



# At the Helm

## Captain James P. McAllister III

“McAllister Towing mourns the passing of our beloved former colleague, Captain James P. McAllister III. A World War II Veteran, James served in the U.S. Navy in the South Pacific. Thereafter, he joined the family tugboat business. His career as a licensed master, a pilot, the President of McAllister Towing, Ltd. Montreal, and ultimately, an owner of our company was always distinguished by his intelligence, good fellowship, and great wit. Our deepest condolences go to his wife of 60 years, Kathryne; his children James IV, Marianne, Captain Jeffrey (Senior Docking Pilot at McAllister Towing of NY) and Helen; his four grandchildren and his sister, Ellen Perrott.”

The foregoing was printed in many newspapers but on a more personal note, I thought I might recite some of my memories with my cousin, James. Sometime near 1944, I was 12 years old and saw James in his uniform getting ready to go overseas. My three older sisters were hugging him and I was envious that I couldn't get into a uniform and join him. Time went by and in 1951 we were both

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## Rescuing the M/V DINTELBORG

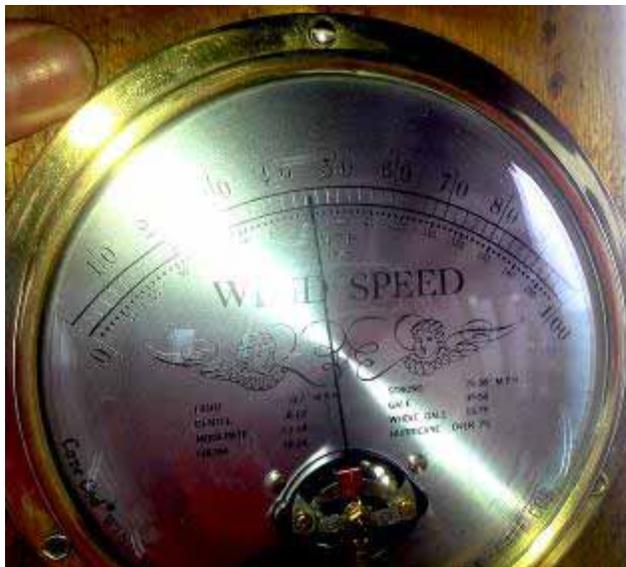
Late in the evening on February 25, the U.S. Coast Guard contacted McAllister about a vessel in distress southeast of Nantucket Island. McAllister's tugs in Providence were the nearest to the scene and the Coast Guard requested that we respond.

The vessel in question was the M/V DINTELBORG, a Dutch flag, gearless, box hold bulker, with an overall length of 438', and a deep draft of 22' aft, carrying a full load (8000 MT) of steel from Oxelosund, Sweden to Delaware. According to information we later received, the vessel had encountered very heavy weather between February 15 and 17 after leaving the English Channel, and had suffered a variety of damages, mostly to deck fittings and bulwarks. We were also advised that some time subsequent to the initial weather damage the ship had a fire and she



became disabled on February 25. Information later received from the Coast Guard confirmed that the fire was confined to the bridge, but the damage there required that the main engine and propeller be secured, and emergency steering engaged. It was also reported that power on the ship was limited.

After contact with the owners through the ship's agents in Rhode Island, McAllister Towing of Narragansett Bay was engaged to tow the vessel early in the morning on February 26. The tug ROWAN M. MCALLISTER was immediately dispatched to perform the tow. The ROWAN had a rough trip from Providence to the ship through heavy seas and high winds. However, the M/V DINTELBORG was eventually met at sea and taken safely in tow by the ROWAN at 0130 on February 27. According to deckhand Gene Douglas, "You really had to have your head on a swivel as we were attaching the wire.



The swells were the biggest I had ever encountered. The winds were gusting up to 60 mph and the deck was really slick from the constant wash. Captain Warren Fossett did a great job holding the tug steady in those conditions. Because the DINTELBORG had lost power, the crew had to haul the lines up by hand. What normally takes about 2 minutes took 20 and 7 or so of their crew members to get the wire up onto the ship." By 1000 that morning, the M/V DINTELBORG was safely underway and the tug and tow were making 4 knots toward Providence, about 160 NM away.

In accordance with the original USCG tow plan, the ROWAN and M/V DINTELBORG were supposed to be met by other assist tugs on arrival at

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(DINTELBORG continued from page 2) Narragansett Bay and the tow's transit would occur in daylight hours after arrival. The Coast Guard later amended the original tow plan and cancelled the transit of Narragansett Bay on February 28 due to forecasts of high winds and low visibility. Instead, the tug and tow were instructed to enter Buzzards Bay and remain in the



lee of the Elizabeth Islands on the evening of February 28. The tug and tow then maneuvered into Buzzards Bay as instructed, and a second tug, the RELIANCE, was dispatched to assist in accordance with instructions from the Coast Guard. The tugs MCALLISTER SISTERS and RAINBOW, again in accordance with instructions from the COTP, were dispatched to assist on March 1 after the tow into Narragansett Bay resumed. The State Pilot and USCG boarding party were later placed on board the M/V DINTELBORG by one of the assist tugs. At 1535, the USCG gave permission to proceed through Narragansett Bay, and the flotilla

was underway to a safe berth. The vessel was finally made fast at Berth #1 in Providence around 2000 on March 1 and the tugs were all released.

A successful job was accomplished by our professional crew under extremely difficult conditions. In the words of Gary Oliveira, VP & General Manager in Providence, "I'm proud of the way we responded and I'm really glad that that #\*%@\* is over!"

For their efforts the crews of the tugs were recognized by the Propeller Club of Narragansett Bay as the Maritime Person(s) of the Year.

McAllister salutes the crews and says "Job well done!" to:

ROWAN Crew

Capt. Warren Fossett, Ben Miller, Kai Hodorawis, Peter Jannitto and Gene Douglas

RELIANCE Crew

Capt. Bruce Gifford, James Slattery, Richard Soares and John Kieser

RAINBOW Crew

Capt. Roger Francis, Carl Turgeon and Jeff Andrews

MCALLISTER SISTERS Crew

Capt. Nathan Oliveira, Marc Thibault, Thomas Moore and Jimmie Moore.



## The Legendary Larry Lorenc of Wilmington

Wilmington, N.C. is one of the smallest ports served by McAllister Towing, but for years, the company's operations there have been overseen by a man with a big heart. General Manager Larry Lorenc retired last year after nearly forty years of service in the maritime industry.

McAllister's current General Manager Glenn Turbeville spoke about Larry to *At The Helm*. "He was always concerned about his employees and their families. We are a small operation with eleven employees. When we need relief or some extra duty to be performed, we only look to ourselves. Larry was the overseer of the operation, and he was the payroll officer, human resource department, purchasing agent, salesman, and referee.

"Larry allowed for a seamless transition between the previous owners, the Wilmington Tug and Barge Company, when McAllister Towing bought the business in 1984. He was always the local voice of McAllister Towing of Wilmington."

Larry was also gracious enough to speak with *At The Helm*, and we are pleased to be able to honor his many years of service and share his hard-won wisdom and characteristic wit. As Larry described his job, "There's no boredom in a tugboat company. You constantly wait for the other shoe to drop. My job was to pick up the other shoe."

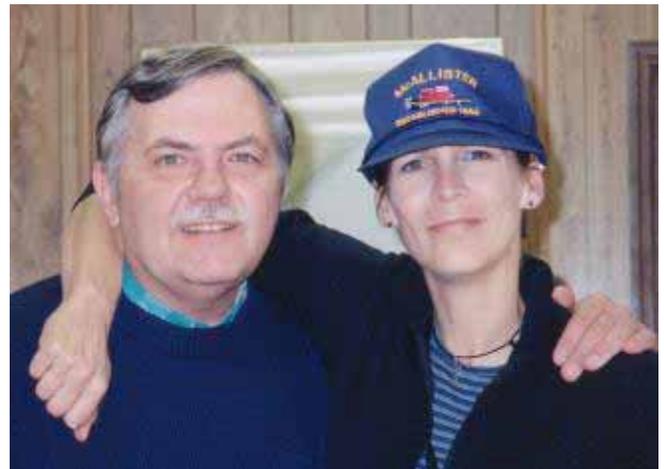
### PLEASE TELL US ABOUT YOUR RESPONSIBILITIES AS GENERAL MANAGER OF MCALLISTER TOWING IN THE PORT OF WILMINGTON.

I was the only person who worked the office, so I did the billing, the accounts receivable, and payables. I took the daily phone calls, did the dispatching, oversaw the employees, and even washed the windows and made the coffee.

We have eight berths in the port, and several oil terminals. We also serve the Army depot at Sunny Point, which is down the Cape Fear River. We have always had steady business in Wilmington, but other ports in the area have grown faster.

When I got out of the armed services and came to Wilmington in 1971, it was like moving to little Mayberry. I had never seen a tugboat! At that time, to tell the truth, downtown all we had was one bar and several dirty bookstores, and no crime. Now there are seventy-six bars downtown alone, but the port is the same size.

My previous employer in the tugboat business here was Walker "Buddy" Rowe. Buddy's family came from Swansboro, and he owned a tugboat company in Georgetown, SC. When Stone Towing went out of business in 1982, Buddy started Wilmington Tug and Barge, which he later sold to McAllister Towing.



### *Larry Lorenc hobnobbing with Hollywood!*

*In 1999, Larry and the Wilmington office got a surprise visit from Jamie Lee Curtis while she was in town filming the Hollywood blockbuster "Virus".*

*Ms. Curtis benefited from Larry's vast knowledge and the use of the tug REID MCALLISTER as research for her role as a tug captain in the film.*

**YOU STARTED OUT AS AN OFFICE BOY AND THEN ROSE TO THE RANK OF GENERAL MANAGER. WHAT WERE SOME OF YOUR MORE INTERESTING JOBS ON THE WAY?**

I was such a terrible deckhand. Number one, I get sick on board a boat very easily. When we came alongside a ship and I would see the water going past, if I looked down, I would pass out. So after awhile, I always worked inside.

At Stone Towing, I worked in the office, but I also worked on the boat whenever the third boat went out. But that scared me! I remember one time we went alongside a ship in Sunny Point, and I had to get on the roof of the tugboat holding a 40-foot ladder straight up. And all of a sudden, every crewmember from this whole ship came running to where the tugboat was. They shouted, "You fool, you're standing on the horn."

And so I kindly just stepped aside.

When I graduated high school, I went down to the unemployment office in South Bend Indiana, and took a battery of tests. I was told, "Find yourself a typewriter. You can use that machinery. But you have no inclination for any other machinery: stay away! In fact, you might be better off with a pen and pencil!"

**WHAT HAVE BEEN SOME OF THE MOST MEMORABLE MOMENTS IN YOUR TIME WITH MCALLISTER TOWING?**

See I had the easy job in the office. Those pilots, they're the ones that are right there on board the ship. They do the problem solving right then and there. They go above and beyond the call of duty, by taking care of the crews after hours, answering the phone on days off, weekends and holidays. We're dispatched 24 hours a day, and they do it all.

My biggest problem would be dealing with some of the customers, and trying to keep them paying their bills. Very tactfully, I'd have to say, "You're a deadbeat." For a general manager, diplomacy is the biggest thing. You step on a lot of eggshells. And when somebody else gets mad, you do the smoothing over.

Once I quoted a ship and I forgot to add a bridge charge. The owner was a New Yorker. He called and started ranting and raving that I had charged him an additional \$100. So I told him, "Please pay the \$100 -- I have a wife and children at home, and I don't want to be fired!" I had the old fool in tears. He paid the \$100. And I'm not even married!

**HOW DID YOUR EXPERIENCE AS A VETERAN HELP YOU WITH THE CHALLENGES OF YOUR JOB IN THE MARITIME INDUSTRY?**

I was a hospital corpsman in the late 1960's, when Vietnam was going crazy. I was perfectly happy in the service in Spain, but then I got sent to Jacksonville, NC. For those three years, I was stationed with the Marines, taking care of soldiers injured in the war. The only time I ever saw a ship was when I was sent to Guantanamo Bay, Cuba -- I only got on a ship to take a ferry over to the other side of the island for a drink!

It was a different time then. If you wore a uniform then, you were spit on. Now, God bless them all, veterans are seen as heroes. If you could have just been there at Great Lakes Naval hospital, and see an 18-year-old soldier with half his intestines, that's really something to think about.

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We've got it so good here right now, and yet some people still think everything should be given to them for free. It was different back then when I came to work on the river because of Vietnam. They were busy days then 24/7 back and forth to Sunny Point. Youngsters may think that the river should run from 6 AM to 6 PM. But it doesn't work that way!

#### **DID YOU EVER MEET ED AND JOHN ORRELL, OF CAPE FEAR TOWING?**

You know, I always had respect for both father and son. When they made me General Manager here, the old man, Captain Ed used to come down to visit with his golf cart. He would talk and talk: it was unbelievable the stories he could tell. I'd love to see him get together with Brian McAllister and tell stories!

#### **WHAT ARE YOU MOST PROUD OF IN YOUR LONG CAREER?**

I think coming up from zero to General Manager would have been my biggest accomplishment.

Also, I remember one routine Coast Guard inspection on the boats. I don't think I was ever so proud in my life as I was that day. Here comes the Coast Guard in their uniforms. And the deck hand said, "You can't come up on this boat without my seeing your identification. I don't care who you are -- especially when you go on the state ports, you need a card or you don't get on." I was so proud, because that was exactly what he was supposed to say!

#### **WHAT ADVICE DO YOU HAVE FOR YOUNG MEN AND WOMEN GOING INTO THE MARITIME INDUSTRY?**

For young people, go ahead and get the education and get your experience. Then go after the sun and the moon. You just can't go ahead and have a position handed to you. In the old days, they gave out Coast Guard licenses like flypaper, but it's not that way anymore. You have to know what you're doing when you get behind the wheel of a tugboat. Maritime schools are a great place to start.

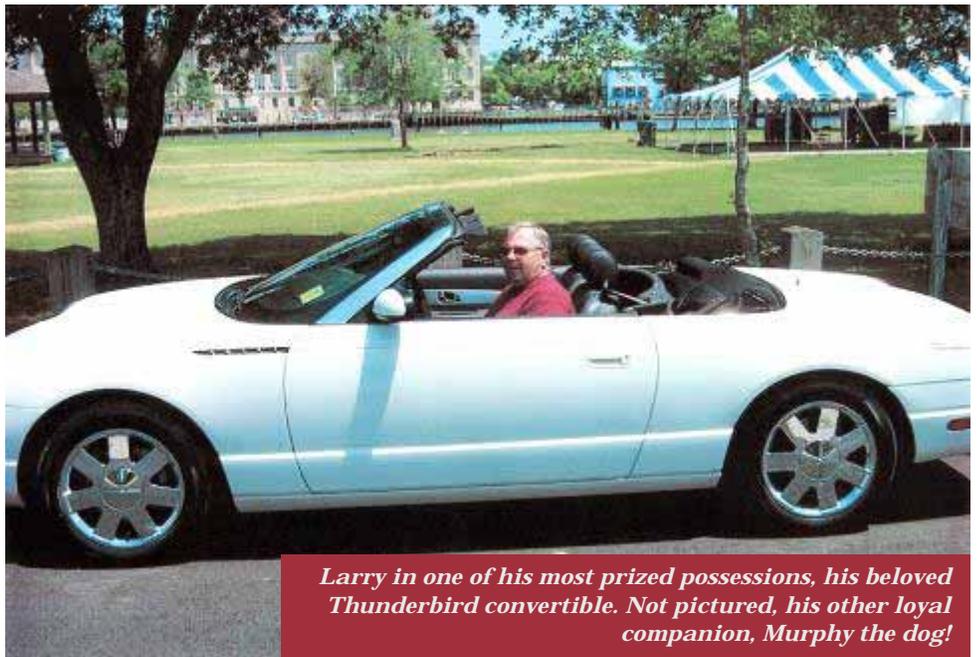
As General Manager, I had final say in hiring and firing. When you have somebody tell you that he really wants to work on the river -- he has it in his mind that it's so romantic, so wonderful. People who want to work in this industry don't always understand the hours, and the time away from their families or their significant others.

People should be aware of what the job entails -- it's a lot of hours. For example, I remember talking to one crewman's wife.

And she said, "If I die, it better be on his days off, because he won't even have time to bury me." It's the truth. You have to know that it's a hard job.

Anybody can pass a test -- but you have to have education and experience to board a ship or get behind the wheel of the tugboat and be called Captain.

A final word: thanks to all my friends at McAllister Towing - smooth sailing and see you on the beach!



*Larry in one of his most prized possessions, his beloved Thunderbird convertible. Not pictured, his other loyal companion, Murphy the dog!*

(James McAllister continued from front page)

sent to Texas where the tug DOROTHY MCALLISTER was being built. We were put aboard to bring it to New York. James and I shared the forward bunk room. Some of you may remember the tug but for those that don't, she had a used LST engine 12-567-A (900 HP) and it was rumored the steel from her hull was scrapped from the same LST. When we sold her, I hated to see her go but she didn't have enough push for a company with a growing need for power. I remember the tug and the journey well, because it was the only time in my long association with James where I saw him lose his temper. When we left the Houston ship channel, we hit a storm in the Gulf. I didn't handle it well and got sea-sick for three days. I was so weakened that I could barely make it to the pilot house where I saw James. I had to tell him, as usual, that the cabin was full of water as the watertight door was not truly watertight and there was no drain. James had a beautiful "Palm Beach" suit in the locker and I proceeded to tell him it was now floating in sea water sloshing back and forth. So yes, that was the only time I saw him lose his temper. Twenty-five years later, James was instrumental in getting the members of the 4th generation together facilitating the purchase of McAllister Brothers, rather than letting it be sold to Wall Street.

Not everyone has the same ability, and James was exceptional when it came to handling boats. Many of us get by, like me, but James was talented, a true natural. Whether racing his sailboat, steering a tug, or docking a ship he always loved it and his passion was shown in his efforts. After coming ashore, the company made James the President of McAllister Towing Ltd. in Montreal. Once again, I had an opportunity to work with my cousin. Our Canadian subsidiary was very involved with salvage from Québec to Kingston on the St. Lawrence River. One time, a ship ran aground on Wolf Island and the Salvage Master and James had the job of getting the ship off the island and into a fast moving river. After a week of cargo lightening, setting anchors and shifting ballast they were ready. James brought me to Wolf Island to assist him. He needed someone who had some background in New York style ship assist procedures rather than English style ship handling, which is exclusively on the hawser. Under the circumstances, no one could predict how the ship would react when all the anchors and tugs started pulling. When the ship started to float into the strong river current, James directed the anchor winches and fleet of tugs flawlessly. It was a perfect ship handling experience under extremely difficult conditions. There was a very similar kind of episode more recently. The successful sailing of the USS INTREPID here in New York that James's son, Capt. Jeff McAllister, orchestrated to the delight of a national audience. The apple certainly doesn't fall far from the tree.

James was talented but most of all he had a welcoming personality and was loved and respected by everyone. He was also blessed with good looks and was often misidentified as Jack Nicholson. I'm sure that's how he was able to catch the stately, beautiful, blonde Kathrynne. Their marriage, love and devotion lasted his whole life.

Shortly after James's funeral, we came to realize we no longer had any tugboats honoring James in our fleet. At the same time, we were taking delivery of two boats sold to us by G&H Towing in Houston, TX. It was with deep respect and fond memories that the sister vessels were repainted with the familiar red, white and black stacks and renamed the JAMES MCALLISTER and KATHRYNE MCALLISTER. As so poignantly stated in the book "Tugboats of New York" by George Matteson, "May the dynasty continue"!

Regards,  
Captain Brian A. McAllister



*For a photo of the Kathrynne, turn to page 11*

## Docking Pilot to Hang it Up

By Dave Munday

*Excerpted, with permission, from the August 21, 2011 issue of The Post and Courier Charleston, South Carolina*

**H**e's been handling some of the biggest machines on the planet for the last 40 years, and they keep getting bigger.

Captain Cecil Coleman Summersett, 73, is a docking pilot. He maneuvers cargo ships in and out of the Charleston port, a job that requires concentration and a delicate touch. There's no room for error. Once these behemoths start moving, it takes a while to change direction.

Coleman Summersett, of Awendaw, has been working tugboats and ships since he was 15. Now 73, he will retire at the end of this month.

The job also requires some physical strength and agility. Summersett hops onto a tugboat to meet a ship coming into harbor, then climbs a ladder three stories above the water onto the deck.

Once on deck, the bridge is another eight stories up in the air. Some ships have elevators to get there. Others require another climb.

"The ships are getting higher and higher," he said. "I keep telling myself I'm as good as I ever was, but ... I know I'm not. You hate to admit defeat, you know. Everybody gets old, I guess." It's hard to tell it from looking at him. He jumps on and off a tugboat like a cat.

"Coleman is an amazing specimen," Vice President and General Manager, Captain Steve Kicklighter, said. "To be able to do what he does and go up the sides of the ships like he does on those ladders at (almost) 74 years old is amazing. I mean, you shake his hand, there's still a lot of strength left there, you know what I mean?"

"When you got a job that you like to do, that's wonderful," Summersett said. "I've always liked being out in the open, out there in the hot sun and the wind and the thunder and the lightning. Every job is different. You have different crews and you have different boats, so there's always a little challenge there."

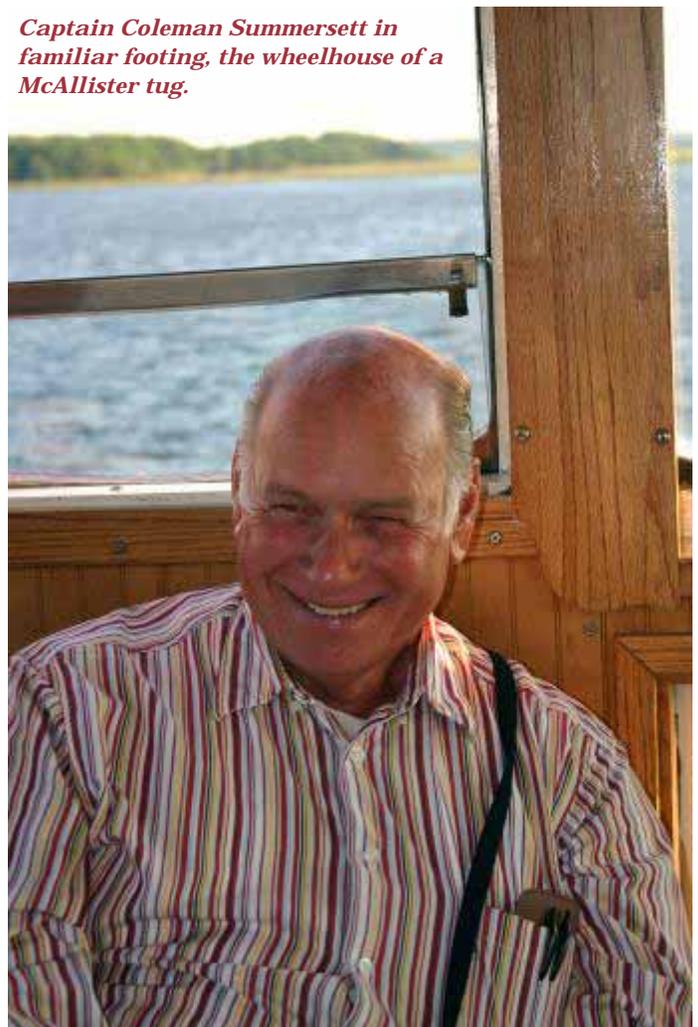
On the average, 11 ships come into or leave the harbor every day, S.C. Ports Authority spokesman Byron Miller said.

In the 1950s, when Summersett started working on a tugboat, ships would be in port days at a time. Now, a ship can unload, reload and leave in a day.

Ships didn't start packing their loads into containers for quick transport until the mid-1960s.

Now, a single ship can hold enough containers

*Captain Coleman Summersett in familiar footing, the wheelhouse of a McAllister tug.*



(Capt. Summersett continued from page 4)

to keep a fleet of trucks busy hauling them off. For instance, Maersk's 958-foot-long MISSOURI, one of the ships that Summersett guided out to sea last week, can carry 4,824 containers.

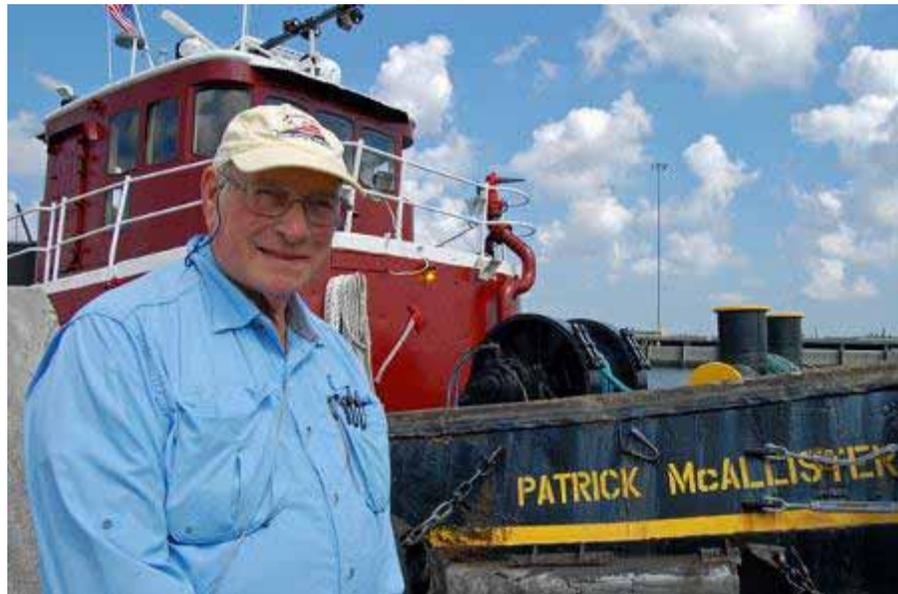
"These guys have seen so much change, and the technology has changed dramatically," Miller said. "The ships are getting larger and larger, because we want it cheaper and faster."

Despite the demands of his job, Summersett has been married to the same woman, Nancy, for 47 years. They have a daughter, Samantha, who lives with them in Awendaw on a farm that includes horses and cows.

He plans to stay outside after he retires.

"I'm going to fish and hunt, a whole lot of it," he said.

***McAllister Towing thanks Coleman for his 23 years of service to McAllister. We hope the ponds and woods are "stocked" for him every day of his retirement!***



**“THE LUCKY BAG”**

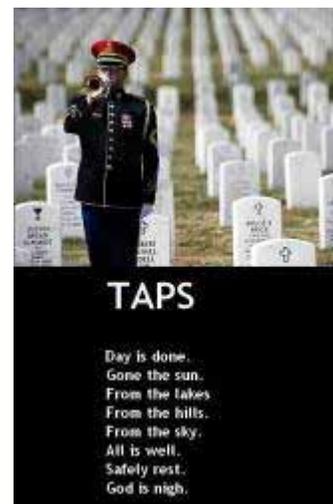
By Wayne Stiles



**G**ROG — A tradition of seagoing ships for centuries was the allowance of some alcoholic beverages, usually beer, to be enjoyed by sailors to lighten the hardships, long voyages, and rough discipline of shipboard life. In the 17th century rum, made from sugar cane, was a staple export of the West Indies to England. Soon, because beer went bad and took up too much space, a half-pint of undiluted rum became a daily staple of every British jack tar. Rum became the drink of the forecandle sailor while officers still enjoyed their wine. However, drunkenness and brawling among the men became a concern of Admiral Edward Vernon, known as “Old Grog” because of the massive, course grogram boat cloak which he always wore.

So, to curb the bad behavior, Admiral Vernon ordered that the daily half-pint of rum be diluted with a quart of water and given in two servings, one in the morning and one in the afternoon. Sailors grumbled about this order and called the new drink “grog” in reference to the Admiral that created it. After a time, lime juice was added to the drink, making it an effective preventive against scurvy.

**T**APS — The sounding of “taps” originates from a Dutch word, TAP-TOE, which means “last call”. So, taps was sounded as a signal to turn off all the beer spigots in the waterfront taverns so sailors would return to their ships.



## Benefiting from Your Benefits McAllister Wellness Program

**M**cAllister is implementing a wellness program. For those employees who are covered under our CIGNA Healthcare plans, we would appreciate your participation in this program and are offering a \$50 bonus to participants in a Health Assessment.

McAllister's health plan provides a value of over \$15,000 per employee. For this plan to work as well as possible, we try to take advantage of the CIGNA network and preventive care.

The health assessment is an easy-to-use questionnaire about your health and well-being, which takes about 15 to 30 minutes to complete. The questionnaire asks you about your satisfaction with your life and job, your safety habits (such as using a seat belt), your stress levels and how you feel about your overall health. It requests basic biometric information such as your weight, blood pressure and cholesterol level.

The health assessment then analyzes your answers and produces a personal health report with details about your most important health issues. The report will include suggestions for health screenings and information about wellness and other health programs that may help you improve your health. You'll also get health information for your personal situation. Based upon your responses, you may also receive an invitation to participate in an online coaching program.

You can print a summary of the report to take to your next doctor's visit. Use it to ask your doctor questions and to learn more about your health. With more information, you can take control and make simple changes to improve your health.

After completing the Health Assessment, participants will receive a health status report, including their top 3 risk factors, and suggested behavior change to improve their health. At-risk members may also receive a follow up outreach from a CIGNA Health Advisor, a CIGNA Well Aware disease management nurse, or an invitation to join an online behavioral coaching program.

### Online Health Coaching Programs



**Sleep Better, Feel Better, Live Better**  
Always tired? Wish you could sleep more soundly? Join this program now!



**Strength & Resilience**  
Want to cope better under pressure? Join this program now!



**Feel Better, Look Better**  
Want to learn about healthier food choices for a slimmer, healthier you? Join this program now!



**Energy & Performance**  
Want to boost your energy levels to help you through your day? Join this program now!

You may complete the health assessment by logging onto mycigna.com. Should you not have access to the internet, you may contact Nancy Errichiello at (212) 993-1531 to order a written assessment form.

You will have from October 5, 2011 through December 31, 2011 to complete the health assessment and receive the \$50 bonus.

This Health Assessment is just one aspect of McAllister's efforts to provide a broad wellness program, including the following additional health advocacy support programs:

- myCIGNA / WebMD - online decision support tools***
- Targeted Health Reminder Mailings***
- 24-Hour Health Information Line<sup>SM</sup>***
- Healthy Babies Maternity Education Program***
- Healthy Rewards - member discount program***
- Fit & Fun Families - wellness toolkit for employees, parents, & kids***
- Onsite health education seminars (conducted by CIGNA)***
- Strength & Resilience<sup>TM</sup> stress management program***
- CIGNA Quit Today<sup>SM</sup> tobacco cessation program***
- Healthy Steps to Weight Loss<sup>SM</sup> weight management program***
- CIGNA Health Advisor***

They say that health is the most important thing in life. McAllister agrees, and is willing to pay you to take some time to assess your health. Together we can make a difference in your long term well-being.



*The KATHRYNE E. McALLISTER in Wilmington harbor.*

*We proudly welcome both the KATHRYNE and the JAMES into the McAllister fleet. These 3,000 horsepower flanking-rudder tugs will help us continue our tradition of unsurpassed service to the maritime industry.*

**“SPOTLIGHT ON”**  
**McAllister Towing of Baltimore**

**I**n continuing our “Spotlight On” section, we are proud to share with you our Baltimore, MD operations, McAllister Towing of Baltimore, Inc. 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 Baltimore?**

Name & Position	Date of Hire
Captain Michael Reagoso – Vice President & General Manager	12/01/2005
Greg McClelland – Operations Manager	01/12/1998
Tom Krzycki – Port Engineer	08/29/2005
Chuck Verheyen – Fleet Engineer	08/12/2002
Bob Dempsey – Port Captain	03/31/2003
John Shellenberger – Port Manager	07/07/2005

**How many employees work at McAllister Towing of Baltimore?**

We have three office and twelve crew employees. As we are a small port we have several crew (listed above) that have dual roles both aboard the vessels and in an office/management capacity.



*Maryland Governor Martin O'Malley aboard the tractor tug ROBERT E. MCALLISTER in Baltimore Harbor.*

**How long has the company been a part of McAllister?**

McAllister started in Baltimore in 1979 after taking over the Baker Whiteley Towing Company. At the time, Baker Whiteley had 6 tugs and was handling the largest vessels calling on Baltimore. With the merger the McAllister fleet increased to over 100 tugs and barges.

**How many tugs are currently in Baltimore?**

We currently have three tugs; the twin-screw 4,000 hp ROBERT E. MCALLISTER, the

single screw 3,000 hp DONAL G. MCALLISTER and the recently repowered Tier II 3,300 hp KALEEN MCALLISTER. We are lucky to have three Z-drive tractors with the DONAL and KALEEN being the only single screw conversion tractors in the McAllister fleet.

**Any interesting facts about the Port of Baltimore?**

Baltimore has a ‘stars and stripes’ buoy in the harbor where it is said that Francis Scott Key wrote the Star Spangled Banner as he watched Fort McHenry being barraged by the British as a prisoner on a British warship anchored in the harbor. We are also one of the largest roll-on/roll-off and auto ports in the country, so car carriers and ro-ro ships are a big part of the traffic in Baltimore.



**What's the best attribute of the port?**

Baltimore is positioned in a relatively small harbor area so logistically it makes it easy and convenient for the tugs to run from one job to another without too much running time.

**What's the worst?**

The competition in Baltimore is challenging!

**Have there been any memorable jobs recently in Baltimore?**

In concert with our McAllister partners to the North (Philadelphia) and South (Virginia), we regularly move SL7's - very large sealift ships - which take a great deal of expertise and power to handle. It is the type of job that is exciting and our tugs and crews have become very good at doing!



We also have had the opportunity of assisting the USNS Comfort, a Naval "Mercy Class" hospital ship that calls Baltimore Harbor her home when she is not serving our troops or responding to other emergency situations.

**What makes Baltimore different from other McAllister ports?**

Baltimore is a relatively small port for McAllister. The competition here is fierce, so we must constantly run lean and mean to stay profitable.

Luckily we have a tremendous group of folks here who are hard working, innovative, smart and most of all able to multitask. Everyone wears many hats and pitches in to undertake any and all tasks which are necessary for our continued safe, secure and successful operations. I have a great deal of respect for all of our shoreside and crew personnel. We couldn't do the job without them!



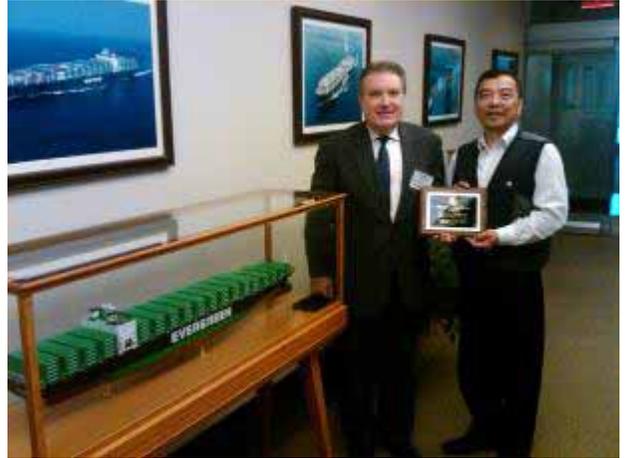
## Honors & Awards

### Evergreen Shipping Vendor of the Year

Earlier this year, McAllister Towing was bestowed with the 2010 “Vendor of the Year” award from Evergreen Shipping Agency Corporation.

Wayne Stiles, Vice President of Sales, of McAllister had the honor of receiving the award from Mitchell Hsu, Senior Vice President, Marine Division, at Evergreen’s corporate offices in Jersey City, NJ.

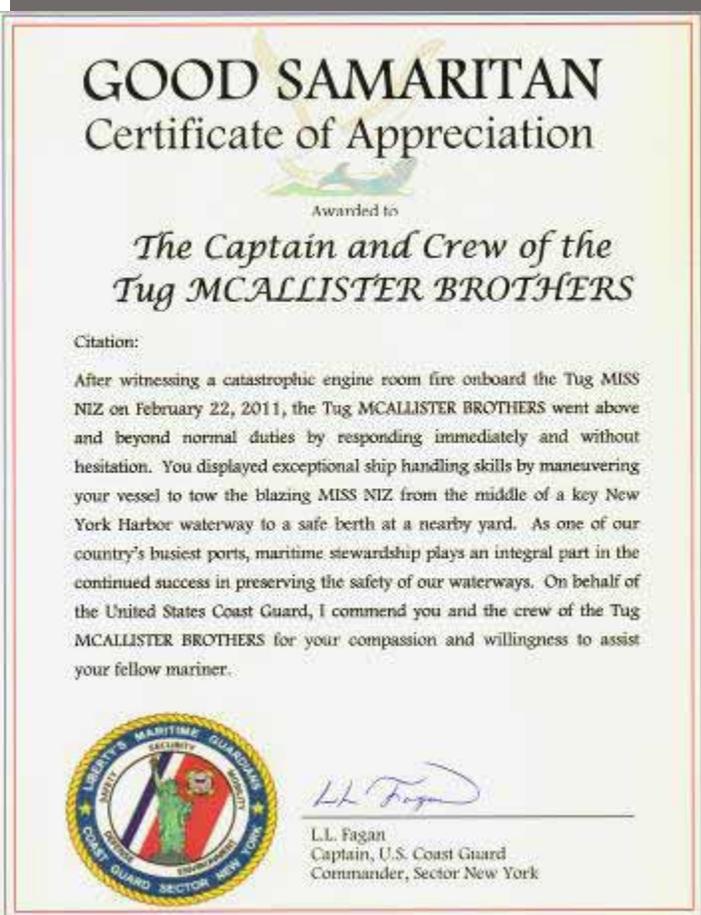
In addition to the plaque, we received a letter from Vice Chairman Jack Yen that states, “Evergreen Shipping Agency (America) Corporation places great emphasis on providing high quality service. ... (McAllister’s) consistent high level of performance in comparison to your competitors has earned (your company) this recognition. Evergreen appreciates and recognizes McAllister Towing for your “Excellence in Quality, Service and Support.” We thank you and encourage you to focus on the continual improvement of your performance.”



*Wayne Stiles, VP of Sales, receiving Vendor of the Year Award from Mitchell Hsu of Evergreen Shipping.*

### Rescuing the tug MISS NIZ

On February 22nd, the tug MISS NIZ, owned by Marquette Transportation Company, was visibly in distress in NY Harbor. The tug was first spotted with smoke pouring out of her by Captain Tom Napoleone aboard the MCALLISTER BROS. Capt. Napoleone asked the ship he was working on to go over to investigate, which granted him permission to do so. Upon arriving at the MISS NIZ a K-Sea tug had also arrived and was assigned the responsibility of taking control of the barge that the MISS NIZ was towing. Within minutes two other McAllister tugs, the RON G. and the CHARLES D., arrived and activated their fire pumps to extinguish the engine room fire, while the MCALLISTER BROS. pulled along side to get the crew off the MISS NIZ. Because of the immediate response by Capt. Napoleone, Capt. Pete Hicks, on the RON G., and Capt. Mark Hershey aboard the CHARLES D., no injuries occurred and the tug was safely towed to Caddell’s dry docks where the NYFD took over. Due to their heroic actions, the tugs and their crews were presented with a Good Samaritan Certificate of Appreciation from the United States Coast Guard. Captain Linda Fagan, Commander, Sector New York presented the award to Capt. Pete Hicks at the USCG offices in Staten Island.



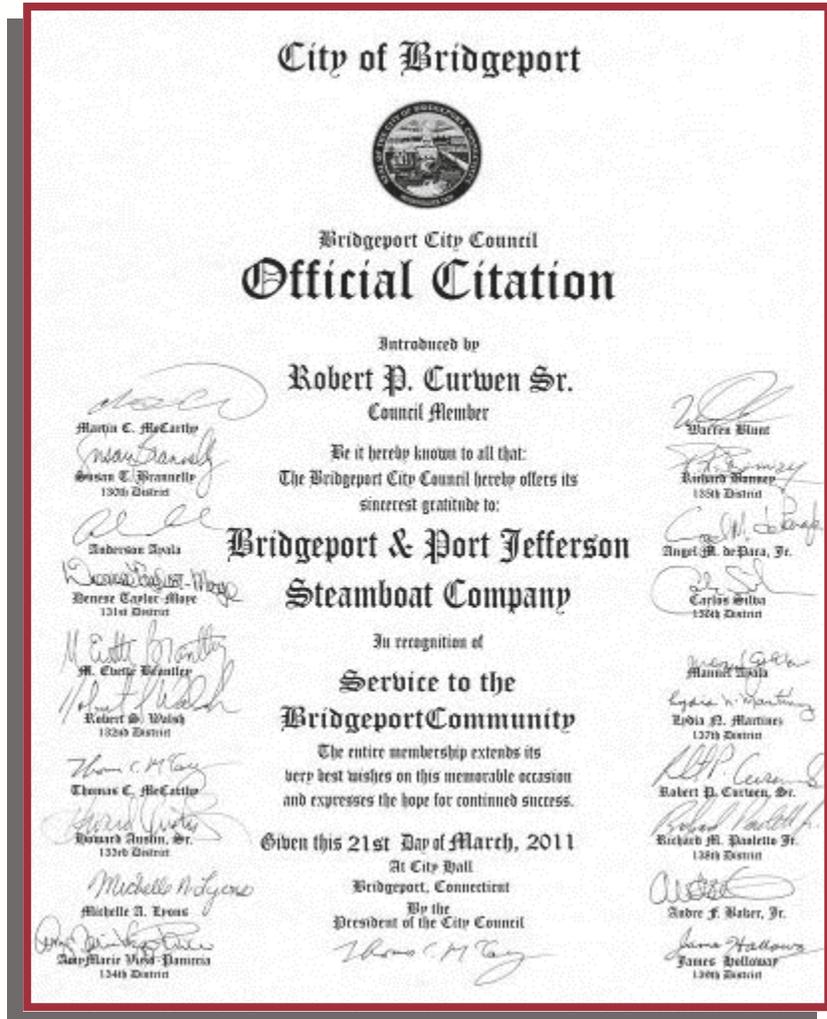
McAllister would like to congratulate everyone on a job well done!

### Ferry Company earns City of Bridgeport Citation

The Bridgeport and Port Jefferson Steamboat Company was given a special award of merit in March. The ferry and its employees were presented with an Official Citation from the City of Bridgeport for their contributions and service to the Bridgeport community. Vice President and General Manager Frederick Hall was bestowed with the award at a Bridgeport City Council meeting in March.

Mayor Bill Finch and Councilman Robert Curwen presented the award to Fred, but not before Councilman Curwen called all of the council members down from their seats in order to better recognize the ferry company. Upon accepting the award Fred Hall said, "The ferry has been an integral part of Bridgeport and its community since 1883 and we hope to remain an integral part for another 125 plus years. The ferry and our staff thank you for this recognition."

Congratulations to Fred, the ferry and all of its dedicated employees for a job well done! As the sole entity of the McAllister company that serves the general public, receiving an honor such as this deserves special recognition. As Fred said, here's hoping you continue leading the way for numerous years!



*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 15

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