



At the Helm

McAllister becomes newest member of Marine Response Alliance

The Marine Response Alliance LLC (MRA or Alliance) announced the addition of McAllister to the MRA as a full and equal member. McAllister is now united with the other MRA member companies—Crowley Marine Services, Inc. (Crowley), Marine Pollution Control Corporation (MPC), Titan Maritime LLC (Titan) and Marine Hazard Response (MHR) (a joint venture of Wild Well Control, Inc. and Williams Fire and Hazard Control, Inc.) to provide OPA 90 Salvage and Marine Firefighting services to the maritime community.

The expanded MRA will provide unparalleled access to comprehensive emergency response services. The MRA provides OPA 90 compliant capabilities for rescue towing, lightering, salvage and firefighting services in all U.S. Captain of the Port zones. Regulatory changes in OPA 90 Salvage and Marine Firefighting Regulations prompted MRA to expand and strengthen its capabilities. With McAllister, the Alliance has enhanced its existing emergency towing capability and solidified its position as the premier provider of marine emergency response services.

"We offer the most complete salvage and marine firefighting package of services available," said Dan Schwall, one of the directors of the Alliance. "The addition of McAllister to Crowley's already extensive rescue towing, tug and barge services results in an unprecedented tug capability in the U.S. with tugs now available for emergency response on all three U.S. coasts. McAllister's fleet will also provide additional response platforms for the other member companies, MPC for lightering, Titan for salvage and MHR for marine firefighting response services." Buckley McAllister, a new director of the Alliance from McAllister, said, "We are pleased to have the opportunity to team up with Crowley, Titan, MPC and MHR as a full member of the MRA. We are excited to be part of a consortium that provides the worldwide shipping community with a one-stop call for emergency towing, lightering, salvage and marine firefighting services. We believe that the MRA team members have more than proven themselves via their extensive and impressive resume of successful jobs and we look forward to being part of MRA's future."

(Story continues on next page)

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"This expansion demonstrates the continuing commitment of the Alliance in investing in the infrastructure necessary to meet the needs of our clients," said Margaret Kaigh Doyle, MRA general manager. "The U.S. Coast Guard salvage and marine firefighting regulations that take effect next year are all about having the resources, assets and ability to properly respond in all of the required geographic areas. The Alliance has gone above and beyond to ensure that our clients' vessels are fully compliant and - more importantly - covered by the most capable resources available. We're changing so our clients don't have to".

"The combined resources of the Alliance provide clients with more than 11,000 full-time employees and a fleet of over 370 vessels owned and operated by the five MRA member companies. This capability is unprecedented anywhere in the world" said Ms. Doyle

Since 1994, MRA has provided access to marine emergency response services through a "one call" approach for both drills and actual response efforts. The Alliance relies on the member companies' equipment and personnel to initiate emergency response within hours—or often minutes—of notice. The alliance of Crowley, MPC, TITAN, MHR and now McAllister ensures MRA customers have access to high horsepower tugs, lightering barges, portable pumping equipment, marine fenders, salvage gear and expertise, firefighting equipment and trained firefighters to meet federal and state requirements.



(Left to Right) Art Mead of Crowley, John Ara of Crowley, Eric McAllister, Margaret Kaigh Doyle of MRA, Brian McAllister, David Usher of MPC, Dan Schwall of Titan, Buckley McAllister, and Scott Powell of MHR.

For more information about MRA, see their website: www.marineresponsealliance.com.

"THE LUCKY BAG"

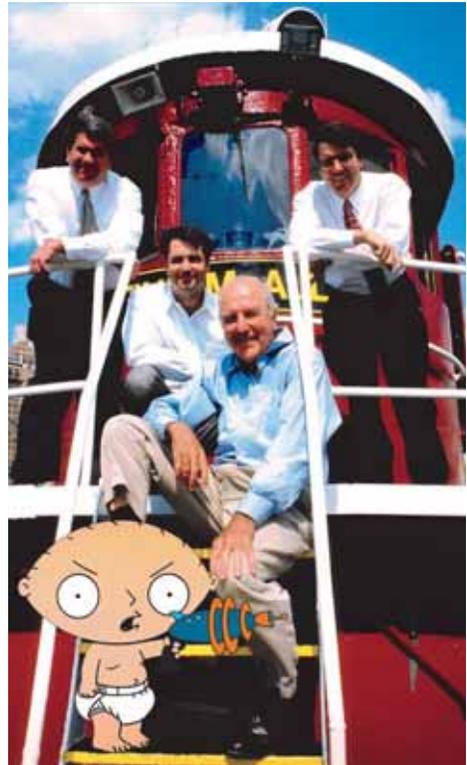
By Wayne Stiles



The phrase **"in the dog house"** is a common idiom meaning to be in disfavor or trouble, but it has a maritime origin. It was coined around 1800 at the height of the slave trades to North America. In order to maximize the number of slaves being shipped, every available space was used to brutally pack the valuable cargo, even officers cabins. This stowage plan forced the officers to sleep on the poop-deck in semi-cylindrical boxes, measuring about six feet in length and three feet in height. These boxes were nicknamed "dog

houses" and because they were very uncomfortable to sleep in, the term "in the dog house" came to mean a very tough spot.

Another common expression with marine roots is **"son of a gun"**. In the sailing days certain ratings of crew, including gunners and gunner's mates, were allowed to bring their wives along to sea with them. So, naturally, long voyages would occasionally result in births aboard the ship. When a boy was born on the voyage he would be referred to half-humorously and half-contemptuously as a "son of a gun."



Celebrity Sighting at the Ferry!



Recently, there was a surprise visitor at The Bridgeport and Port Jefferson Steamboat Company. On Saturday August 7th, President Clinton, Secretary of State Hillary Clinton and a a contingency of Secret Service agents boarded the P.T. BARNUM in Bridgeport, CT at 6:00 pm. Captain Paul Petersen made sure their trip was smooth sailing along the way to Port Jefferson, NY.

Before departing, President Clinton was kind enough to pose for photographs, including the one seen here with dockhand Louie Rinaldo in the Bridgeport terminal.

When asked if the President, Secretary of State and their entourage rode for free, Vice President/General Manager and known Republican Fred Hall replied, "No comment!"

Employee Milestones

The following individuals celebrated landmark anniversaries in 2009 or in the first half of 2010. We would like to congratulate and thank them all for their many years of service. Listed below are the individual's names, years of service and the port/location where they work at McAllister.

50 Years

Brian A. McAllister

17 Battery

Kevin Nugent

BPPJ Ferry

Edward O'Neill

BPPJ Ferry

Robert Thomas

BPPJ Ferry

40 Years

Richard Tambini

New York

10 Years

Stephen Burke

Portland

Anthony Dias

Providence

Roger Francis

Providence

Bruce Gifford

Providence

Humphrey Davidson

New York

Jimmy Horn

New York

Karsten Klein

New York

John Tooker

New York

Robin Walcott

New York

Kevin Hearn

Philadelphia

William Hough

Philadelphia

Frederick Savage

Philadelphia

Harold Costner

Virginia

Tyler Moore

Virginia

Norman Assey

Georgetown

Steven Toothman

Jacksonville

Jose Colon

San Juan

Greber De Los Santos

San Juan

Felix Feliciano

San Juan

Vicente Graulau

San Juan

Edgard Lopez

San Juan

Manuel Lopez Sierra

San Juan

Matthew Bardram

BPPJ Ferry

Thomas Buemi

BPPJ Ferry

Edward Dankievitch

BPPJ Ferry

John Foley

BPPJ Ferry

Alfred Hirsch

BPPJ Ferry

Daniel Lage

BPPJ Ferry

David Mason

BPPJ Ferry

Richard Netherwood

BPPJ Ferry

Thomas Odom

BPPJ Ferry

Ramon Rodriguez

BPPJ Ferry

Theresa Rodriguez

BPPJ Ferry

30 Years

Joan Herman

17 Battery

John Schnepf

New York

Joseph Tesoriero

New York

George Doms

Philadelphia

Steve Brannan

Virginia

25 Years

John Birkett

17 Battery

Maureen Burns

Philadelphia

20 Years

Joseph Caivano

17 Battery

Laura Moore

17 Battery

Tara Worthy

17 Battery

Robert Rand

Portland

Jeffery Andrews

Providence

Gary Oliveira

Providence

Martin Costa

New York

Robert Dahringer

New York

James Watson

New York

Steven Hardin

Baltimore

Allen Downs

Virginia

James Kingsbury

Virginia

Roger Roberts

Virginia

Dennis Compton

Jacksonville

Ismael Rivera

San Juan

Donald Fromm

BPPJ Ferry

15 Years

Charles Cassar

New York

Martin Clancy

New York

Patrick Geiger

New York

Patrick McCuin

New York

Jeffery Moulton

New York

Robert Murray

Philadelphia

William O'Neill

Philadelphia

Robert Wayne Morgan

Virginia

Roger Williams

Wilmington

Craig Mitchum

Charleston

Robert Workman

Jacksonville

Blanca Villanueva

San Juan



The USS FORESTAL waves goodbye to Newport



An aging aircraft carrier is no match for McAllister might!

At 0700 on June 15th, 4 tugboats from McAllister Towing of Narragansett Bay (Providence Steamboat Company) moved the aircraft carrier USS FORRESTAL from the Newport Naval pier where she had been moored since 1998. The job commenced with the agile 5,000 hp tractor tug RAINBOW pulling the FORRESTAL away from her pier. She was then spun around and re-positioned in the bay by the supporting tugs, IONA McALLISTER, ROWAN McALLISTER and BRUCE McALLISTER. A US Navy tug, the 226' foot Apache, then hitched-up to the ship, went under the Newport Bridge and set sail for Philadelphia.

The 1,067' long FORRESTAL was the first "super carrier" built by the US Navy after World War II. The carrier was launched in 1954 and served until her decommissioning in 1993. During this time the FORRESTAL carried out 21 operational deployments which saw her sail across the world. Even though she was one of the most successful carriers in the US Naval fleet, the FORRESTAL is often remembered for the tragic accident that occurred in 1967 after fighting for 4 days during the Vietnam conflict. A rocket misfired aboard the carrier and ignited a massive fire



killing 134, injuring 161, destroying 21 aircraft and costing the Navy \$72 million.



The USS FORRESTAL was towed from Newport to a naval storage site in Philadelphia. She arrived in Philly on June 18, and is moored next the USS JOHN F. KENNEDY. The FORRESTAL is now just awaiting her fate of either being dismantled or sunk to create an artificial reef.

Go West, Young Man, Go West!

There was a unfamiliar sighting this spring on the West Coast. Commuters, bicyclists and pedestrians crossing the Golden Gate Bridge on the morning of March 24th saw the red/white and black stack of McAllister navigate on the waters of San Francisco Bay. The EILEEN McALLISTER, led by Captain James Kingsbury and his crew, had made the long 21-day voyage from Norfolk, VA to pick up her historic tow.

The WINTHROP VICTORY, a cargo ship built in the waning days of World War II to carry troops, materials and supplies overseas, lay in wait after being prepped for sailing at San Francisco Ship Repair. The WINTHROP VICTORY was present at Tokyo Bay during the Japanese surrender on September 2nd, 1945. She was also used during the Korean War.

The Department of Transportation's Maritime Administration (MARAD) had signed contracts to clean and recycle ships from the Suisun Bay Reserve Fleet. "The Obama Administration is committed to environmental stewardship and to the clean up of Suisun Bay," said Transportation Secretary Ray LaHood. "Many of these dilapidated ships pose a dangerous and unacceptable risk to the surrounding marine environment. We have already successfully towed the first two ships out of the Bay to be recycled, and with these next contracts in place, will continue moving swiftly forward to clean and recycle [other] obsolete vessels."

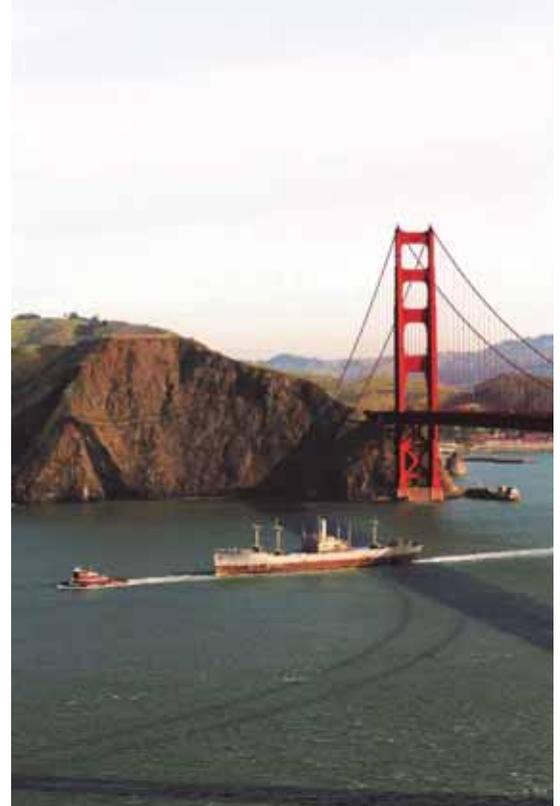
Upon arriving in San Francisco, the EILEEN McALLISTER made a crew change. Then under the watchful eye and instruction of McAllister Towing of Virginia's Port Captain Chris Carmell, she hitched up to the WINTHROP VICTORY prepared for her departure. Her destination was Brownsville, TX transiting through the Panama Canal where the WINTHROP VICTORY would be dismantled by Esco Marine. Under the command of Captain Bruce Sines, the EILEEN made for open waters on March 27th and arrived without incident in Brownsville on April 21st.

This tow was the first phase of an ambitious towing mission that the entire team, including Operations Manager Dean Fabian and Port Engineers Jason Brown and Dave Tasky, from McAllister Towing of Virginia had embarked upon. During the EILEEN's tow, the MICHAEL McALLISTER had



started her own epic journey from Norfolk. And as the saying goes, "like two ships passing in the night" the tugs crossed paths south of the border with the MICHAEL en route to California and the EILEEN delivering her ship to Texas.

The MICHAEL, led by Captain Darryl Busby and his crew, arrived in San Francisco on April 11th. She immediately hooked up to the USNS MISSION SANTA YNEZ, turned around on April 12th and headed for Brownsville. The MISSION SANTA YNEZ was a T-2 tanker launched in 1943 that carried fuel to our forces overseas.





During her active duty, she was awarded the National Defense Service Medal (twice), the Korean Service Medal, the United Nations Service Medal and the Republic of Korea War Service Medal (retroactively). The MICHAEL arrived safely with her tow at Brownsville on May 13th.

Like a well oiled machine, the EILEEN steamed away from Texas on April 25th arriving San Francisco on May 16th. Her next tow was the troop transport USS GENERAL JOHN POPE. The GENERAL JOHN POPE had a noteworthy career. She was launched in 1943, ironically her first mission sailed from Newport News, VA. The GEN. JOHN POPE served during WWII, the Korean and Vietnam Wars. She was transferred back and forth from the Navy to the Army as needed, she earned numerous awards and accolades and was finally decommissioned in 1970. The EILEEN delivered the GEN. JOHN POPE to Esco Marine on June 27th.

Not to be outdone, the MICHAEL changed crew and turned around one day after her delivery of the MISSION SANTA YNEZ in Brownsville. On May 14th, she made what was now a familiar trip and arrived in San Francisco Bay on June 4th. She was picking up

another tanker, originally built in Newport News, VA. The GETTYSBURG (EX EXXON-GETTYSBURG). Unfortunately, this time the trip back to Brownsville wasn't as uneventful as the prior ones. After dodging a tropical depression followed by Hurricane Alex, the GETTYSBURG was delivered safely into Brownsville.

For the final leg of this project, the EILEEN was charged with the tow of the fleet oiler USS TALUGA. The TALUGA served her country primarily in the Pacific Ocean Theatre of Operations. For performing dangerous tasks in combat areas, she was awarded four battle stars during World War II, four during the Korean War, and six campaign stars during the Vietnam War. The EILEEN delivered USS TALUGA into Brownsville on August 31st.

McAllister would like to thank the entire team at McAllister Towing of Virginia and especially the Captains and crews of the tugs that worked on these epic journeys. The total amount of distance covered during these tows was more than a staggering 50,000 miles! Bravo on a job well done!



MICHAEL J. McALLISTER CREWS

<u>Towing</u>	<u>Non Towing</u>
Captain Lee Gaspard	Captain Darryl Busby
Mate James Stock	Mate Michael Ridgwell
2nd Mate - James King	2nd Mate - Jason Morse
AB - Bradley Funk	AB - Michael Quinerly
AB - Gary Jones	AB - David McCune
Engr - Brian Lemon	Engr - Robert Wayne Morgan

EILEEN McALLISTER CREWS

<u>Towing</u>	<u>Non-Towing</u>
Captain Bruce Sines	Capt. James Kingsbury
Mate Richard Sinnott	Mate Daniel Pursel
2nd Mate - Kenneth Williamson	2nd Mate - Odis Cockrell
AB - Robert Seccombe	AB - Stephen Archer
AB - Benjamin Holden	AB - Matthew Garand
Engr - Richard LeTheueur de Jacquant	Engr - Daniel Speakman

A McAllister Legend

If you have ever had the pleasure of meeting Bill Dowling, one of our most venerable employees, you would know you can always count on hearing a great sea story or two from him before you departed his company. Even after 57 years on the job, Bill can often be found in his "home away from home", the dispatching office in New York. After hearing his great tales, we asked Bill to share his story of his days at McAllister with our readers. We hope you enjoy it as much as we did.

"I was discharged from the Army in February 1952, after occupation duty in Japan and combat in the Korean War. I served four years. When I arrived home in Brooklyn, I was trying to decide what to do with my future; when as fate would have it, my father met a tugboat captain by the name of Frank Kennelly who said he was looking for a deckhand. His tug, the THOMAS CORNELL was tied up for the winter in a shipyard in Hoboken, NJ. It was a wooden hull, 1200 hp tug built during WWII for the US Navy.

I met the boat at the shipyard and we started towing wooden barges that carried crushed stone from three different quarries on the Hudson River down to the City. The tug's homeport was Kingston, NY. I spent the summer with him. One day I mentioned that I thought the crew was rather unfriendly; he said it was because I was from the City and was considered an outsider. He said that if I was going to stay in this business, I should try McAllister. He worked for McAllister at one time and said it was a "fine" company. I left in the fall and tried other employment but I missed the adventure of the tugs! If you are destined to be a Boatman, you seem to be drawn back to the water.

My next job was with Russell Towing out of Newtown Creek. In February of 1953, the union sent me to the tug RUSSELL "20", a 700 hp steel hull boat that towed 20,000 barrel oil barges on the Long Island Sound in the winter and the New York Barge Canal in the summer. The best part of working on the Russell "20" was that the captain, Walter Hughes, was a World War II paratrooper with the 82nd Airborne. He made a jump in Holland - "A Bridge Too Far" - and fought in the "Battle of the Bulge". To this day, we are the closest of friends. By late summer, we were towing on the Great Lakes. I found it kind of boring. When we arrived at Toledo, OH, I got off and flew back to LaGuardia.

The next day, I went to McAllister's office at 19 Rector Street. It was September of 1953. James McAllister, the father of New York Docking Pilot Jeffery, hired me and I was working that afternoon on the McALLISTER "41". McAllister bought two tugs from Esso, "Exxon", both steel hull oil-fired steam boats. The next year they were both converted to 1,000 hp diesels; the "41" became the JOHN E. McALLISTER and the "44" became the RODERICK McALLISTER.

I found the harbor to be most interesting. McAllister did any and all types of towing - shipdocking, derricks, car floats, oil barges, and coffee barges. We towed all the coffee in our covered barges for Maxwell House and Hills Bros. Most were made of wood, but the last remaining steel barges are in our Staten Island yard. I think I can claim to be the last man in the harbor that worked on a coal burning, wooden hull steam tug. The tug was the WILLIAM SIMMONS. Its name was changed to the WILLIAM McALLISTER. A large-scale model of it is can be seen at our corporate headquarters at 17 Battery Place.

In 1956, I took the test for my pilot's license after working four years on deck. I steered the following tugs: the CATHERINE McALLISTER, a 600 hp bell-pull wooden hull; the J.P. McALLISTER, a 700 hp wooden





hull oil-fired steam tug; the DOROTHY McALLISTER, a 1,000 hp diesel; the RODERICK McALLISTER, a 1,000 hp diesel; the MARGARET McALLISTER, a 1,800 hp diesel; and my favorite, the ELLEN F. McALLISTER, a 1,000 hp diesel.

In 1957, I married a beauty of a redhead from Flatbush named Kathleen. When the children came along, I was away from home from four days to a week at a time; so, I thought it better to work ashore so I could help out at home. In 1960, I started night dispatching at 19 Rector Street. By 1961, we moved our New York offices to our present location at 17 Battery Place. Soon after, two of the oldest dispatchers retired and the chief day dispatcher died suddenly. I was put on days. Bob Dunn was brought up from the boat and became one of our night dispatchers.

In 1963, we purchased Russell Towing, their fleet of tugs and oil barges; and, of course, their dispatchers. In 1964, McAllister built two great 2,400 hp kort-nozzle tugs, the J.P. McALLISTER and the ISABEL McALLISTER. In 1965, we bought the Dalzell Towing Company. Their specialty was ship docking and we doubled our ship work overnight. We now had nine dispatchers, three on days and six night men, two on watch every night. We were on a roll; busy as can be.

Also in 1963, I was asked to become a part-time salesperson taking customers out to lunch three or four times a week. Our Vice-President of Sales then was Roderick McAllister, he was a great guy! In World War II, he was a crew member on a B-17 bomber and was shot down over Germany. He was captured and spent the remainder of the war in a prison camp. The camp was Stalag "17". Remember the movie "Stalag 17" with William Holden? Roderick died of cancer in 1979.

I've worked with many great people over the years at McAllister. Most people know that the company is currently run by Brian of the fourth generation as well as members of the fifth generation. But did you know that we have another family of "Boatmen" working at McAllister that are also fourth generation? - The Harris Family. Paul Harris was a pilot (he just retired this past March) and Tom "Boe" Harris, a Captain. Boe's son Jeremy is a Captain-Mate. I was a deckhand and a Mate with Paul and Boe's father, Tom "Chic" Harris and their Uncle Les. They were great fun to work with. Their grandfather, Grey, was a senior docking pilot before World War II who climbed the pilot's ladder with his wooden leg. He retired around 1960. Also my son Bill is currently a Mate on various New York tugs with his Master's license.

Over the years, my wife and I have been invited to many McAllister family functions, dinners, shows, etc. I always felt like part of the family. I am amazed by what Brian and his sons have accomplished since taking back the company. I chose wisely when I decided to work for McAllister Brothers all those years ago. You always hear the grass is greener on the other side, but it's been my experience that it's not!

Things are a little tough right now; but we've had slow times in the past. In my experience, McAllister always bounces back and we will be back in the groove in no time! So we must hang tight. In the meantime, I'm still hanging around trying to figure out what to do with my life!"

Bill Dowling



Buckley McAllister Testifies Before Congress

On June 9th, at the request of the American Waterways Operators, VP & General Counsel Buckley McAllister, who is also AWO Atlantic Region Chairman, testified at a day-long hearing in front of the House Transportation & Infrastructure Committee titled Liability and Financial Responsibility for Oil Spills under the Oil Pollution Act of 1990 (OPA 90). The hearing addressed proposed legislation that would change a number of laws affecting vessel operations and liability in the wake of the Deepwater Horizon Macondo Well tragedy. Buckley's testimony and his responses to questions from lawmakers focused on making sure that any legislative response to the Gulf spill not overly impact maritime commerce.

Buckley's testimony highlighted the effectiveness of OPA 90 and the industry's significant leadership record in marine safety, its commitment to environmental stewardship, and the distinction between vessels and offshore oil production facilities with regard to the possible extent of a worst-case discharge. During questioning, Buckley urged the Committee to be mindful of the potentially severe consequences of changes to the OPA 90 liability and financial responsibility regime for vessel owners. Mr. McAllister clarified that, "for a vessel owner, unlimited liability is not insurable," but [even] "a worst-case discharge from a vessel is a quantifiable amount." Buckley's testimony reinforced the message that legislative proposals to significantly raise liability limits and regulatory burdens on vessels would raise costs to a point that responsible small and medium-sized companies could not afford.

Committee Chairman James Oberstar (D-MN), Rep. Elijah Cummings (D-MD) and Rep. Frank LoBiondo (R-NJ) made comments on the record indicating that they are sensitive to the needs of the tug and barge industry. In his opening statement, Chairman Oberstar specifically cited vessels as carrying a known quantity of oil and said that "there is a reasonable basis for establishing the worst case of possible damages from the release of oil or all cargo from a vessel; this in turn is the basis for establishing a liability cap." The Chairman even cited the necessity of liability limits for tug/barges carrying home heating oil in order to protect consumers from bearing the pass-through costs of high insurance rates.



To read a copy of Mr. McAllister's written statement on the web go to: <http://transportation.house.gov/Media/file/Full%20Committee/20100609/McAllister%20Testimony.pdf>

To view the House Transportation and Infrastructure Committee's coverage of the hearing please visit and "click" Panel II to see Buckley's testimony: <http://transportation.house.gov/hearings/hearingdetail.aspx?NewsID=1235>

Benefiting from Your Benefits

Help! Where do I turn for help with questions about my insurance plans?

Be assured that help is available to you! The first place to turn for help, is with the insurance company itself. Here are the numbers for the different types of coverage:

MEDICAL, PRESCRIPTION OR DENTAL QUESTIONS

CIGNA

Policy #: 3213204

1-800-244-6224

www.mycigna.com

VISION QUESTIONS

CIGNA

Policy #: 2465614

1-877-478-7557

www.mycigna.com

Here are some "QUICK TIPS" before you call

- Usually the best times to call are 8:30 to 11:30 am and 2:30 to 5:00 pm.
- It's best not to call on Mondays.
- You need to have your ID # and/or Social Security # readily available.
- Always have a pen and paper on hand.
- Always note the date and time you called.
- Make sure to get the full name, first and last, of anyone you have spoken to and their direct dial telephone number.
- For claims, have the actual bill available or date of service, amount billed and provider information.
- If pre-certifying any procedures, make sure to write down the reference number.
- When calling to notify of an emergency room visit, all pertinent information such as date and time of service, facility, symptoms and procedures will be needed.
- If your question or issue is not handled on the first call, be sure to find out when you can expect a return call and who will be calling you back.

Not getting the help you need from the insurance company? Your call was handled improperly? You've been given incorrect information? Just need further assistance? Then contact our Willis HRH Care Representative: Ms. Lynn Riccio, McAllister's Employee Benefits Specialist. She is available to you.

You can contact her Monday through Friday between 9:00 am and 5:00 pm at 1-800-867-1936 or via email at Lynn.Riccio@Willis.com. If Lynn is not available when you call, please leave a voice message for a return call within 24-48 hours. Always leave your name, name of employer, insurance ID#, date of birth, home address, issue detail and a number where you can be reached.

Help is there for you!

“SPOTLIGHT ON”
McAllister Towing of Philadelphia

In continuing our “Spotlight On” section, we are proud to share with you our Philadelphia, PA operation. We hope you enjoy becoming a little more familiar with this port and the outstanding individuals who work there.

Who are the key personnel in Philadelphia?

Name & Position	Date of Hire
Capt. Joseph E. Benton III - Vice President and General Manager	11/19/00
George Doms - Operations Manager	7/23/79
Mark Ubil - Port Engineer	11/12/90
Bob Kolb - Project Manager and Master Welder/ Fabricator	5/11/98
Maureen Burns- Office / Marine Personnel Manager	12/3/84



How many employees work in Philadelphia?

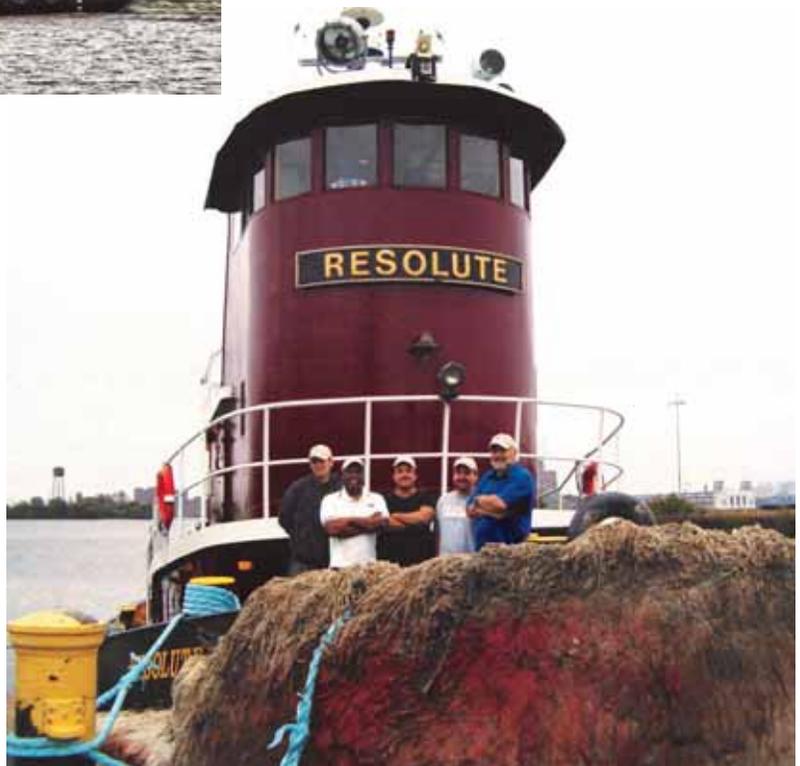
We have a total of 31 employees: 23 crew members and 8 shoreside.

How long has the company been a part of McAllister?

In 1949, upon acquiring the P.F. Martin Company and their fleet of 7 to 8 tugs, McAllister started operations in Philadelphia. Philadelphia led the way in becoming the first port outside of New York that McAllister entered.

How many tugs are in Philadelphia?

Currently we have 5 tugs in our port. We have the newly built 4,000 hp twin screw tractor REID McALLISTER, a second 4,000 hp twin screw tractor in the TIMOTHY McALLISTER, the RESOLUTE a 3,000 hp twin screw, the single screw 1,800 hp NEILL (EX-PUERTO NUEVO) McALLISTER and finally the single screw, kort-nozzled and flanking ruddered 2,000 hp TERESA McALLISTER. All of our tugs are exceptional harbor tugs. We don't use ocean-going vessels.



Any interesting facts about the Port of Philadelphia?

For more than 300 years Philadelphia has been a great port city and a major center for international commerce. Only a few short years after William Penn's vessel "The Welcome" landed on the shores of the Delaware River, heralding the establishment of Penn's "City of Neighborhoods", Philadelphia

became the New World's leading center for trade and commerce, a title it held for more than a hundred years.

One million barrels of oil a day is transported by barge and tanker headed to and from refineries on the river making the port one of the largest importers of oil on the East Coast.

The Delaware River is in the process of being dredged to 45' to accommodate larger container ships bound for Packer Avenue and tankers bound for Marcus Hook.

What's the best attribute of the port?

The best attribute is that Philadelphia Harbor is very scenic, especially at night off of Penns Landing. You can't beat that view!

What's the worst attribute of the port?

The worst attribute is the 2 knots of current and the strong winds the blow out of the Northwest in the winter. It makes our daily maneuvers that much more challenging.

What makes Philadelphia different from other McAllister ports?

The long running time between jobs, which averages about 2 hours. The port of Philadelphia is 85 nautical miles from sea. We handle ships from Delaware City (4 hours downriver from Philadelphia) to Fairless Hills (4 hours upriver from Philadelphia).

Anything else or anyone else you would like to mention about Philadelphia and McAllister?

We have recently gone through a reorganization of our Port and have been through some tough times.

The professionalism of our employees has been top notch. They have stepped up to the challenges and have pulled together to make us more efficient and stronger team!

Captain Benton would especially like to recognize and thank the engineering department. "Mark Ubil and Bob Kolb are always there, day or night, to handle any problems that arise. From keeping our fleet in top shape to filling in as engineer on the "Mighty Teresa", they are always there when we need them."



IN THE NEWS

Information about McAllister and its Employees

Back to Back at the NY Tug Races!

For the second year in a row, McAllister displayed its prowess at the 18th Annual Tugboat Race & Competition in NY Harbor and won the premiere event of the day. With perfect weather and the Manhattan skyline for its picturesque backdrop, the day started perfectly for team McAllister. At the sound of the gun, the 4,000 hp twin screw MAURANIA III sped away expertly guided by Captain Chuck Restivo. As the MAURANIA III heated up and powered her way toward the finish line, it was clear there was no other tug in the field that could match her. Halfway through the race the passengers on board started to celebrate as she cruised to an easy but deserved first place victory!



That was only the beginning of the trophies that came McAllister's way. The line throwing contest was the next event and with a successful toss in 16 seconds, thrown by Captain Tom Napoleone, the crew earned the 2nd place trophy missing 1st place by a mere 1 second. On Pier 84 in the Hudson River, the Working Harbor Committee, the organizers of the event, held a shoreside "Spinach Eating" contest in two divisions. The rules were simple, the fastest to eat one can of cold spinach would be the winner.

13 year old Rowan McAllister made out like Popeye and

dusted his competition in the children's division! Shari Worthy, from the Accounting Department, looked strong in the Adult division until she erupted in laughter! Marine Personnel Manager of NY, Capt. Tom Napoleone, kept up the winning tradition by taking home the trophy for "Best Tattoo". The icing on the cake though, had to have been the group of children, including Alicia



Fournier,

Janet, Emily Anne and Robert McAllister, as they convinced a local spectator to lend them the adorable Chihuahua "Maddie" to be entered into the "Best Mascot" contest. The judges couldn't resist the cute combination of the kids and "their" dog dressed in McAllister gear and we captured the "Best Mascot" trophy too!

Congrats to all involved and a special thanks to the crew of the MAURANIA III: Captain Charles Restivo, Mate Noah Blanchard, OS Darrell Stokes and Engineer Scot St. Clair . Next year we go for the 3-PEAT!

Port Captain Pat Kinnier - Keynote Speaker

Earlier this year, "Mystic Seaport, The Museum of America and the Sea" in Mystic, CT unveiled their brand new exhibit "TUGS!". Due to his celebrated work on the multiple towages of the aircraft carrier USS INTREPID, Capt. Pat Kinnier, Port Captain of McAllister Towing of NY, was given the honor of delivering the opening address. Pat's presentation to packed house included a slideshow of many images from the INTREPID tow as well as other McAllister tugs. Regarding his presentation, Karin Soderberg, Assistant Director of the museum, said "[Pat's] talk was filled with information, humor and genuine love of what you do. We were all treated to the real inside story of what it means to be a tug captain and port captain in New York City. ... I doubt that [the site] has ever had such a lively and fun presentation as evidenced by the applause, whistles and foot-stamping throughout your presentation. It's a wonder that [it] is still standing on its foundation."



Awards & Honors

President Brian McAllister was honored by the Fort Schuyler Maritime Alumni Association with their 2010 Alumni of the Year Award. Dick Bracken, Brian's fellow class member of 1956, presented the award to him. Then, Captain Brian kept the event and its attendees jocular as he opened his speech saying, "This honor has been a long time coming, kind of like my time at the college. I graduated with the class of 1956 but I started with the class of 1955. For some of us, it took five years to get through college because we were more focused on girls and basketball than our studies."



The Society of Marine Port Engineers - New York recognized McAllister Towing with its 62nd annual "company of the year" honor. The formal dinner dance was held at the Marriott in NYC and was well attended by McAllister personnel from 17 Battery and Staten Island as well as our customers and other prestigious maritime companies. President of the SMPE, John Riddle, said "I am pleased to recognize McAllister Towing which has served the maritime transportation industry with distinction since its inception in 1864. The Port of New York and the entire East Coast has benefitted from the innovation and energy of five generations of McAllisters."

We Wish You Fair Winds & Following Seas

McAllister would like to offer our sympathies and condolences with the following announcements: John Farley passed away on January 6th. John worked for over 30 years at 17 Battery in the collections department and upon "retiring" continued to work part-time at our Staten Island office. Melvin McCumber, a tour guide at the Bridgeport & Port Jefferson ferry for over 10 years, passed away on February 10th. The tour department at the ferry says, "Melvin was a great man, a true asset to our operations and he is definitely missed". Also, we are saddened to announce that long time Port Engineer Jacob "Jake" Bryant, who kept the tugs of Baltimore running smoothly, passed away on June 15th. VP & GM Michael Reagos remarked, "Jake's experience and knowledge as well as his friendly demeanor is missed daily not only at McAllister but also on the waterfront of Baltimore." John, Melvin and Jake are dearly missed and our thoughts and sympathies go out to their families and loved ones.

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.

McAllister Towing's
"At the Helm"
- Volume 13

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