister personnel who contributed to a job well done.



"THE LUCKY BAG"

By Wayne Stiles

Smashing a bottle of champagne against a ship at its christening was considered "un-ladylike" prior to 1846. However, in October of that year, a Miss Lavina Watson Fanning of Philadelphia established a new precedent by sponsoring the launch of the USS GERMANTOWN. Since that day all U.S. warships have been christened by a lady. In this centuries old tradition, the spirit of the sponsor enters the ship as it is christened and sponsor and ship become united in spirit forever. This is one of the reasons that ships are referred to as a "she".



When we enter the McAllister offices at 17 Battery, we pass a ship's wheel with eight spokes. On many ships, one of these spokes would have a decorative knot or "turk's head", which would indicate the "King Spoke" making it easier to find in the darkness of a bridge at night. When the "king's spoke" is in the upright position, the wheel is mid-ship, the rudder fore-and-aft, and the vessel steering straight.



Information Technology Information Communication Systems at McAllister

By Andrew McAllister

As the company has enjoyed the continued growth and success over the last couple of years, McAllister's network and ITICS Department have had to grow with it. This includes the additions of Jennifer Colasanto and Katrina Kozera. Many of you have spoken to them as they have been answering your calls and emails at the ITICS helpdesk, and helping to push out new versions of MCD throughout the year.

Listed below are some of the items that we've accomplished in 2006. This list demonstrates how the ITICS Department supports the company and its employees:

- We support 15 locations with 28 servers, 143 desktops, 34 laptops, 185 users, 85 Nextel phones, 14 wireless cards and 18 PDAs.
- We support over 15 separate applications to enhance economies of scale and increase productivity and security.
- We installed new security systems to increase the protection of our General Ledger and over 80,000 clients using our online and service center reservation system.
- We supported over 1.1 Million external emails and have filtered over 82% as spam and another 2,000 blocked due to a virus since July 11, 2006.
- We installed new phone and reservation systems to support over 182,200 reservations thru October. Of these reservations, 47% came through and were completed thru our website.
- We stabilized MCD (as seen through the decrease in MCD releases) and have completed the bridge to AXAPTA (G/L) from MCD in order to increase accuracy and productivity in the home office.
- We created a test environment for all major applications so we no longer go live until fixes are fully tested.

The ITICS team would like to thank you for your support and understanding, especially during our growing pains, as we enhance the security of our network and the technical environment that everyone relies on to complete our daily work. We look forward to continuing to expand and enhance our technology in addition to providing support to McAllister employees. Some projects for 2007 include: an electronic Preventive Maintenance System, navigation/ mapping systems, a new payroll process, the continued rollout of hardware onto the vessels plus many more projects.

Lights, Camera, Action!

By John Torgersen

Earlier this year McAllister Towing of New York's Staten Island yard became the set for the first ever McAllister-produced training film.

A film crew from Moxie Media spent 5 days in the yard shooting the scenes for a "Welcome Aboard!" training film, from a script that was written by Quality and Safety Director John Torgersen.

All new McAllister employees must now see the DVD before they are sent to the boats, to give them enough basic safety knowledge to carry them over until the boats' crew can make "tugboaters" out of them.



The film introduces and welcomes employees to the McAllister family, and spends some time explaining our corporate policies and safety rules.



Included are scenes describing how to properly put on a life jacket and survival suit, and what to do in the event of vessel emergencies such as: fire onboard, man overboard, or upon discovering an injured crewmember.

A shorter, "Welcome Aboard for Visitors" DVD has also been produced, and is required viewing before any visitors board one of our boats.

Thank you to all those of you who participated in the filming. Who knows? This could be your big break!

McAllister passes AWO Responsible Carrier Program Audit

The Ports of: New York, Norfolk and Charleston completed McAllister's American Waterways Operators recertification audit, to maintain our status as a "Responsible Carrier Program" (RCP) certified towing company.

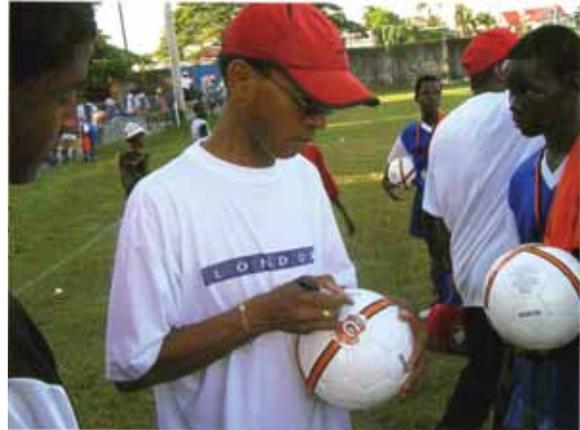
During an RCP audit, the auditor chooses which ports to visit and which boats to board. Once aboard, the crew is questioned, and documents reviewed to ensure that we are "doing what we say" in the Operations Manuals.

Mr. Rick Meyerrose, our RCP auditor, questioned both port management, and 10 different boat crews and concluded that we did indeed meet the AWO standards. Meyerrose was impressed with how much improvement he had seen since his last visit in 2003, and by our plans to continue improving our safety management system in the future.

Congratulations to the ports and boats that participated in the audit on a job well done!

Donating his Time for Kicks

Camptown Soccer Club is a youth organization that was founded in 1974 in Guyana, South America by John Birkett. Guyana is at the southern tip of South America and is the only English speaking nation on the continent. One of the program's goals is to assist in the development of life skills through soccer for youths 15 and under. Since 2004, the New York chapter has held a youth soccer tournament for underprivileged kids in Guyana. For one week in August more than 300 kids, who must be currently attending school, are afforded the opportunity to participate in a highly competitive and visible tournament. Throughout the tournament players are required to attend lectures and workshops designed to teach life skills, moral values and the importance of education. With the assistance of funds and equipment from donors and friends the club is able to provide each player with a soccer ball, uniform and a medal honoring their participation. To further encourage the players development, Camptown Soccer Club has a "Stay in School" program where kids with excellent school reports are rewarded with funding for books and other school supplies.



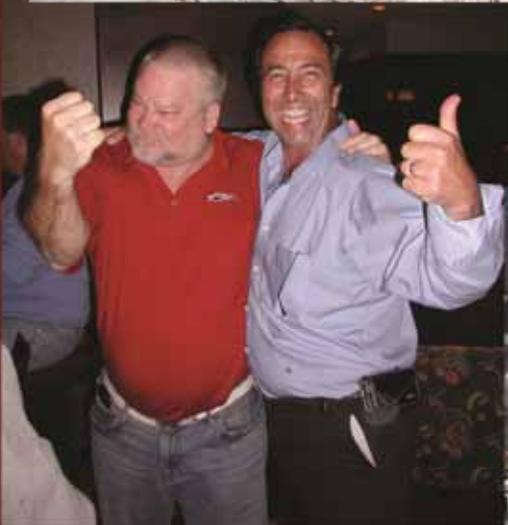
John Birkett was born and raised in Guyana and moved to the United States in 1980. He joined the McAllister family in 1985 and is the Payroll Manager at the company's headquarters in NYC. John was not only the founder of Camptown Soccer Club but also served as the team's first coach. For one week every August, John uses some of his vacation time to instruct at the soccer tournament and to demonstrate the importance of education to the kids of Guyana. McAllister is proud to support John and the Camptown Soccer Club. Keep up the great work John!

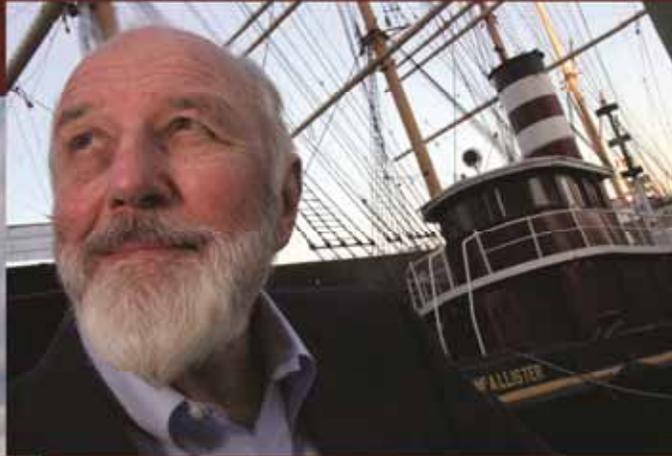
Where Are They Now?



In August we at 17 Battery had the pleasure of visiting with Tony Oven and his wife Marion, along with Don Hankin and his wife Mimi. Tony began working for the company in 1947 when the company was still McAllister Brothers Inc. Don Hankin joined McAllister as our Naval Architect in 1966, the same year Tony became Port Engineer. From 1966 until their retirements, Tony and Don "started up every boat McAllister built with never a bad word between them." Together they supervised more than 15 new-builds for McAllister. Brian McAllister said, "Tony was the one person who could board a vessel, listen to the engine and tell you what was wrong with it

immediately." Don designed our BRUCE and the MARJORIE class up and down pilothouse and his name is on the patent. Exxon found it so impressive and perfect for oil barge towing they purchased the rights to use it. During their visit, we were told numerous stories of old vessels in the fleet and rewarding jobs they performed during their time here. Their friendship began when the reduction gear of the Jane McAllister was having some problems and their friendship continues to this day. Today, Don and his wife Mimi enjoy traveling and have recently visited numerous countries in Europe as well as performing missionary work throughout the world. They also spend their time with their 4 grandchildren and 9 great-grandchildren. Tony and Marion have been enjoying life with Tony rooting passionately for the Yankees. They have 7 grandchildren. It was a wonderful afternoon and everyone enjoyed listening to these two mariners weave their tales of the old days here at McAllister. To our retirees – we would love to hear from you. Let us know what you are doing and send us some photos.





McAllister Towing's FiFi 1 Tractor Tugs Respond to Emergency

On Wednesday, March 15th at approximately 12:30 p.m., two restaurants, the historic Bowen's Inn and the Lighthouse Inn caught fire on Solomon's Island in Calvert County Maryland. The Solomon's Volunteer Rescue Squad and Fire Department ("VFD") arrived on scene at the three alarm fire at 12:43 and immediately recognized the need for additional firefighting resources. Winds out of the NW were steady at 30-35 knots with gusts up to 50 knots that quickly fanned the inferno and created satellite fires. At 13:00 McAllister Towing's tugs A.J. McALLISTER and EMILY ANNE McALLISTER were crewed and underway. Mate Tom Marstin of the EMILY ANNE McALLISTER, with 23 years of experience as a member of Solomon's VFD, coordinated getting the tugs into position and spraying water by 13:15. Reports have more than 70 firefighters from 4 counties at the scene; due to limited water hydrants and resources being spread thin, the fight was being lost. The Lighthouse Inn was completely engulfed and eventually collapsed. The A.J. and the EMILY ANNE showered water at a rate of 11,000 gallons per minute and brought the fire under control within one half hour. At 13:45, the VFD's Incident Commander called a halt to the tugs' efforts so the situation could be assessed. During this time, the EMILY ANNE eased her way to shore so that Mate Marstin could obtain a radio from the Incident Commander for future instructions. The tugs were then ordered to sweep hot spots along the shore and further assist the VFD in dousing the numerous satellite fires that had arisen from the high powered winds. At 16:00 the tugs were released.

Thankfully, there were no injuries to firefighting personnel or civilians. The damage suffered on Solomon's Island has been estimated near \$5 million. The community and firefighters both acknowledged the tugs' efforts in containing the fire. Assistant Fire Chief Charles Nava of Solomon's VFD said, "Big fire requires big water and the tugs provide big water. The tug operation enabled us to mitigate the further spreading of the fire in a matter of minutes versus the time it would have taken us." Dick Devoe, a resident of the area, "My wife and I were watching from our yard when the tugs arrived and immediately got to work.





Witnessing the power of the tugs cannons we knew it was only a matter of minutes before the fire would be suppressed. As far as the community is concerned the tugboats were the heroes of the day!" McAllister Towing salutes the following crews for a job well done: A.J. McALLISTER – Captain Anthony Codega, Mate Merlin Saylor, Chief Engineer Louis Smith, EMILY ANNE McALLISTER – Captain David McCune, Mate Thomas Marstin and Chief Engineer William Payne.

Both the A.J. McALLISTER and EMILY ANNE McALLISTER are state-of-the-art tugs that were specifically built for liquid natural gas terminals. Each tug is equipped with emergency response equipment that meets or exceeds the FiFi 1 standards of classification by the American Bureau of Shipping. The tugs were built to specifications set by Statoil, British Petroleum and Shell Oil for work at the Cove Point liquid natural gas terminal. The tugs' firefighting equipment includes (2) Skum MK-250EL/VR fire monitors with foam injection capability and a 1,100 gallon per minute deluge system. Each tug features Nijhuis HGT1 fire pumps (driven by Detroit Diesel 12V-925TI) capable of pumping 5,800 gallons of water per minute. This equipment is fully automated with controls in the pilot house. Both tugs are classed +A-1 firefighting (FiFi 1), Escort, +A-1 towing and +AMS by the American Bureau of Shipping.

The tugs and crews have been recognized and presented with numerous awards by many organizations for their heroism on that day. Some worth mentioning include: Calvert County, The Solomon's Island Business Association and The Solomon's Island Civic Association. Maryland Congressman Steny Hoyer recognized the job done by the tugs at the Waterman's Memorial Wreath Laying Ceremony and the B&B Victoria's Inn gave the crew a two night stay as a token of appreciation.



Movers & Shakers

Captain Mike Reagoso is the General Manager and VP at McAllister Towing of Baltimore. Mike joined us in December 05 after Captain Michael Lavin took an apprenticeship position with the Maryland Pilots. Mike comes to us from our customer, Hoegh Autoliners where he was a Port Captain traveling the coast loading and unloading the ships that we dock and undock. In addition to his experience in operations with Hoegh, Mike has held numerous positions in the Maritime community in Management, Operations and Sales in the Ship Repair, Cargo Handling and Logistics sectors of the industry both domestically and internationally. While Mike has never worked for brand X, he has experience operating tug boats both in ship docking and towing in the Northeast before coming ashore. Captain Reagoso graduated from SUNY Maritime College, Fort Schuyler with a BS degree in Marine Transportation and a Third Mate Unlimited Tonnage License.



Kerry Griffin has joined McAllister's 17 Battery office as Associate General Counsel. Kerry is working with VP Buckley McAllister on legal matters. She will also work on Human Resources and other company-wide projects. Kerry's background includes both business and law. After law school, she worked as a litigator for six years, first at the law firm of Luce, Forward Hamilton and Scripps in New York, and then at the firm of Baach Robinson & Lewis in Washington, D.C. Most recently, she served as the General Manager of a division at a telecommunications company in New York. Before moving to this business role, Kerry worked as an in-house lawyer for the same telecommunications company, handling a large variety of contract, regulatory, and employment matters. Kerry received her undergraduate degree from Colby College in Waterville Maine and her law degree from Georgetown University Law Center. She lives in Brooklyn, New York with her husband, six year-old son and three year-old daughter. "I am enjoying the variety of legal work at McAllister. In the coming months, I would like to become a resource for folks in the ports when they need help on legal matters."



Chuck Runion is the new Operations Manager at McAllister Towing of Port Everglades. He recently transferred in from the company's operation in Jacksonville, where he spent the last 10 years as a Tug Captain and most recently as Operations Manager. Having started as a deckhand and worked his way up, Chuck knows his way around our business, having run quite a few of our tugboats and he brings a seasoned professionalism to Port Everglades. Chuck, his wife Regina and their two children have taken up residence in Boynton Beach, FL a short commute from sunny Port Everglades. So when you're on that winter vacation make sure to stop in and see Chuck and the gang for a tour of Tractor Tug heaven.

Captain Felix Feliciano has been named Port Captain in San Juan, Puerto Rico. Capt. Feliciano started working with McAllister in 1987 as Engineer in the Outports Division. After eight years, he was transferred to the San Juan Harbor operations, Maintenance Division, where he worked for ten years. During this time he also obtained his captain's license and performed as such on our tugs. He was promoted to Port Captain in May of this year. Please join us as we say "buena suerte" Felix in his new position.



IN THE NEWS

Information about McAllister and its Employees

McAllister Awards

McAllister Towing and its employees have recently been recognized in numerous ways: Captain Pat Geiger and Captain John Tooker and the crew of the ROWAN were presented with the Mary Valiant Ship Award for their part in the rescue of the dead ship CAMILLA DESGAGNES, McAllister Towing of New York was named as the recipient of American Maritime Safety, Inc's Tug & Barge Safety Award, Captain Brian McAllister was recognized by SUNY Maritime College for his continued effort to support education of mariners and the Honorable James Cohen, Mayor of Portland, ME, presented McAllister Towing with a "Key to the City" for the company's continued work in the Portland area.

McAllister at NY Tug Races

McAllister displayed its excellence once again at the 2006 NY Tug Challenge. This year it was the crew that led the way by winning three awards. The crew of the STANFORD won for Best Dressed Crew by proudly wearing McAllister "Tugboats Rock!" shirts. With the combination of expert piloting by Captain Guy Spletstoesser and the swift dexterity of Engineer Ed Holland, the two recorded the fastest Line Throwing time to take home the trophy. Also, after some creative maneuvering that involved a wiener-dog, the tug took the award for Best Mascot. Congrats to all involved!

McAllister Receives Education Grant from NYC Business Solutions

Spearheaded by John Torgersen, McAllister Towing of New York was awarded a grant in the amount of \$70,000 from the NYC Business Solutions. McAllister will use these funds to train newly-hired Deckhands to receive their Captain's License through classes and hands-on experience within a three year span. Not only will the Deckhands receive their Captain's license within those three years, but also receive a two year Associates degree in Marine Technology from the Global Maritime and Transportation School at the United States Merchant Marine Academy. This grant will help McAllister crew its increasing fleet. Congratulations John! We look forward to hearing about the first class!

McAllister Employees Display their Athletic Prowess

On June 22, 2006 fourteen employees of our 17 Battery office completed the JP Morgan Chase Corporate Challenge. This race consisted of a 3.5 mile run through Central Park in which all 14 people finished and our first runner completed in 28 min. and 10 sec. Proceeds from the race were donated to the Central Park Conservancy which was created to restore, manage, and preserve Central Park. Congratulations to our McAllister Crew! • Congrats to the Portland Tugboat softball team as they successfully defended their softball title! The championship game was an all out slugfest, but the Portland crew survived and won 21 - 19. • Unfortunately, the same can't be said for the Manhattan team. In a one-game winner take all format, the 17 Battery crew was handily defeated by the maritime law firm of Freehill, Hogan & Mahar. At one point during the game the topic of paying invoices arose and the final score became much closer. A good time was had by all and, like the Chicago Cubs, the saying "Wait till next year!" was heard as the players departed. • Also on the softball front, the Maritime Association of the Port of NY/NJ and the Maritime Exchange for the Delaware River and Bay held a softball game honoring the 100-year anniversary of a game that took place in Brooklyn, NY in 1906. The NY squad won the initial contest 2 - 1 on that day. Numerous McAllister employees from both NY and Philly participated in the game. The team from Philadelphia, led by Port Captain Joe Benton and Dispatcher Sean Rementer, exacted its revenge on the NY/NJ squad and took the trophy back to the "City of Brotherly Love". On a positive note for the NY squad, second baseman John Powers, son of Risk Manager Laura Moore, was named MVP for the team. • Congratulations to Vice President Buckley McAllister who completed the 2006 ING New York City Marathon in an astonishing time of 3:59. Close on his heels was Amy McAllister, spouse of VP Eric McAllister, in a time of 4:17. Way to go!

At the Helm

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Just a reminder to keep your stories, photos and
submissions coming. Please send them to Craig Rising
at the 17 Battery Office.

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- Volume 7

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