



At the Helm

IONA MCALISTER Displays Her Mettle

On Wednesday September 4th, the call came in for a vessel in distress. The M/V AMAVISTI was adrift approximately 120 nautical miles southeast of Nantucket Island, MA.



Captain Dean Fabian, Operations Manager for McAllister Towing of Virginia, was the first to get the call at 0600 on September 4th. Virginia did not have an available tug to perform the dead-ship tow, so Dean demonstrated the power of McAllister teamwork and enlisted the help of McAllister Towing of Narragansett Bay (“Providence”). Providence Vice President and General Manager Captain Gary Oliveira responded that the IONA MCALISTER and crew could be made ready immediately.

With all parties agreeing to the BIMCO “dead-ship” towage contract, Dean informed the customer that the IONA, a twin screw 4,200 hp tug, was ready to go and that her ETA for arrival was 24-36 hours. Captain August Hazelton and his crew aboard the IONA MCALISTER began steaming out to meet the AMAVISTI at 1200 on September 4th. The tug and crew were enroute within six hours of getting the initial distress call.

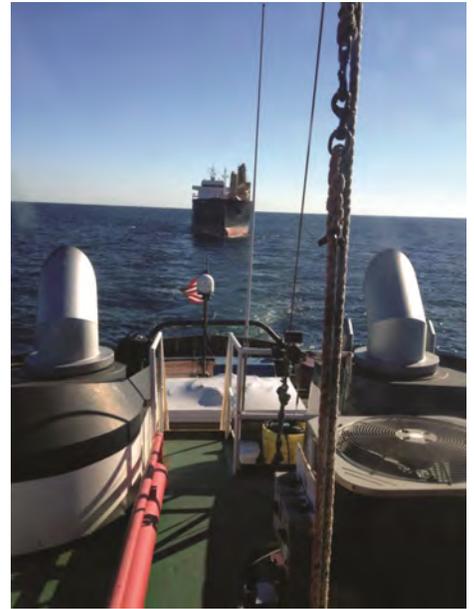
The AMAVISTI was originally bound from the Mediterranean for New York when she suffered engine failure. The 525 foot vessel was loaded with 2000 metric tons of general cargo and had a full crew aboard. At the time of her engine failure she was approximately 300 nautical miles away from the Port of New York.

Providence’s dispatcher Jeff Cabral stayed in close contact with the IONA while Captain Fabian remained the point of contact with the customer. Due to the favorable weather and quick [\(Story continues on next page\)](#)

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(continued from cover page) response the IONA made great time and arrived on scene at 1300 on September 5th. Jeff Cabral said, "It couldn't have been better. It was a dream job and a perfect response from our guys aboard the IONA."

Fortune continued to smile upon the IONA and her crew when they arrived at the AMAVISTI. According to Captain Hazelton, "When we arrived we made contact with the ship. They informed us that they did have some power but no engines. We relayed our instructions for attaching the bridle to prepare for towing and we were hooked up within a half an hour. One hour later we had paid out about 1,200 feet of wire and were making 8.5 knots to New York. I had never towed a dead ship of that size before, but it couldn't have been smoother. In fact, our ETA to Ambrose in New York could have been 0300 on Saturday October 7th (less than a day and a half), but we were given the order to slow down so that arrangements with the docking pilot and assist tugs could be fulfilled. We also had to wait for the berth to open up. My crew performed admirably and apart from the job being a little out of the ordinary, it was an easy tow."



While the tug and tow were steaming to New York, Captain Pat Kinnear, Port Captain at McAllister Towing of New York, was making the necessary arrangements for arrival with the Coast Guard, the Sandy Hook Pilots and the assist tugs. The CHARLES D. MCALLISTER met the IONA and AMAVISTI at Ambrose pilot station at 1200 on September 7th. The 4,000hp tractor tug ELLEN MCALLISTER brought docking pilot Captain Bill O'Neill to the dead ship shortly after this and remained on scene to help guide the AMAVISTI to her berth. The AMAVISTI was made all fast at the Redhook Terminal by 1745 on Saturday September 7th. Ship, cargo and crew were all delivered safely and securely. The rescue job was completed efficiently within 3½ days of getting the distress call!

The entire job was a great exhibition of teamwork from start to finish, and the end results certainly prove that. Congratulations on a job well done to: Capt. Dean Fabian, Capt. Gary Oliveira, Jeff Cabral, Capt. Pat Kinnier, Capt. August Hazelton and his crew aboard the IONA MCALISTER (Mate-Jeremy Larkin, Eng.-Dave Reynolds, Deckhands-John DiGaetano and Ryan Langley), Capt. Bill O'Neill as well as the Captains and crews of the ELLEN MCALLISTER and CHARLES D. MCALLISTER.

SIDE NOTE: Did you know that the IONA is the only tug in the fleet whose surname is McAlister? That's



right, the spelling with one "L" is correct. The tug was named after Iona McAlister of Charleston the daughter of Mary L. McAllister (Our founder, James McAllister's daughter) who married funeral parlor owner John McAlister. So, when you see the tug floating by with her name spelled McAlister, you now know it is not a typo or a lazy paint job!

McAllister Leads the Way for PREP Exercise

THIS IS A DRILL! That was the headline on September 17th when McAllister Towing led a conglomerate of industry organizations for a simulated marine accident and pollution incident on the waters of Long Island Sound.

The exercise was part of the National Preparedness for Response Exercise Program (“PREP”), a voluntary program bringing together industry and government to meet the exercise and preparedness requirements of the Oil Pollution Act of 1990, legislation enacted following the EXXON VALDEZ. The exercise was the first to test the newly enacted vessel salvage regulations, passed by Congress to further strengthen marine response efforts. The exercise physically brought together public and private response professionals. They tested the enormous management, logistics, and public response demands associated with major accidents and the actual public and environmental protection response plans which have been developed.

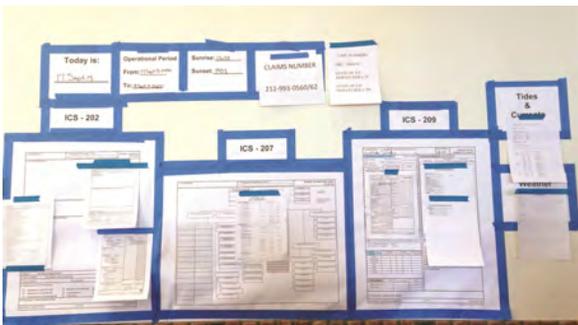
The scenario for the exercise was that at 0400 on the 17th the tug EILEEN MCALLISTER lost power while towing Reinauer Transportation’s barge RTC 502. Unable to restore power, the tug and barge grounded near Execution Rocks in Long Island Sound. The grounding resulted in the EILEEN taking on water and oil spilling from the barge.

USCG Sector New York Commander and Captain of the Port of New York & New Jersey, Captain Gordon Loebel, said of PREP “This exercise is of particular value to the port community in the greater New York area. We are able to bring together a number of agencies – federal, state and local – as well as private companies to exercise our response capability. This becomes absolutely crucial in the event of a real incident. These exercises strengthen our collective ability to protect the environment and ensure the continued free flow of commerce.”

A command post was setup at SUNY Maritime College where all participants congregated at 0700. On hand were more than 150 representatives from McAllister, Reinauer, U.S. Coast Guard (both Sector New York and Sector Long Island Sound), New York Department of Environmental Conservation, New York Office of Emergency Management, Connecticut Department of Energy and Environmental Protection, National Oceanic and Atmospheric Administration, Gallagher Marine Systems, Marine Response Alliance, MTI Network and other port partners. After a short briefing for all players, individuals were assigned into different departments within the Incident Command System (i.e. Unified Command, Operations, Planning, Joint Information Center, etc.) to role-play their various duties that would be required in a real emergency.



McAllister onsite participants included: President Buckley McAllister (who was in the Unified Command Center), Vice President of Operations Capt. Steve Kress (Operations), Engineering Manager Marty Costa (Operations/Salvage), NY Fleet Engineer Eddie Escobedo (Ops), NY Port Captain Capt. Pat Kinnier (Ops), and VP & General Counsel Alessandra Tebaldi (Joint Information Center/Legal). The main function for these individuals during the drill were enacting McAllister’s Nontank Vessel Response Plan and Shipboard Oil Pollution Emergency Plan as well as ensuring the safety of our crew aboard the EILEEN.



USCG Sector Long Island Sound Commander, Captain Ed Cubanski, said “Honing an employee’s skills to improve their proficiency in response

(Story continues on page 5)

USCG Vessel Rider Program



THE AMERICAN WATERWAYS OPERATORS
**RESPONSIBLE
CARRIER
PROGRAM**

Effective teamwork combined with powerful collaborations creates the perfect recipe for a successful program! So when Buckley McAllister was elected Chairman of the Board for the American Waterway Operators (“AWO”) in April of this year, he suggested that McAllister participate in the second annual United States Coast Guard (“USCG”)

Academy Towing Vessel Rider Program. This program began last year under the auspices of the Coast Guard-AWO Safety Partnership. Because of the success and tremendous feedback from the previous year—both from cadets and commercial maritime companies—this past summer the USCG and AWO collaborated again to give eleven more USCG cadets the unique opportunity to gain hands-on experience either shoreside or onboard by working for a week or more with the leaders of commercial operations in the tugboat, towboat, and barge industry.



The USCG plays a unique role in the maritime industry, serving as both the protector and enforcer for those that pass through the United States waterways. Their missions include maintaining the security of the US ports and waterways, providing regulation and aid for safe navigation, performing search and rescue missions, and many other invaluable tasks that helps to keep American waterways safe and orderly. In order to prepare for these tasks, the cadets of the USCG Academy train in an intense four year undergraduate program to attain the necessary skills to become effective officers. Aside from the formal education portion of their training, the USCG/AWO Towing Vessel Rider Program provided an experience that the future USCG officers will likely not experience again: being out on the water from the commercial mariner’s perspective.

For two weeks, McAllister Towing of New York hosted two USCG Cadets, Joel Amendolara and Sam Kulp. Cadet Amendolara was assigned to the RESOLUTE, and Cadet Kulp joined the crew aboard the BARBARA MCALLISTER. Cadet Kulp said that up until now, all his “underway experience had been on Coast Guard vessels, and seeing the commercial fleet really helped [him] see how the Coast Guard interacts with the maritime industry.” He was able to gain a better understanding of vessel traffic, aids to navigation, ship inspections, and other Coast Guard missions from the commercial mariner’s perspective. After ten days of sailing with the McAllister fleet, both cadets left with a very enthusiastic outlook about their experience. Cadet Kulp added that “my experience with McAllister Towing has shown me how the commercial fleet operates, and will help me be a better officer in the Coast Guard.”



USCG Cadet Joel Amendolara prepares for his hitch aboard the McAllister tug RESOLUTE.



USCG Cadet Sam Kulp works on deck before getting a turn in the wheelhouse of the BARBARA MCALLISTER.



The Captains and crew of the RESOLUTE and BARBARA MCALLISTER also reported having a great experience working with the USCG cadets. Captain Guy Spletstoesser, of the RESOLUTE, and crew hosted Cadet Joel Amendolara. Captain Spletstoesser noted how Joel was particularly polite and a pleasure to work with. The program not only gave the USCG cadets valuable experience on board commercial vessels, but also, as Marine Personnel Manager Captain Joe Alleyne stated, “the program lays the foundation for future growth between the United States Coast Guard and the maritime community.” With the USCG/AWO Towing Vessel Rider Program ending this year on such positive notes from all sides, the future for this program seems very promising!

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(continued from page 3) via participation in exercises is vital to the development and training of both government and industry personnel. Sector Long Island Sound personnel were enthusiastic to be participating in this exercise with Sector New York and McAllister Towing. It is through exercises and the meetings with other government agency members and port stakeholders leading up to an exercise that forges the partnerships and trust needed during a crisis.”

The exercise lasted the entire day culminating in a mock press conference led by Captain Loebel. A review session was held the next day and all parties agreed that the joint exercise was a tremendous success. Everyone thanked McAllister for their generosity in sponsoring the PREP exercise for the New York and Connecticut area.

Buckley McAllister, President of McAllister, said “We were proud to support this exercise and our colleagues in government and emergency response services. Resiliency and emergency preparedness are key to our business; this exercise provided training for our McAllister family and all of the other stakeholders who participated. The exercise helped ensure that in any crisis event we will know how to respond and how to best coordinate our efforts with other first responders.”



A Day at the Races

The 1st day of September proved to be an amazing and record breaking day for the 21st Annual Tugboat Race and Competition in New York City. Twelve tugboats raced along the Hudson from Pier I at 72nd Street to Pier 84 at 44th Street.

Along side the tugs racing down the river was the Circle Line spectator boat. On board, these spectators had the best seat in the house as they watched a record breaking finish by the 3,000hp tug RESOLUTE with a time of 5 minutes. In fact the race as a whole was the fastest overall in the 21 years of the competition. There was one exception and also another record broken, the slowest finishing time

went to LT. MICHAEL MURPHY. The tug broke down mid-race. After some repairs and a never say die attitude, the LT MICHAEL MURPHY and her crew made it past the finish line in 30 minutes.



The RESOLUTE, expertly piloted by Captain Chuck Restivo, got off the starting line even with the other competitors. After some friendly “encouragement” by Captain Brian Fournier, President of Portland Tugboat, and Captain Joe Benton, VP and GM of McAllister Towing of Philadelphia, Chuck and the RESOLUTE soon had their nose in

front of the PETER GALLATELY (a 4,200 hp Vane Brothers tug) and the rest of the competition. Mid-way through the race the RESOLUTE hit a speed of 14 knots and it was apparent that no one was going to catch her! She crossed the finish line with horns blaring, a water cannon salute from the fireboat and the tug’s passengers in a frenzy waving their McAllister rally towels. The RESOLUTE won by a dominating 17 seconds and the 5 minutes flat finish time was a record in the 21 year history of the race.

On being advised of his record setting time, Captain Restivo said “It was a little bit of a surprise, I didn’t think she was going to win. The tug really responded and I was able to keep her in clean water away from the other tugs. The best part for me was being able to share the experience with my fellow employees, the general public and especially our Chairman Captain Brian McAllister (who attended the races for the very first time). It was a real honor to win the trophy with Capt. Brian onboard and for the family company.”

Winning the race was only the beginning of the success that the McAllister team experienced that day.



After the race, the tugs' crews participated in a line toss competition. With the best time ever for a McAllister entry, Deckhand Robert Kaminski hit the bull's-eye on his second throw in a time of 15.8 seconds. Unfortunately the deckhand from the Red Hook beat him by 0.8 seconds. Still, Rob was happy to receive his second place trophy and set the mark for all future McAllister entries.

After the line toss the Working Harbor Committee, the organizers of the festivities, held a spinach eating contest shoreside. The field was split into two divisions, children and adult. The rules were simple. Fastest person to eat a can of raw cold spinach was the winner. In the children's division, Captain Brian Fournier's nephew, Travis, channeled his inner Popeye and devoured the meal before him in less than 35 seconds easily taking home the trophy. The adults didn't fare as well as someone from Vane Brothers won in 12 seconds. However, there was a dramatic battle between Senior Docking Pilot Jeff McAllister and New York's employee extraordinaire



Deckhand Rob Kaminski displays excellent form in hitting the mark during the line toss competition.

John Martin. John displayed his gritty New York determination as he used the two-handed method, shoveling piles of spinach into his mouth. Taking a different approach, Jeff McAllister was slowed down by his efforts to maintain better table manners. However, his fork proved ineffective on the canned greens. When the bell rang, John had placed third in the adult division easily besting Jeff who was desperately looking for a napkin.



John Martin (on right) shows Jeff McAllister the proper way to finish a spinach eating contest!

At the awards presentation, McAllister's name was called the most. In addition to the aforementioned trophies, the tug and passengers won the "Best Dressed Crew" award for their matching t-shirts and rally towels that proudly displayed the famous McAllister stack and the words Keep on Tuggin'!

Everyone at the event was thrilled that Brian McAllister was in attendance. Organizer Jerry Roberts remarked during his speech "When I initially started this competition, I was petrified that no one would show up. It was looking pretty glum for that first race but just before we were due to start I saw 5 tugs with their distinctive red, white and black striped stacks heading up the Hudson towards me. It was one of the most beautiful things I've seen and McAllister Towing will always have a special place in my heart because of their support for this event."

Congratulations to everyone involved and a special thanks to the crew of the RESOLUTE: Capt. Chuck Restivo, Mate James Antoine, Engr. Dereck Vizzo, D/H Scott Pietroricca and D/H Robert Kaminski. Here's hoping we do just as well next year!



Welcome to the Family!

We are happy to announce that we have welcomed some new faces and additional vessels into our McAllister family.

On June 17th, Jaime Santiago Ramirez joined our San Juan operations in the position of Vice President & General Manager. Jaime was born and raised in San Juan and joined the McAllister family with an extensive 25 years of experience within the local Puerto Rico maritime industry. Former VP & GM Angel Solla, who is retiring after 40 years of service at McAllister, agreed to stay through the end of the year to help Jaime's transition. Prior to joining the McAllister family,



Jaime was employed at noteworthy San Juan maritime companies including: Trailer Bridge, Vice President at Sea Star and General Manager at Sea Land Service. Mr. Santiago holds an Economics degree from World University in San Juan and he studied Marketing at Inter American University of Puerto Rico. Jaime was "thrown into the fire" right away as he started just in time to join the other VP/GM's at their mid-year meeting. Afterwards, he hit the ground running and has done a great job in San Juan. When recently asked how things have been going since he started in June, Jamie said "I am really enjoying this great opportunity that McAllister has given me. I especially enjoy the family oriented aspect of McAllister and working

with all of the other ports. You never feel like you are just a number here, which is rare in this industry. The challenge for me has been learning the tug side of the business. It is much more operational in nature versus my experience in containership management. However, I have had a lot of support from both Angel and especially Capt. Mike Ring in Jacksonville. They and all of the people in San Juan have been great to work with."

In August, Gerry Cafiero joined the team at The Bridgeport and Port Jefferson Steamboat Company. Gerry was hired in the role of Facility Manager/Security Officer in Bridgeport. Prior to joining the McAllister family, Gerry was the Assistant Port Director at the Port of Miami and then ran his own maritime consulting firm. Gerry has over 30 years of experience in the industry, holds an unlimited USCG Chief Engineer license and is a proud alumnus of Maine Maritime Academy. One of Gerry's career highlights was as Project Manager for the \$300 million capital improvement plan for the Port of Miami. He oversaw the development of two new cruise terminals, cargo pier bulkhead replacement, new cargo pier, channel dredging and numerous other



undertakings for the port. This previous experience will be an enormous asset as the ferry moves forward with our plans for a new terminal in Bridgeport. When asked why Gerry joined McAllister he said, “In the over 30 years of my maritime career, McAllister Towing was always mentioned in the highest regard. It was an honor for me to join a company that has such a legacy. Even though I had to relocate some 2,000 miles, I couldn’t have asked for a better job or for better people to work with. It has been a dream come true. Come winter I might miss Florida a little, but I am originally from New York and went to school in Maine so I’ll readjust. Besides I live so close to the terminal now that if I do slip and fall on the ice, I can just slide all the way to work.” Vice President & General Manager Fred Hall said “All of us at the ferry are thrilled to have a consummate professional like Gerry join our team as we move forward with the creation of our new terminal in Bridgeport. We welcome him aboard with open arms.”

In addition to new faces in the family, McAllister also welcomed 3 tugs into the fleet. This past summer we acquired the LEO, VOLANS, and ORION from Foss Maritime in Boston.

Upon arriving into our fleet the tugs were renamed the BRIDGET MCALLISTER, DAVID MCALLISTER and MATTHEW MCALLISTER.

The BRIDGET MCALLISTER displays her dynamic maneuverability in New York Harbor before heading to Baltimore.



The MATTHEW MCALLISTER is put to work immediately upon arriving in Virginia.



The BRIDGET (EX-LEO) is a 5,080hp twin screw Z-drive tractor tug with a bollard pull of 65tons that was built in 2006. She has been painted to McAllister specifications and has been a real workhorse in the Port of Baltimore. The MATTHEW (EX-ORION) is a twin screw 3,000hp conventional tug that has been making an immediate impact in the Port of Virginia. She is easily distinguishable by her twin tall black smokestacks. The DAVID (EX-VOLANS) is a 1,800hp twin screw, kort nozzle, flanking rudder tug that has been plying the waters for Narragansett Bay.

In addition to adding three tugs, McAllister welcomed many of the former captains and crews of these vessels as employees.

We are very pleased to welcome all of our new employees and also want to thank our current employees for their loyalty and support. We're glad to have you all on board and look forward to working with you as McAllister Towing continues to lead the way into the future!

Farewell to Captain Larry Southerland

Anyone who has had the pleasure of meeting or talking with Captain Larry Southerland comes away knowing that they have just encountered a true Southern gentleman. Larry's easy going yet professional demeanor has served him well in his 45 year maritime career. Since 1986 Captain Southerland has worked at McAllister Towing of Wilmington primarily as a Docking Pilot. In September, Larry climbed into the bridge of a ship for a typical day at the office. However this ship held a little more significance, because when the job was over Larry Southerland would be walking off the pier for the last time. After more than 35 years of working tugboats in the Port of Wilmington, Captain Southerland was retiring.



Larry's entrenchment into the maritime world began at a very early age. After obtaining a permission slip with his mother's signature, Larry enlisted into the US Naval Reserves while still in high school. He served on active duty from 1966 to 68 in the Communications Division while stationed in Norfolk, VA. After his active duty, it only seemed natural to continue in the maritime industry and he got a job at O.E. DuRant Company.

O.E. Durant, based in Wilmington, NC, is a ship chandler delivering stores to the various ships that call on the port. Larry started as a secretary but soon realized that being tucked away in an office was not the best fit for him. The water was calling. While serving as secretary, Larry kept his eye and mind on the docks and line boats in order to learn more about the business. He soon got his wish and started working on the water. "The first time I drove a boat it was Durant's 32' single screw wooden line boat. We had also had a new single screw aluminum boat, but being the new guy, I had to learn on the wooden one."

After getting his sea legs, Larry branched out on his own and began his own line boat service. During this time, the USCG installed new regulations for all captains. However, since Larry had been running boats for a couple of years, he was grandfathered in and given his official USCG Captain's license. "Back then the license was called Uninspected Towing, which meant I could run any type of tug, line boat or push boat." The granting of this license foreshadowed the direction Larry's career would eventually take him.

Unfortunately Larry's line boat service was not productive enough to support his family, so he transitioned once again and wound up taking a job as a boarding agent at Lavino Shipping Company. It was here that Larry started to learn the art of shipdocking and piloting. "As the boarding agent, I frequently would be in the wheelhouse listening to the pilot give commands to the tugs. I have always been a curious type of person and I relished the opportunity to watch other pilots and learn from them. There were many things I discovered about the job and I found myself contemplating how I could have done it. I would often get off the ship thinking to myself, "Why did they move the ship like that when it would've been better to use Mother Nature and the ship's own power?" From observing these ship moves and pilots, Larry recognized that his true calling would be as a docking pilot. He knew the never ending challenge of how best to work a ship would be something that would never grow old.

After his brief stint shoreside as a boarding agent at Lavino, Larry was desperate to get back out on the water. In 1986, he finally found his way to the tugboat side of the industry. "I took the first opening that I could find aboard a tug. It happened to be as a deckhand at Cape Fear Towing. From my days of captaining the line boats, I knew I wanted to get back into the wheelhouse. I figured the

best way to get there again was by showing them that I was willing to do anything and by working hard. While I was on deck, I remember running up to the wheelhouse as soon as I had the tug all fast to the ship. I wanted to be able to hear the pilot's commands to the tugs on the radio and watch the captain execute those orders. I was always watching and learning." After two years on deck and also dabbling as an engineer ("I needed to make some extra money, so I told them I could do the engineer's job. I only really knew how to start and stop the engines, but thankfully I never had any major issues."), Larry was finally given a spot in the wheelhouse of his first tug, the 3,000 hp single screw FORT CASWELL. As Larry recalls, the guys at Cape Fear said, "He ain't worth a darn on deck, so we might as well try him in the wheelhouse."



After residing as a Captain for a bit, Larry started filling in as a relief docking pilot. "Unfortunately, Cape Fear already had three full time docking pilots, so I knew I wouldn't get the opportunity anytime soon to move up on a permanent basis." Larry heard that the legendary Buddy Rowe of Charleston was in the process of taking over Stone Towing. So in 1986, Larry left his captaincy behind at Cape Fear and joined the new guys at Wilmington Tug & Barge as a Docking Pilot. It was here that he met his McAllister family and the likes of former VP & GM Larry Lorenc and current Port Engineer Ralph Guy. "Those early days were great. I was finally able to put all my years of watching and learning into practice. I developed and introduced some new techniques into the port of how best to dock ships. One thing that always frustrated me was that other pilots were using the bigger tug on the bow. I switched that and put my more powerful tug on the stern and the smaller one on the bow. I knew that if I had that power and control in the back that even if there was a little trouble the larger tug would be able to stabilize the ship easier. I was also one of the first to employ the method of using only one tug line through a ship's bull nose in sailing a ship through the two most up river bridges. Of course back then it was a little more difficult considering I was working with the single screw tugs SOUTHPORT, TITAN and Old Smoky Joe the REID MCALLISTER. Nowadays with the tractor tugs, it almost lulls you to sleep on the bridge they are so easy in doing the work. However, no matter what equipment I had available, I always stuck to my initial philosophy of docking ships. That being to dock the ship by using the tugs as little as possible. Use the current, wind and the power of the ship and let the tugs just keep you in the right spot till you bring her home."



In 1987, McAllister acquired Wilmington Tug & Barge and renamed it McAllister Towing of Wilmington, Inc. Reminiscing about the early years at McAllister Larry recalled, "We always had a good time and I knew this group was like my second family. One thing I learned early on was to always lock your car when you arrived at the yard. If you didn't, when you came off the job you would invariably find it moved or set on top of one of the car lifts in the up position. Worse yet some people, who I won't name, would strap a smoke bomb to your engine block so you'd start your car to go home and think you blew the darn thing up!" Port Engineer and Captain Ralph Guy said, "Larry is a very good friend, I have worked with him for over 30 years. We had some great conversations in the wheel house over the years. He took his work very seriously and was great at it. As a Docking Pilot, once he stepped from the tug to the ship, it was like he had ice water running through his veins. I could

always tell when things were getting a tad bit stressful by the way he would address me. “Ralphy” meant things were going good but “Ralph” meant things were getting a little stressful. Larry was a very agreeable person most of the time but, for some reason, I could never talk him into going past the sea bouy with me when going outside.” *Author’s note:* I have it on good authority that the reason there were no trips past the sea buoy is due to the fact that even though Captain Southerland is a top-notch pilot he may get a case of sea-sickness as soon as the waves get a little bigger.

Larry offered some advice for anyone that is looking into becoming a docking pilot. “Ride, ride, ride! Ride as much as you can and with as many pilots as possible to learn what and how they do it. Learn your tugs and the Captain’s tendencies. If you know that a Captain is a little slower with execution, know to give him the command a little earlier. Picture the job in your mind ahead of time and then go out and execute it. Oh, and ask questions. The more you ask the more you’ll learn. Ask until they waive you away, then get out of the way and ask more later.”

Some of Larry’s memorable jobs included docking the Coast Guard tall ship when she came into Wilmington and certainly the nuclear attack submarine the USS NORTH CAROLINA. “That was something different. It is amazing all the stuff they put in her.” One of Larry’s last jobs was on a Yang Ming ship. “Knowing I was leaving the business soon, I made up some hats to give to the Captains of the ships as kind of a goodbye gift. I gave a hat to the Captain of this Yang Ming ship and said it is so you’ll remember me. The Captain remarked ‘Of course I’ll remember you. My corporate office in Taiwan knows of you.’ So that was nice to hear.”



Asked what retirement will mean for him Larry responded “More pigeon racing!”. Yes, Larry Southerland is an avid pigeon racer. He has been doing it since he was 14 years old. He owns about 90 pigeons and competes with other racers in local towns. “I’ve got races coming up and I love doing it.” Larry also said that he and his wife Patricia are hoping to finally do some travelling. “We’ve talked about going to Scotland and learn more about the heritage of my family. I am really looking forward to taking that trip.”

In typical McAllister fashion, the day after Larry officially retired, he was rehired as a relief Docking Pilot and has continued to work jobs as needed. He still loves docking ships and is still at the top of his game. “I just love doing this job and the entire nomenclature of handling ships. I will miss it.” We wish Captain Southerland and his wife Patricia a healthy and happy retirement. We certainly will miss him and his relentless pursuit of improving the methods of being a docking pilot.



Bits & Bytes

On Thursday, June 6, the Seamen's Church Institute (SCI) hosted more than 750 members of the maritime industry at the 36th Annual Silver Bell Awards Dinner in New York. Raising more than \$760,000 for the Institute's programs for mariners.

SCI recognized Captain Brian A. McAllister with the Lifetime Achievement Award. SCI commented, "During his long career with the family-owned company, McAllister ensured its viability throughout difficult times, such as waning maritime traffic in New York Harbor.



He passed on leadership to his sons, Buckley and Eric, now the fifth generation of McAllisters to head the company."



During his acceptance of the award, Brian gave a rousing speech. Some attendees comments included, "He had everyone in stitches.", "He knocked it out of the park." SCI President and Executive Director the Rev. David M. Rider remarked "It was an honor to celebrate Brian with a Lifetime Achievement Award. His speech was a highlight of the evening. Anyone who meets Brian quickly learns of his passion for the maritime industry and his company. He shared that passion with everyone in attendance and it was a perfect way to close out the 36th Annual Silver Bells dinner."

Congratulations to our Chairman Captain Brian McAllister on his Lifetime Achievement Award!

Secretary of U.S. Department of Homeland Security Janet Napolitano appointed Vice President of Operations, Captain Steven J. Kress to serve on the Towing Safety Advisory Committee (TSAC) to represent the viewpoint of the Barge and Towing Industry. Secretary Napolitano remarked, "TSAC has made invaluable contributions through its advice to the Department of Homeland Security. (DHS) Since its initial charter, TSAC has provided over 144 Formal Reports to DHS across the spectrum of towing operations, equipment, maintenance, personnel, and administration. Recently, TSAC delivered a comprehensive report on recommendations for the Inspection and Certification of Towing Vessels (46 CFR Sub Chapter M) Notice of Proposed Rule Making. This dialogue and interaction is crucial to ensuring that DHS continues to be well-informed as it considers matters relating to shallow-draft inland and coastal waterway navigation and towing safety." Commenting on Captain Kress she said "I appreciate your willingness to serve on the Committee. I know the Department will benefit from your ideas and experience." Steve's term will last until September 30, 2015.

Congratulations to Steve on being chosen to serve on such an important committee!



Benefiting from your Benefits!

McAllister Wellness Program

McAllister implemented a wellness program in 2011 in order to address the rising cost of chronic diseases. We would appreciate your participation in this program again this year and are once again offering a \$25 gift card to employees who complete the Health Assessment this year. In addition, there will be a year-end raffle for those who completed the health assessment.

Chronic disease accounts for 75% of America's health care costs each year. Many chronic diseases can be prevented or managed through lifestyle and behavior modification. One way to combat rising healthcare costs is to address wellness.

As part of our ongoing efforts to provide you with the best possible benefits package, McAllister wants to broaden access to preventative care. One step in this process is Health Assessment. The Health Assessment was developed by the University of Michigan as a wellness tool.

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.

You may complete the health assessment online by logging onto www.mycigna.com. After logging into MyCigna, the Health Assessment is under the "Manage my Health" button. Should you not have access to the internet, you may contact Nancy Errichiello, Employee Benefits Administrator, at (212) 993-1531 to order a written assessment form. In order to complete your assessment, you will need to know your height, weight, waist circumference, blood pressure, HDL and Total Cholesterol. This information can be determined at one of the health fairs being scheduled by the Company. McAllister will also cover all costs of having your primary care physician assist you in determining the information needed to complete the Health Assessment, free of any office visit charge or copay for in-network physicians. (Please note, the Health Assessment is not complete without biometrics such as your blood pressure, height, weight, waist circumference, HDL and total cholesterol. You will not receive the gift card if you omit this information.)



It's Time to Complete
Your Health Risk
Assessment!



Employees will have from September 25, 2013 through December 15, 2013 to complete the health assessment and receive the \$25 gift card. For those applying online, print the confirmation page as proof that the Health Assessment has been submitted.

CIGNA has agreed to protect the privacy of the information collected through Health Assessments. None of the information will be shared with McAllister and will be kept strictly confidential. The only information shared will be the names of those who complete the program.

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

REMEMBER EVERY EMPLOYEE WHO COMPLETES THE HEALTH ASSESSMENT WILL RECEIVE A \$25 GIFT CARD AND BE ENTERED IN THE YEAR-END RAFFLE TO WIN A DESKTOP COMPUTER!

“THE LUCKY BAG”

By Wayne Stiles



For all of you who have been following the tragic saga of the COSTA CONCORDIA and its infamous Captain who forgot the maritime principle of **“women and children first”**, here is the story of how this notion first occurred. In 1852 a British ship, HMS BIRKENHEAD, encountered a storm off South Africa with troops bound for Cape Town. In the ensuing ship wreck, it was discovered that the ship lacked enough lifeboats for all passengers, so the Captain ordered "women and children

first" while the troops stood fast. After Kipling immortalized this order as the "Birkenhead Drill" in his poem "Soldier an' Sailor Too", the order for "women and children first" became a fundamental principle in maritime disasters and the "Birkenhead Drill" meant courage in the face of hopeless circumstances.

The marine business has been in a slump, like most of the economy, but remember, no matter how bad it gets a **sailor's pants** (and coat) cannot be held for rent arrears. As late as 1938, a San Francisco landlord was hauled into court and fined for breaking this law. So, if the rent is not paid, you can still keep your pants.



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 19

Compiled & Edited by:
Craig Rising.

Send comments and suggestions to:
crising@mcallistertowing.com



Contributions & Credits:

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