



At the Helm

From the Captain's Chair

Dear McAllister Friends and Family,

Another year has come and gone, and we at McAllister Towing are doing our best to make 2011 a year of exciting new development, change, and improvement.

2010 proved to be a very challenging year, but due to our preparedness we were not only able to weather the continuing financial storm but also take strong initiatives that will better assure our future. Bob Beegle, President of Marcon International Inc., published an article in their newsletter titled "Not out of the Woods, Yet". The article addresses many of the challenges that face maritime companies and offers comparisons to prior recessions. (You can read the article at www.marcon.com) It is a very good article, but one thing that is not mentioned is the dearth of activity for tug and barge companies along the East Coast specifically, the severe drop off of black oil towing. McAllister's oil towing situation has been reduced from a steady 11 tugs in 2009 to a meager 3-5 tugs working oil barges. Currently we do not believe black oil will return to its prior levels, moreover it appears consumption will continue to decrease because of the low cost and availability of natural gas. Nevertheless, during 2010 McAllister Towing was able to reduce our debts, purchase property and make our fleet more efficient.

We were able to cement our foothold in Narragansett Bay when we purchased property in both Providence, RI and Fall River, MA. The Providence Steamboat Company began operations through McAllister in 2007. Though buying the property was costly, we felt that owning versus renting was the right way to go. The property ensures that VP & GM Gary Oliveira and the team in Narragansett Bay can continue to focus on leading the way into 2011 and beyond.

The push to "greening" our fleet and making our engines more fuel efficient actually began in Bridgeport. The ferry PARK CITY was improved with the assistance of a grant. The project was overseen by Port Engineer Mario Dezelic.

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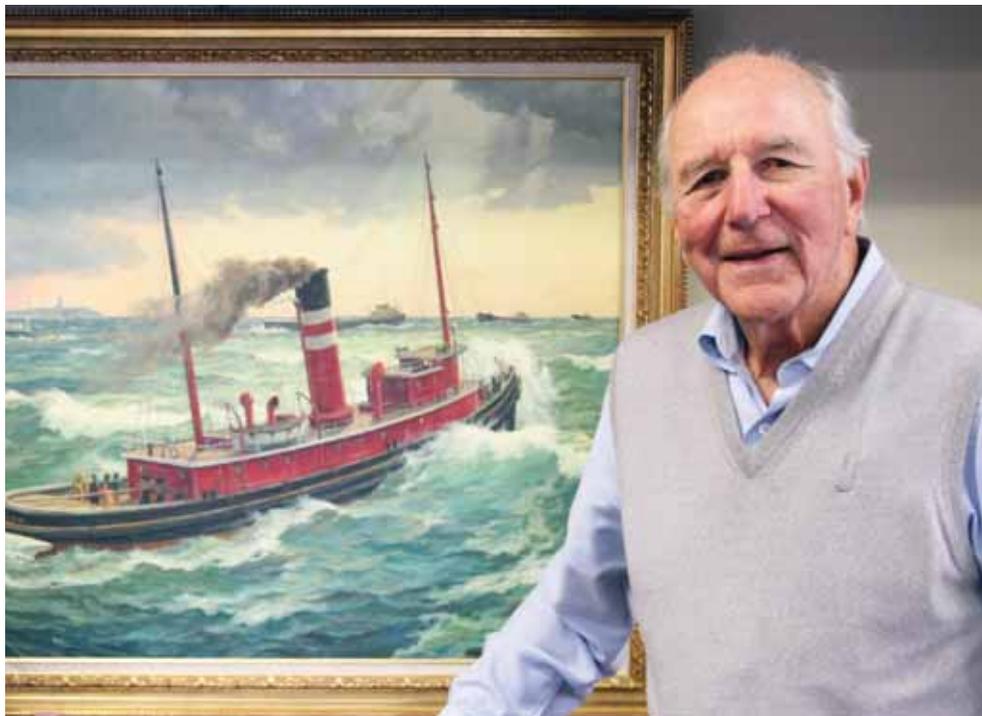
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We replaced the engines and generators with ones that met the EPA's most stringent emission limits. The project has resulted in a 40 – 55% reduction in diesel emissions and has also achieved substantial fuel savings. By reducing both diesel emissions and fuel consumption, The Bridgeport & Port Jefferson Steamboat Company is making a significant contribution towards improved air quality in and around local marinas and in the Long Island Sound in general.

Following the success of the PARK CITY, the tug division also stepped up to the plate for the environment. The McALLISTER SISTERS was repowered with 2 EMD 8-710 G7C engines. She also had an upper wheelhouse installed (see article inside). The engines are classified Tier 2 by the EPA. By year's end we hope to have more than 10 tugs with Tier 2 engines. The KALEEN McALLISTER just came out of the shipyard with her new Tier 2 power plant. The IONA McALISTER is scheduled next, followed shortly thereafter by the McALLISTER RESPONDER. All of these repowerings and upgrades help us further achieve our company's environmental policy: "McAllister is committed to protecting the environment through efficiency, adherence to high standards and responsible stewardship."

The economic recession seems to have plateaued, but during the last two years the maritime industry has seen significant reduction in activity. I am extremely proud of our efforts as a company. We have been able to keep our heads above water. Much of that success is due to the efforts of you and your fellow employees. As a thank you for your hard work, I'm pleased to have recently announced that McAllister was able to match 25% of contributions made by participants in our 401 (k) Savings Plan. This was in addition to the dollar for dollar match (up to \$1,000). Thanks to all the employees, both afloat and ashore! Your hard work, talent and dedication help us continue to lead the way in the maritime industry.

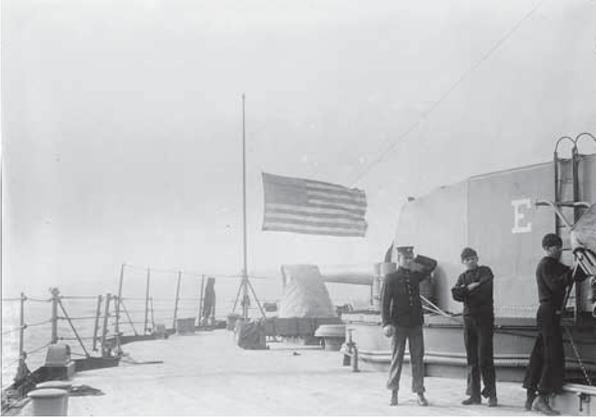
Captain Brian A. McAllister
President



"THE LUCKY BAG"

By Wayne Stiles

When we see flags flown at **half-mast** for mourning, it is a custom begun in the days of sail. In those days slovenliness was a mark of respect for the dead. Not only flags, but sails and rigging were slacked off, anything to give the ship a dejected appearance of a vessel in mourning.



The U.S. Marine Corps was started as an infantry unit carried aboard Navy ships and today they are commonly referred to as "**leathernecks**." They earned the name in 1812, when the Marine's uniform had stiff leather bands sewn into their collars to ward off sword strokes in battle.

Having a tattoo today is a fashion statement, but **tattooing** was first used as a means of identification. In the days when most poor navy men could neither read nor write their names, tattoos became a way to be identified by the anchor on a forearm, or a full-rigged ship on a sailor's chest.



What's happening here?

turn to page 15 to find out



Baltimore Leads the Way in Going Green!

At the 2010 General Managers Management Review, it was decided to start a competition for an Environmental Stewardship Initiative Award to recognize the individual or group that develops the best environmental initiative. After heated deliberation, the Award was given to McAllister Towing of Baltimore, Inc. for its numerous efforts in support of the Company's policy on the environment: "McAllister is committed to protecting the environment through efficiency, adherence to high standards and responsible stewardship."

The Port of Baltimore achieved a number of environmental initiatives during 2010:

- ☆ McAllister's Baltimore fleet was one of the first to successfully complete voluntary examinations for 100% of its vessels. The examinations were conducted under the Coast Guard program bridging tug operators over towards the mandatory towing vessel inspection regulations that have been proposed. "UTV" Uninspected Towing Vessel stickers have been put on all of McAllister's tugs in Baltimore.
- ☆ General Manager Mike Reagoso is the Chairman of the Baltimore Port Alliance's Environmental Committee, which promotes environmental stewardship and sustainability among its members and communicates exemplary projects to various agencies and governmental bodies. Through his leadership, he achieved recognition for McAllister as a responsible environmental steward to the USEPA, the Maryland Department of the Environment and the Maryland State Legislature.
- ☆ As part of the Port of Baltimore's \$3.5m diesel emissions reduction efforts under a grant from the American Reinvestment and Recovery Act (ARRA), the Baltimore team successfully petitioned for a \$1.2m grant to repower the Kaleen McAllister with a Tier II EMD 12-710 and two Tier II John Deere gen sets.
- ☆ McAllister's Baltimore office helped coordinate four Environmental Compliance Assistance Workshops with EPA, MDE and Coast Guard to help community stay ahead of environmental regulations.
- ☆ Other highlights of 'Green' initiatives:
 - ◇ Cold Ironing of Tugs
 - ◇ Slow speed steaming (7 knot maximum speed)
 - ◇ Conversion to low sulfur fuel
 - ◇ Installation of Eco-tip injectors on all vessels.
 - ◇ Baltimore recycles the following materials:
 - ★ Used oil
 - ★ Cardboard
 - ★ White office paper
 - ★ Cans and bottles

Congratulations to the entire Baltimore crew on a job well done. Let the competition begin for next year's award! An old whistle is being recycled onto a mounting and inscribed to serve as the trophy for the "Environmental Stewardship Initiative Award". We challenge you to win it away from Baltimore next year.



The McALLISTER SISTERS Grows Up and Up and Up!

The McALLISTER SISTERS, a 4,000 hp twin screw stalwart of the New York fleet, recently underwent a complete rebuild that not only benefits her crew and the company but also the environment.

In continuing McAllister's push to protect the environment, the SISTERS was refitted with two new EPA classed Tier II engines. The project was overseen by Fleet Engineer Eddie Escobedo and the team at McAllister Towing of New York. Working with Northeast States for Coordinated Air Use Management ("NESCAUM") and M.J. Bradley & Associates LLC, McAllister was able to secure a grant from the National Clean Diesel Funding Assistance Program for the installation of the Tier 2 engines. The main engines were replaced with 2 EMD 8-710 G7C turbo engines and the generators with Tier II John Deere 6068 TMGK. By replacing these units, the annual reduction of emissions equates to 2.9 tons of particulate matter, 39.7 tons of nitrous oxide and 29.4 tons of carbon dioxide. The annual reduction of fuel consumption is projected at 2,697 gallons.



The effect on the environment was reason enough for the SISTERS to undergo her makeover, but Eddie and McAllister didn't stop there. While at Caddell Dry Dock and Repair the tug also received her special survey from ABS to keep her classification as a loadline, +A.M.S., and +A-1 towing tug. With all of these modifications being made to the tug, McAllister wanted to ensure that the "creature comforts" for the crew would be increased as well. By installing the new exhaust system on suspended isolated vibration mounts, the amount of noise being generated was greatly reduced. For further noise reduction, acoustic insulation was installed in the upper engine room and bulkhead. The galley had sound/vibration dampening tiles installed as well. Eddie said, "The new Tier II turbo engines generate more noise than the previous engines, so we wanted to ensure that we reduced that noise in every possible way for the benefit of our crews." The project also included renovations to both the Captain's and Engineer's quarters and wiring all of the quarters and galley for satellite television. Engineering Manager Marty Costa said, "We know our crews work extremely hard, so when their shift is over we'd like them to know they can get the peace and quiet they deserve. A well rested crew is generally a safe and happy crew." These crew comfort improvements started being incorporated most recently into our new built tugs and we are now starting to include some of these improvements into our existing fleet.



(Story continues on page 9)

Anita Chutney - A San Juan Icon

Anita Chutney worked in the San Juan, Puerto Rico office of McAllister Towing for over forty years. In her early days, she was responsible for a variety of functions in the small office, learning to perform each new task to her own high standards. As the company has streamlined its operations, she took on the ever-increasing paperwork demands of new safety and security procedures. Anita has always been there, helping to make sure business always ran smoothly, and adding her own blend of kindness and professionalism to the office.

At The Helm spoke with Mike Ring, the General Manager and Vice President of the Jacksonville office and former GM of the Puerto Rico office. He said that as the Office Administrator, Anita was responsible for facilitating all translations between Spanish and English, and for finalizing all written documents that went out of the office. But she also created the whole tone of the office.

As he put it, "I've known Anita since 1971. Whenever you were in the office with Anita there, there was a peaceful calm in the office, a graciousness that came out of everybody just because Anita was there. There wasn't anybody in San Juan who didn't know and respect her -- for her abilities as well as for her being a nice person. Anybody in the port who wanted to know anything or get anything done would call Anita first." He continued: "She is a superb individual, the most helpful person I have worked with. It was extremely valuable to the company that Anita was here for so many years. She saw everybody start, and everybody leave. All of us at McAllister miss her."

Anita was hired into her job even before the company was called McAllister, starting with the Port San Juan Towing Company, which opened in 1968. The towing company went through several changes in management before becoming McAllister Towing in 1977. First headquartered on Pier 11 in San Juan, then on Pier 9, the McAllister Offices are now located at Isla Grande, with the tugs docked at the former Navy Tender Pier.

Early on, McAllister vessels towed deck barges from Puerto Rico to the United States, assisted Sun Oil tankers, transported containers between Puerto Rico and the Virgin Islands, and provided fuel to barges and ships in San Juan Harbor. Tugs towed cruise ships in and out of the beautiful island port back then, before newer cruise ships could dock themselves in all but the worst weather. Today the company is focused on just two functions: assisting in the docking and undocking of ships in San Juan Harbor, and ocean towing to other ports in Puerto Rico and the islands of the Caribbean Sea.

Anita retired from her position in March of 2010. She graciously agreed to speak with *At the Helm* to offer her perspective on the changes over time in the Port of San Juan, and about her memories of her successful and productive career in the Maritime industry. We hope you enjoy her story.

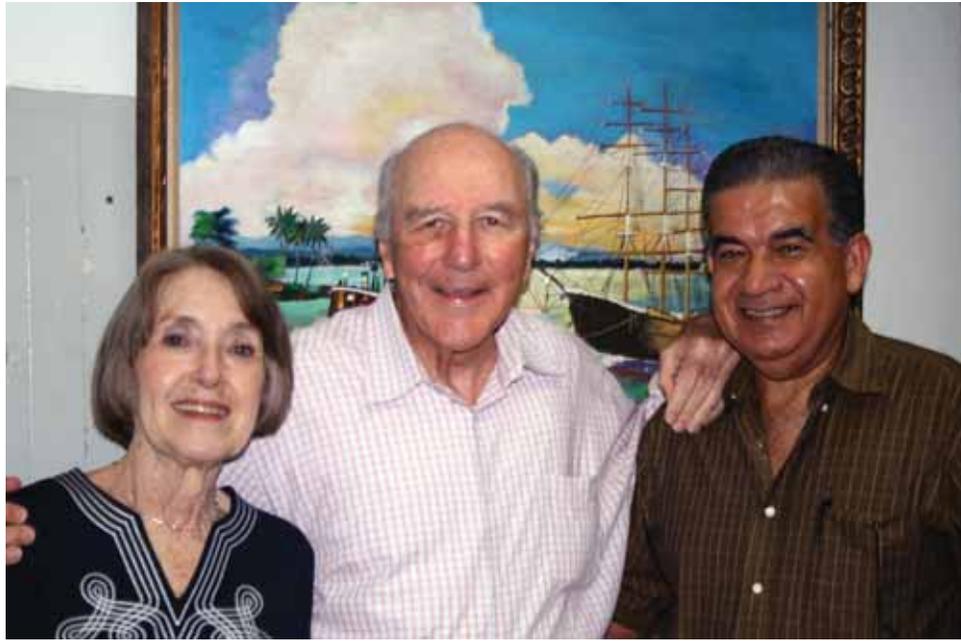
Anita, how did you first decide to work at a tugboat company?

When I came to interview for the job, I came to the port with my husband, my two kids, and my dog. The first person we met on the docks was Brian McAllister. I then went upstairs and interview with the general manager, meanwhile my family went down to see the tugboats.

I quickly found that the business was something completely new to me. I had recently come from working on Park Avenue in New York City, so being at a tugboat company on a pier in San Juan was completely different. On my first day at McAllister, upon arriving at the pier I thought, "It's not Park Avenue, but I like the environment, and I like ships. So I said to myself, this is something new, and it looks interesting; I'm going to give it 100%."

Tell us about your early days in the Port of San Juan.

Back when I started in 1969, the few people that were there did everything. Between 1969 and 1977, the Puerto Rico branch ran many different operations, all doing slightly different things. We had a ship agency at one point, and trailers going to the Virgin Islands, and fuel being delivered all over the port. San Juan was also the hub of ports throughout the Caribbean. Whatever the job, we did it!



Anita Chutney, Brian McAllister and Angel Solla

What has changed in the towing industry in the forty years you have been with the company?

Well, the port itself has changed. In those days, the port had just a few cruise ships, cargo and container ships. Development in Puerto Rico has extended from where we were in 1969. Today you see newer piers, also other companies have come into the area and do some of the work we used to do. Everything has expanded, and there are lots more cruise ships.

The other big change is in the tugs and the ships themselves. The tugs are so much more modern compared to those days. We have bigger and more powerful tugs, and there have been many changes in the equipment. Early in my time, the cruise ships used tugboats, but today they generally don't. When there is very bad weather, then they want a tugboat to stay very close in case it is needed. The new ships are so big and modern they usually can dock themselves.

The biggest change is that the security is completely different. The other day I went to the office, and the guard wouldn't let me in, even with my McAllister card, even the local port authority!

Because of that security, there is also a lot more paperwork now. There is one standard procedure for all ports, and we have to abide by that. Back in the 1960s and 70's we didn't have that. Thirty or forty years ago it was simple: you received a call, you set up a service ticket. It was much easier to just send a boat on its way.

Who were some of the people you have worked with over the years?

In every company, there are good times and not so good times. But our General Managers were always first class. I experienced this both in working with them, and their capacity as human beings.

John Norrod was the one who started the operation in 1968. He had a American southern accent, and he loved rice and beans. He used to speak a little Spanish, and tell us "let's go have *arroz y habichuelas*." And many times he came in with a big box of donuts for breakfast. He was a very nice gentleman.

(Story continues on next page)

(continued from page 7)

After John Norrod, we had William Coleman. He was a nice man with a lot of personality. He sang and played the guitar, but not at work! Everybody took their work very seriously. For many years I started as early as 7:00 AM. After Bill Coleman, it was Fernando Ramirez, who came in February of 1975. He was a serious man, and he was very, very highly respected in the Port of San Juan. He held his position for a long time. He was very dedicated.

After that, the next GM was one of our own who had come up through the hawse pipe. Eladio Rodriguez -- he started as the Trainee Captain, went up to Captain, and continued up the ladder until he was promoted to General Manager. Eladio was a very bright man, unfortunately he left this world too soon. Now, I understand my long time co-worker Angel Solla has taken over as GM. I know he will continue the tradition as a first class GM and person.

I don't regret it one bit having stayed that long -- even though it was a lot of work. It's unbelievable how fast the time goes. I worked there so long that some people joked with me: "Do you own a lot of shares of that company?" It was fun, and Captain Brian is such a nice person. I have great respect for him, and also the other members of the McAllister family.

You saw a lot of weather tragedies, difficult situations, and colorful personalities in your years of work in the tugboat business. Can you share any stories with us?

I remember one scary incident that occurred. The company had a problem with one of the crew members. He came into the Pier 9 office firing shots. People hid below their desks! I wasn't there at the time, but the marks from the shots that were fired were still there when we moved. It was lucky that nobody got hurt.

I also remember the McAllister boys coming down to Puerto Rico to help fix one of the tugs when they were very young. That was their way to learn the business, starting from the bottom. Tony Oven, one of the former chief engineers in Staten Island, took them on the boat and made them work.

You clearly loved your work, and always tried to give 100%. What influenced you to work that way?

This is something I learned in my native Chile. I was brought up to work hard. I started working at a very young age, and that contributed to getting my responsibilities clear. My early experiences working in Chile for American companies helped a lot, as I had to use English, and the American way is different from the Chilean way. I always worked with the knowledge that if I didn't do my job right I wouldn't be able to keep it!

Do you have any advice for a young woman just starting out in the maritime industry?

Well, let me tell you something -- it's not only in our industry. I am a firm believer that you have to be respectful. I always told my bosses what I thought, but in a nice manner. So I would recommend to any woman, or any man too, that as his day starts, to be respectful, and to do as much as you can to do a good job.

Also, if you don't understand something in your work, ask for an explanation. Mr. Ramirez and Mr. Rodriguez would take the time -- as much as a half hour, making drawings or finding other ways to explain something to me. Sometimes this work gets very technical. Be honest with the people around you, and if you don't understand something, ask!

What are your proudest accomplishments?

I feel proud of having contributed to the development of the company, and I will never forget how understanding everyone there was with me during the forty years that I worked with them. The staff in Puerto Rico were wonderful. Thank you to everyone in the entire organization for letting me be a part of your family for the last forty years. *Muchas Gracias!*

(McALLISTER SISTERS continued from page 5)



The repowering of the McALLISTER SISTERS as well as having all her tanks blasted and coated was an important part of improving the tug's longevity and durability, but those improvements were not the most noticeable change on the SISTERS. While undergoing her repowering, the decision was made to add a striking and extremely functional element to her structure. The addition of an upper wheelhouse. The decision was made to make the tug more functional for towing barges. Eddie Escobedo said, "The SISTERS is a great ship docking tug, so the team had to come up with a design that didn't detract from that capability." The upper wheelhouse house was mounted offset behind the main house, a first for a

McAllister tug, and her height of eye is 45 feet above the water. "We were able to get the best of both worlds this way. The SISTERS can now perform duties as either a towing or ship docking tug" concluded Eddie.

The McALLISTER SISTERS left Caddell's on January 31st. True to form as a stalwart tug in New York she immediately went into service on a ship docking.



To Your Health!

One of the unsung benefits of working at McAllister is its health care plan. While there may be other companies that pay higher base wages than McAllister does, few beat McAllister's benefits package. While health care costs have increased significantly over the last decade, McAllister has absorbed these increases as a reward to its employees. Health care is an important component of your total compensation, and we hope you appreciate it. This article is to outline just how generous McAllister's health care plan is.

While a higher day rate may sound better for short term work, a day rate is subject to income tax. Health coverage and many other employer provided benefits are not. So a dollar of compensation paid as benefits goes further than a dollar paid in base wages. McAllister has worked hard to provide one of the most tax-efficient total compensation packages in the industry. One of the key components of this package is a health care plan that beats the national averages in contributions, deductibles, out of pocket limits, hospital visit costs, and service.

One big factor in a total compensation package is the employee health contributions. McAllister gives its employees the freedom to choose between a basic "Core Plan" at little or no contribution or a more comprehensive "Buy Up" Plan, with higher contributions. The national average monthly contribution for health coverage is \$110 for individuals or \$319 for family coverage. For the McAllister "Core Plan", individual coverage is free and family coverage costs just \$35 per month. For the more extensive "Buy Up Plan", monthly contributions are \$50 for individuals and \$90 per family. Even with the \$40 per month charge for smokers, McAllister's contribution costs are well below the national average.

McAllister works with CIGNA to economize through its network contracts with medical providers. Network savings are then passed along through the difference between in network and out of network deductibles and other medical benefit design features. The accompanying table in this article shows how McAllister beats the national median numbers for deductibles, out of pocket limits, office visits, and legitimate emergency room visits. This data is from the 2010/2011 Towers Watson Data Services Survey of Employee Benefit Policies and Practices. As you can see, McAllister beats the national average in all of these categories but one.

Also, McAllister has chosen CIGNA as its health benefits provider because of the range of services, breadth of coverage, and size of its network: providing access to over 600,000 doctors in the US. CIGNA has a number of wellness initiatives to improve the health of our whole organization. These include online "Health Risk Assessment", the "CIGNA Quit Today Tobacco Cessation Program", the "Health Steps to Weight Loss Program", and various targeted disease management programs. CIGNA has won a number of awards and certifications for its customer service and efforts to promote wellness. Log on to www.mycigna.com for further details.

But benefits like this do not come for free. According to a Kaiser Family Foundation survey, the national cost of providing health care benefits in the United States has gone up 114% in the last ten years. That means on average a double digit increase every year for the last ten years. Wages and production in the United States have not increased at this same rate. So the result has been that health care is consuming a larger share of the country's economic output every year. Most employers have passed the increased costs in health care along to the employees by increasing contributions, increasing deductibles and other payments, and cutting back on benefits. While we have made some changes to our plans over the years, we have absorbed significant increases in costs. You may not be aware what McAllister has done, the truth is we added to your total compensation package by absorbing the increase in your health care costs. For 2011, the increase in the cost of our health care plan is up around 10%, equivalent to over \$1,000 per employee. Unlike many employers, we made a decision not to pass this increase in our costs along to you.

Thanks for all of your efforts and have a prosperous and healthy 2011.

Plan Feature	Nat. Average	Core	Buy Up
Employee Contributions			
Monthly Contributions Individual	\$110	\$0	\$50
Monthly Contributions Family	\$319	\$35	\$90
Additional Smoker Contribution		\$40	\$40
In Network Deductible			
Required for In Network Services	81.8%	Yes	No
Median Individual Amount	\$475	\$500	\$0
Median Family Amount	\$1,078	\$1,000	\$0
Out of Network Deductible			
Required for Out of Network Service	99.3%	Yes	Yes
Median Individual Amount	\$844	\$600	\$500
Median Family Amount	\$1,924	\$1,200	\$1,000
In Network Out of Pocket Limit			
Median Individual Amount	\$2,150	\$1,000	\$400
Median Family Amount	\$4,444	\$2,000	\$800
Cost Sharing for In Network Hospital			
Median Deductible Amount	\$214	\$0	\$0
Emergency Room Co-Pay	\$105	\$35	\$35

Benefiting from Your Benefits

Do you know about McAllister Towing's DIRECT DEPOSIT PROGRAM?

Never again want to hear the saying “the check is in the mail”? Simply enroll in McAllister’s direct deposit plan! Fill out the “Employee Direct Deposit Enrollment Form” and submit it to the Payroll Department at 17 Battery in New York. If you would like your payroll to be deposited in your checking account, attach **a voided check** from that account. If depositing to a savings account, ask your bank to give you **the Routing/Transit Number** for the account (not the same as the number on your deposit slips). Your pay will be automatically deposited after the completion of one pay period.

Please contact your General Manager or the Payroll Department to request a form, if you have not received one with a recent paycheck, and/or for more information.

"SPOTLIGHT ON"

Portland Tugboat

In continuing our "Spotlight On" section, we are proud to share with you our Portland, ME operations, Portland Tugboat, LLC. 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 Portland?

<u>Name & Position</u>	<u>Date of Hire</u>
Capt. Brian J. Fournier - President, GM, Senior Docking Pilot, Night Dispatcher	08/15/85
Joleen F. Abbott - Operations Manager	07/08/82
Bruno Rosener - Port Engineer	03/03/03



How many employees work in Portland?

We have a total of 19 employees: 14 full time crew members, 2 part time fill-ins and 3 shoreside.

How long has the company been a part of McAllister?

McAllister purchased Portland Tugboat and Ship Docking Company on December 21st, 2001. At that time, the name was changed to Portland Tugboat, LLC

How many tugs are in Portland?

Currently we have 5 tugs in our port. The premiere tug is the newly built 6,000 hp twin screw tractor ANDREW McALLISTER, the twin-screw 4,000 hp ELIZABETH McALLISTER, the FOURNIER GIRLS a 4,000 hp single screw, kort-nozzle flanking rudder, tug, the single screw kort-nozzled 1,800 hp RODERICK McALLISTER and finally the IONA McALISTER, a 4,000 hp twin screw kort-nozzle flanking rudder tug.

The IONA is the only tug in the McAllister Towing fleet where McAllister is spelled with only one "L". The tug was named for Iona McAlister, of Charleston, SC. Iona's mother Mary, the daughter of James, married John McAlister and changed her name from the normal family spelling with two L's to the one "L" spelling. So no, it is not a typo or a painting mistake when you see it this way!



Any interesting facts about the Port of Portland?

The Port of Portland is the largest tonnage seaport in New England as well as a major seaport along the east coast of the United States. It is also the second largest oil port on the East Coast. In 2008, 766 vessels called at the Port of Portland carrying a total of 14.1 million tons of cargo, including 245.5

TEUs of containerized cargo. Cargoes include minerals (5.5 million tons), grains (4.4 million tons), break-bulk cargoes (977.2 thousand tons), and automobiles (245.5 thousand tons).

Two ferries, Bay Ferries (operated by Bay Ferries) and Casco Bay Lines (operated by the Casco Bay Islands Transit District), serve the Port of Portland and the outlying islands. Portland is the second largest port of call in Maine for cruise ships after Bar Harbor, near Acadia National Park. It is the largest for commercial vessels.

The Port of Portland's ice-free harbor can shelter deep-draft vessels in any weather conditions.



What's the best attribute of the port?

The best attribute is the weather, because you can't touch a Portland summer and the glorious sunsets. Also the autumn colors rival any in the entire United States.

What's the worst attribute of the port?

The worst attribute is the weather! We get approximately 60 fog days year. Trying to maneuver through the pea soup is exhausting. Also, we are more susceptible to working in heavy seas due to our location in the North Atlantic and the strong winds coming down in winter from Canada.

What makes Portland different from other McAllister ports?

Portland is in the unique position where we assist tankers carrying up to and over 1,000,000 barrels of crude oil next to a marina with \$1,000,000 yachts and \$1,000,000 condos. Also, our tugs handle the deepest draft ships coming into the entire East Coast. The port can handle ships up to 52' deep.

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

Portland Tugboat would be unable to uphold the standards that we have set without the dedication and support of all our employees and their families:

Captains: Capt. Robert Rand - 21 yrs.; Capt. Stephen Burke - 11 yrs.; Capt. Dennis McAllister - 15 yrs.; Capt. Bryan Eavenson - 5 yrs.; Capt. David Mason - 5 yrs.; Capt. Tom Ring - 3 yrs.; Capt. Kevin Rodriguez - 7 yrs.

Engineers and Deckhands: Edward Holland - 8 yrs.; Kemp Klinger - 8 yrs.; Craig Lewis - 3 yrs.; Gregory O'Brien - 6 yrs.; Jimmy Pate - 12 yrs.; Zachary Roberts - 1 yrs.; Peter Rodriguez - 9 yrs.; Sean Watson - 4 yrs.

Office: Joleen Abbott - 28 yrs.; Lois Cross - 4 yrs.



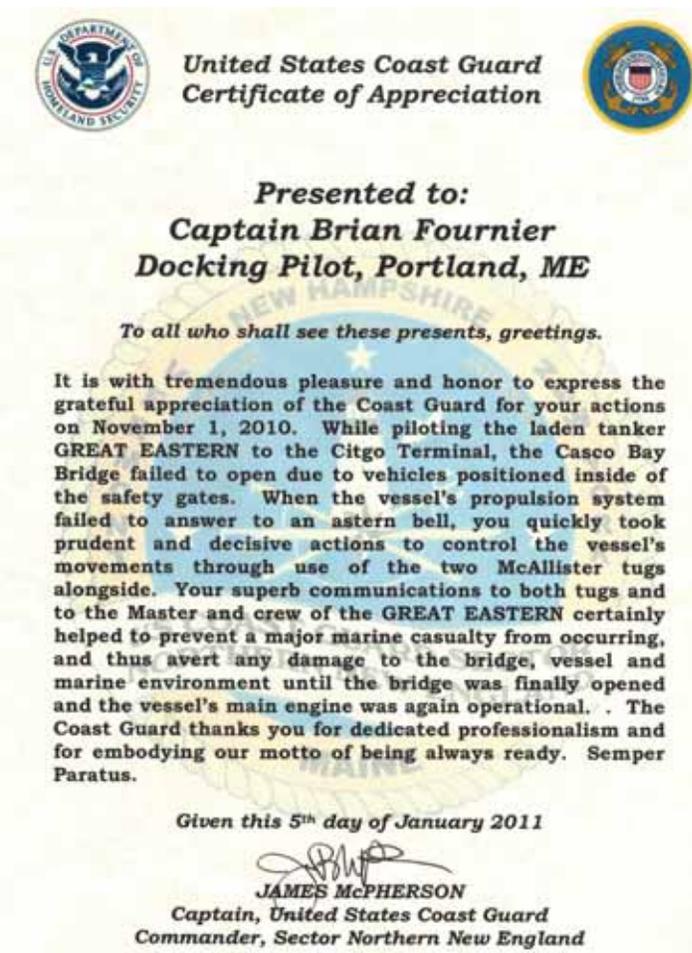
Portland honored by USCG

On November 11, 2010 Captain Brian Fournier and the crews of the ANDREW McALLISTER and IONA McALISTER averted disaster with their quick thinking and skill.

It began as a normal escort job of the tanker GREAT EASTERN. The tanker was inbound to the Citgo Terminal approaching the Casco Bay bridge. Captain Fournier, the pilot aboard the GREAT EASTERN, radioed the bridge to open. The bridge tender informed the ship that they could proceed and he would immediately open the span. The bridge normally takes 5 minutes to open fully allowing passage.

Upon closer approach Captain Fournier noticed that the bridge had not begun opening. The bridge tender then informed him that the bridge could not open due to vehicles positioned inside the safety gates. Captain Fournier immediately asked the GREAT EASTERN for an astern bell, but the vessel's propulsion system failed to answer. At that time Brian knew it would be up to the ANDREW and IONA to stop the ship from ramming the bridge.

The ANDREW was positioned on the center line stern and the IONA was on the starboard bow. Brian remembers issuing the order, "On the ANDREW, you back full until you hear me say Andrew stop! No matter what else you hear keep backing until you hear the stop order!" Captain Bob Rand aboard the ANDREW and Captain Dave Mason on the IONA responded immediately and effectively. Prior to the full back order the ship was travelling at 5.2 knots, but due to the power of the tugs and the expertise of their crews they were able to fully stop the ship in under 3 minutes. When the order of back full was halted the ship was only 1 length away (600 ft.) and had moved 50' off the center line.



The bridge was eventually cleared and able to open. The tugs repositioned the GREAT EASTERN and proceeded to the Citgo Terminal. Captain Fournier said "I had the utmost faith in the ANDREW and all of the crews. The ANDREW is an incredible piece of equipment and she proved her worth on that job alone."

For their actions Capt. Fournier, Capt. Rand and the crew of the ANDREW, and Capt. Mason and the crew of the IONA were presented with a Certificate of Appreciation from the United States Coast Guard. Captain James McPherson, Commander, Sector Northern New England presented the awards at a local Propeller Club meeting. McAllister would like to congratulate everyone on a job well done!



IN THE NEWS

Information about McAllister and its Employees

General Manager Promotions

During 2010, the company saw 3 people promoted to the position of General Manager/Vice President. Chuck Runnion, of the Port Everglades office, was promoted at the beginning of the year. Chuck started with McAllister in 1989 as a tug Captain in Jacksonville. In 2001, he became the Operations Manager and in 2006, Chuck moved to a new location to continue duties as the Ops Manager in Port Everglades. In October, Captain Glenn Turbeville of Wilmington was elevated to the title of General Manager/Vice President. Glenn first started his maritime career in 1983 in the Port of Georgetown, SC. In 1988 the operation in Georgetown was absorbed by McAllister Towing. He continued to work with McAllister in the Port of Georgetown and Charleston as a tug captain and later as a docking pilot. In 2004 he transferred to Wilmington. Prior to his promotion Capt. Turbeville served as the Asst. GM. Last but certainly not least, Angel Solla has been named General Manager of the Puerto Rico division. Angel began his McAllister career in 1972 as Payroll Clerk. He worked his way up the ladder and in 1998 he was elevated to Controller, the position he has held until this most recent promotion to GM this past December. Congratulations to all three of you and we wish you success as you lead the way for not only your respective ports but also company wide.



Only in America with Larry the Cable Guy

McAllister Towing of New York had a new deckhand aboard the MAURANIA III this past August. Larry the Cable Guy decided he wanted to learn about tugs and what they did in New York. His trip with the crew of the MAURANIA III was part of a new television show called "Only in America". "Larry crisscrosses the nation, going totally off the beaten path to find the people, places and things that define this nation's unique history. From panning for gold in the hills of California to leading a cavalry charge in a Civil War reenactment in Virginia, Larry

gives history a fun, down-home twist." Larry enjoyed his trip docking a container ship with Port Captain Pat Kinnier, Pilot Mike Schnepf and the entire crew of the MAURANIA III. That is he enjoyed it until the crew asked him to man the lines when they got to the terminal. After struggling for a few hectic moments he successfully got the line over the bit. He then turned around, gave Captain Kirk Pinto a thumbs up and said "now I think I'll go and have a heart attack!" The show begins airing on the History Channel on Tuesday February 8th. McAllister's episode will be the 16th of 19 episodes.

Portland Crews go Overboard for Training

The crews at Portland Tugboat recently underwent Cold Water Survival Training. The training was taught to them by Downeast Maritime and the United States Coast Guard. Captain Brian Fournier, President of Portland Tugboat, said "Everyone one of our crew members took part in this important training exercise. We hope we never have to use it. But thanks to the excellent instruction, I now have confidence that if an emergency arises all of the crews will be ready." The training involved classroom instruction followed by applied lessons in a pool and ultimately in open water in Portland Harbor.



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 14

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Contributions & Credits:
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