



# At the Helm

## SAY GOODBYE... AND SAY HELLO!

After decades of faithful service to McAllister Towing, the trusty workhorse JUSTINE McALLISTER is embarking on a second career. She was recently donated to S.U.N.Y. Maritime College and begins her tenure there as a training vessel, under the new name THE PRIVATEER. New York's Port Captain Patrick Kinnier explains a bit of JUSTINE'S history: "She performed shipdocking and scow work for years in New York. After that she was working in Portland, ME and now, at the College, she will be used to train the cadets enrolled in SUNY Maritime's new 2-year program. JUSTINE was steadfast and quite maneuverable for a single-screw tug."



The old JUSTINE was built in 1951, and repowered in 1971. Captain Brian J. Fournier of Portland Tugboat, LLC says she was "dependable and reliable for all your harbor work. A classic!"



But as we know, everything old is new again. There's a new JUSTINE McALLISTER on the scene, and she's already proving her mettle. The ex-SEARIVER CARQUINEZ (built in 1982) is McAllister's latest acquisition. JUSTINE is equipped with Kort Nozzles, flanking rudders, and an elevating wheelhouse. She was en

route from San Francisco, through the Panama Canal, bound for New York when an emergency situation arose. Titan Maritime's bulker EASTWIND grounded onto the shoals off Port Everglades, Florida and JUSTINE was the first tug to assist. With JUSTINE'S help, the bulker was stabilized quickly and no pollution or injuries occurred. The crew deserves special recognition for their outstanding work: Captain Martin Codd, Mate Karsten Klein, Second Mate Jeffrey Malcolm, Engineer Petre Florea, Deckhand Charles Brown and Deckhand Fred Terrell. To read more about the Justine's heroic part in this rescue, please see the McAllister website, [www.mcallistertowing.com/press](http://www.mcallistertowing.com/press).

### Special points of interest:

- *Rope splicing class given by Atlantic Cordage in New York, big success with crewmembers.*
- *Puerto Rico employees celebrate milestones with McAllister - Captain Jose Perez - 30 years and V.P. & G.M. Eladio Rodriguez - 20 years.*
- *Vilma Galarza of 17 Battery Accounting Dept. welcomes a healthy baby boy, Alex, to her family.*
- *Marty Costa, former New York port engineer, promoted to Fleet Engineer/Quality Assurance.*
- *McAllister employee discount program reinstated on web store products. See your G.M. for details.*

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## CONGRATULATIONS!

As you can see, we have a new name for our newsletter! We had over 50 suggestions from our employees for the naming contest. The submissions from Aft to Z-peller were innovative and imaginative. In the end the final judges (Anyone named McAllister) chose *At the Helm*.



The new name reflects the diversity of McAllister's operations from tugs to ferries and barges. *At the Helm* also aptly illustrates McAllister's spirit of leadership in the maritime industry.

Congratulations to Captain Frank Moore of the Port Jefferson office for submitting the winning name! Captain Moore will receive a McAllister tote bag as featured in our company website store. Thank you to all who participated and please keep all your stories and suggestions coming our way!

## "THE LUCKY BAG"

By Wayne Stiles

This column is titled "**The Lucky Bag**" named for the locker on sailing ships in which lost articles found on board were deposited. Once a month, these lost articles were given back to their owners. But, there was a catch. The recipient of the lost article was given three strokes from the "cat-o'-nine tails" to remind them not to misplace their belongings!



Like the Lucky Bag, this column will hold some "lost items", tidbits about the traditions, myths, customs, and terms of the sea and give them to you...without the strokes. One further note about this term, it is also the title of the yearbook at the U. S. Naval Academy.

Many years ago the British Admiralty had a hard time getting seamen to sail on Friday the 13<sup>th</sup> so, they took drastic measures. They laid the keel of a new ship on Friday, launched her on Friday, and named her HMS FRIDAY. They placed Captain Friday in command and sent her to sea on a Friday. The scheme worked well except for one drawback...neither ship nor crew was ever heard from again!

You may have looked out the windows of our 17 Battery Place offices toward the Verrazano Bridge and noticed vessels anchored on the Staten Island side of the harbor. This area is known as the "Quarantine Anchorage" and today these ships are usually lightering or awaiting berth. However, many years ago they were ships medically quarantined because of the threat of the plague. The first known ship to be medically detained was at Marseilles where the French would hold a suspect vessel for FORTY days, or QUARANT, the French word for forty, hence the term we are familiar with today.

## A QUARTER-CENTURY AT THE NY OFFICE: AN INTERVIEW WITH JOAN HERMANN

BY BRENDA SHAUGHNESSY

Q: How did you first come to McAllister?

JH: Through an employment agency, right after I graduated from college with a double B.A. in political science and business. Both of those two areas of study have come in handy working here! Also, I had interviewed with major companies but I liked the idea of working with tugboats.

Q: And how long ago was that?

JH: That will be 25 years ago this April 12th.

Q: How has McAllister changed since you've been here?

JH: Back then, there were a lot more people in the executive department, management and ownership have changed over almost entirely.

Q: Is anyone still working here that you started with?

JH: Yes, Joe Zawacki, Beverly Reilly and Judy Ricci.

Q: Have you always been in the New York City office?

JH: Yes. But I have worked in many different departments, I started off in the executive division, offshore, then I went into the oil division, and then accounting, and McAllister Feeder Services/Lighterage.

Q: What was the most wonderful thing that's happened in your 25 years of working here?

JH: Meeting and marrying my husband, Charlie.

Q: How did that happen?

JH: Well, I was working at Feeder Lines and he was running a coffee warehouse in Brooklyn. We had talked business on the phone, and shortly after, met on a blind date. We met in November and got engaged in April, married in May of 1983. In fact, our reception was held at the Binghamton Ferry in Edgewater, NJ and the BRUCE McALLISTER came out to do a little show for us. It was very sweet. In the previous incarnation of the McAllister Newsletter, (*Tug'n & Barge'n*) I wrote a little piece thanking the crew of the BRUCE for being a part of our wedding.

Q: What was the funniest thing that's happened to you since you've been with McAllister?

JH: Rosemary McAllister entered me into the "Maritime Queen Contest". They wanted to take a picture of me in my bathing suit, but I refused so they just got a picture of me in the boardroom in "hot pants". This picture has been destroyed, so don't bother looking for it!

Q: What was the worst thing that's happened?

JH: The worst moment was definitely 9/11. It was chaotic and terrifying for everyone, of course. Beverly Reilly and I walked 10 miles to Brooklyn where we met up with my husband and drove to Rockland County. Bev was driven home by a co-worker of Charlie's. Almost three years later, I think all of us who work down here in lower Manhattan are now much more aware of what goes on here, we pay more attention to our surroundings.

Q: In one word, how would you sum up this company?

JH: Unique.

Q: What's something, after all these years, that still baffles you about tugboats, or about McAllister?

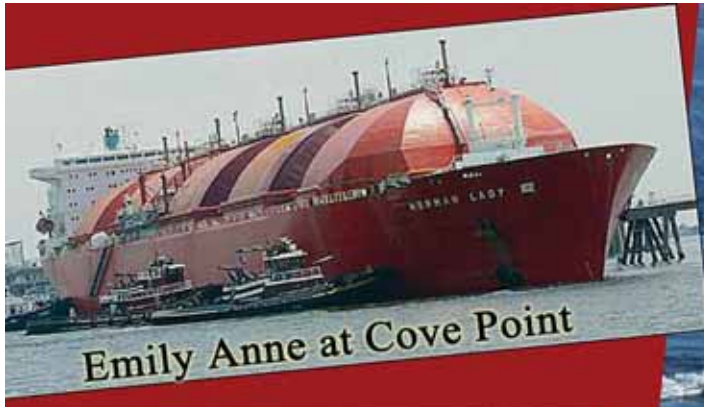
JH: I don't think it's baffling or surprising, but I find that working at this company, there's never a dull moment.

Q: Why is that?

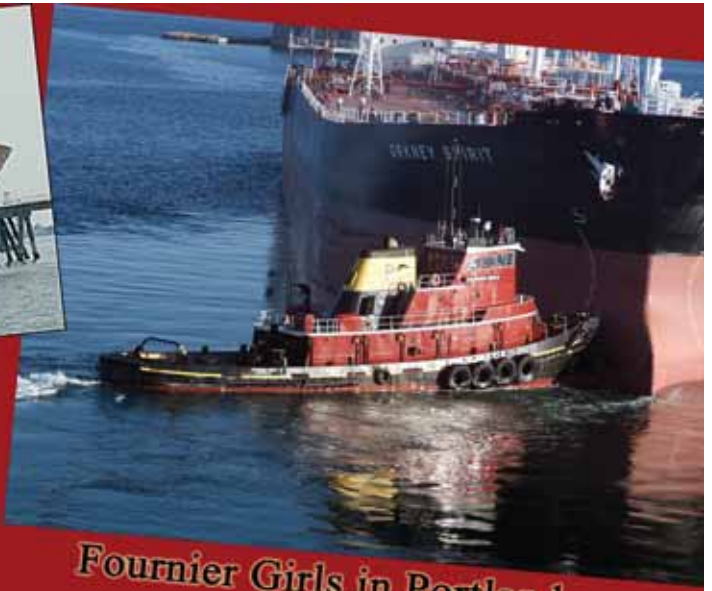
JH: The people, the industry, that combination is, like I said earlier, unique. We have many different personalities here, and people really seem to band together and make it all work as a whole.







Emily Anne at Cove Point



Fournier Girls in Portland



Captain Brian McAllister  
U.S. Navy - 1958



Vicki and Janet McAllister  
by Oswald Brett

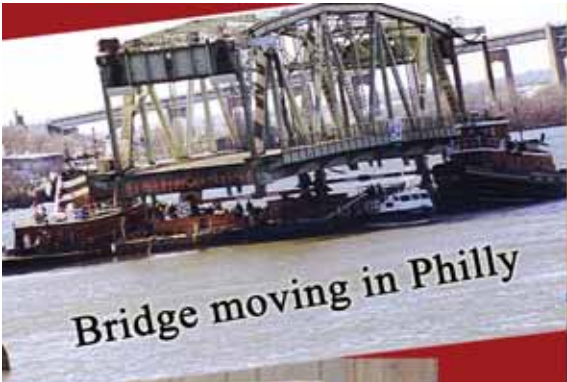


Welcome to NY  
Tug Justine McAllister

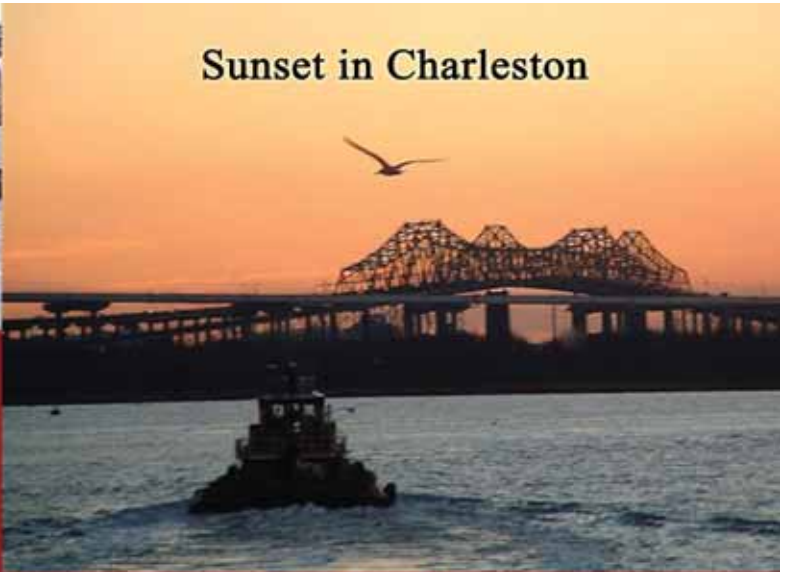


Queen Mary 2 arrives in NY Harbor





Bridge moving in Philly



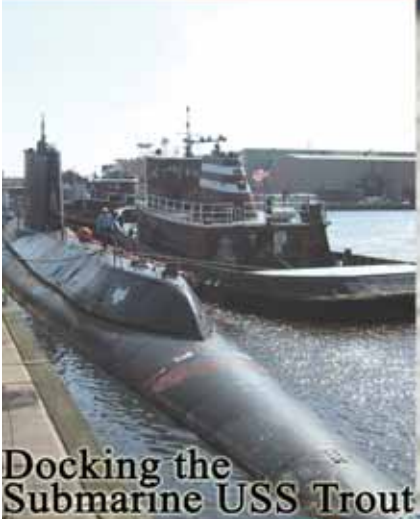
Sunset in Charleston



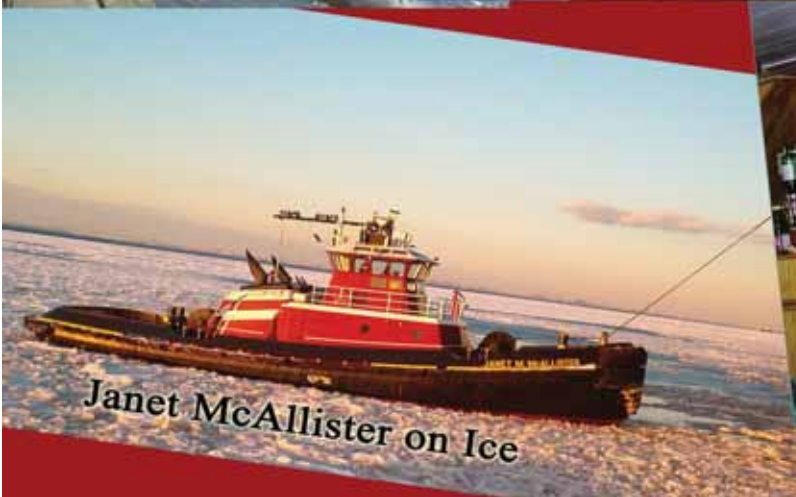
President Bush & McAllister

Rope Class in Staten Island

Wilmington G.M. & V.P. Larry Lorenc with Jamie Lee Curtis



Docking the Submarine USS Trout



Janet McAllister on Ice



Charleston Security Team

## THE LONG ISLAND EXPRESS, THE 1938 HURRICANE

By Francis J. Duffy

On September 21, 1938, the cross sound ferry **PARK CITY** of The Bridgeport and Port Jefferson Steamboat Company left the terminal at Long Island for a routine crossing of 17 miles to Bridgeport, CT. The summer season was over and the service was cut back to one round trip three days a week with her running mate, **PRISCILLA ALDEN**. The winter service was unprofitable, witness by the fact the steam ferry left Port Jefferson with four passengers, a four-month-old baby and a crew of nine, in contrast to her 600 summer passengers.



Today weather forecasting fills our radio and TV with every storm tracked by radar, satellites and special weather planes; there was surprisingly little such information in 1938. The **PARK CITY'S** trip from Long Island started at 14:00 when without warning, it encountered 90-mile-an-hour winds outside of the breakwater. The 143.5 feet long wooden hull steamboat, built in 1898, soon started to take on water, forcing it to drop anchor. The raising water in the engine room made the crew pull the fires on the hand feed coal boiler, loosing steam to the pumps. The boat's crew and two adult male passengers then turned to hand pumps to control the raising water.

When **PARK CITY** left Long Island, the schedule called for the **PRISCILLA ALDEN** to sail from Bridgeport, but her Captain surveyed the weather and prudently turned back to the terminal. When the **PARK CITY** was long overdue at Bridgeport the only recourse was to start phoning various locations on both sides of the Sound, back in 1938 the boat had no radio. Volunteers and company officials could only scan the stormy waters with binoculars for the overdue ferryboat. At dawn of September 22, 1938 **PRISCILLA ALDEN** immediately got underway to search for the missing boat. At 07:00 a coastal steamer reported sighting the lost ferry many miles off her designated course. Safely afloat after a long night of hand pumping, she had dragged her anchor and was seven miles off the Long Island shore. The US Coast Guard was called and the cutter **USCG GALATEA** went to the rescue and towed the ferry back to her base at Port Jefferson.

On arriving at Port Jefferson the **PARK CITY'S** passengers and crew saw the devastation caused by the storm with boats blown up on the shore and buildings collapsed from the high tides and winds. The Hurricane of 1938, even after 65 years, still holds the record for lives lost, and cost of damage. Damage on Long Island was calculated at \$365 million in today's dollars and 51 people died there as a result of the storm. It left 63,000 homeless, 8,000 buildings destroyed and 3,500 boats lost with countless trees destroyed. The storm will always be remembered on Long Island as the angry sea cut a swath through the Shinnecock Inlet that was later dredged and survives today as the Shinnecock Canal.

**PARK CITY** went on to continue as a ferry for 28 more years on the Port Jefferson to Bridgeport run. The Bridgeport & Port Jefferson Steamboat Company is still in operation today on the same run established in 1883. Over the years there were many changes and innovations that helped the company survive when others faded into history. The route went from carrying farm products from Long Island to returning with manufacturing products goods from Bridgeport to running excursions for tourists with bands on the boats. One of the major changes came in 1921 when **PARK CITY** was fitted with a turn table on the stern to carry automobiles. The last steam ferry, **CATSKILL**, left the fleet in 1968 with the arrival of **MARTHA'S VINEYARD**, which was converted from steam with the installation of a surplus submarine diesel engine.

*(As originally published in "Fairplay")*



## Benefiting from your Benefits

**M**aximizing your employee benefits can increase your total earnings by thousands of dollars a year in services, savings and retirement income. Make the most of these programs, which are designed to give you tax breaks, a bigger nest egg, and more affordable and comprehensive healthcare.

**401(k):** With McAllister providing matching gifts, can you afford to ignore the 401(k) program? Matching gifts mean that if you put money into your retirement account, up to \$1,000, McAllister will match your contribution dollar for dollar. In 2003, for participants who were not in a collective bargaining unit, McAllister also provided an extra 45% match on top of that. Think of it this way: if you contributed just \$1,000 to your 401(k) account in 2003 (about \$20 a week), your retirement account will have fattened up by \$2,450 in a single year, without considering investment returns. That's \$1,450 in free money, earning you compound interest over the years, so take it already! (Matching gift percentages subject to change each year and according to your regional plan.)

**(FSA) Flexible Spending Account:** Looking for ways to keep more hard-earned dollars from the taxman? With a FSA, the money you spend on necessities can be transformed into "non-taxable income." Here's how it works: if you already have out-of-pocket costs like child/dependent care, parking, mass transportation, or medical expenses; you can set aside money for these costs in your FSA. Then save your receipts and get reimbursed from your account. All of the money you use for these "everyday" expenses will be tax-free. An example: annually, you spend \$5,000 on childcare and \$1,200 on your subway/bus pass. That \$6,200 is 100% tax-free, if you have an FSA. Without an FSA, that same \$6,200 will be taxed as regular income. If your tax rate is 25%, you'll fork over \$1,550 to the IRS. In effect, missing out on the FSA will raise your childcare and transportation costs to a total of \$7,750!

The FSA can also save you big bucks if you have medical expenses not covered by insurance, such as orthodontia or dental surgery, eyeglasses, deductibles, co-payments or smoking cessation aids. If you know you have expenses coming up in the next year, estimate how much you will pay and opt to put that amount into your FSA. For example: let's say you need new glasses and your child needs braces. For these two items alone you expect your costs this year will be around \$1,500. If you set aside this amount in your FSA your tax savings will be \$375 (at 25% tax rate). Even if you don't have big bills on the horizon, many people spend hundreds of dollars in an ordinary year on co-pays for doctor's visits, insurance deductibles and basic health supplies like aspirin, cough drops, contact lens solution, and allergy, flu, sinus, arthritis and digestive medication. Why pay even more tax on these expensive necessities? Even more specialized products, like cholesterol tests, pregnancy tests and diabetic supplies, as well as services like chiropractic and psychiatric care, can be deducted from your FSA to keep your taxes as low as they can go.

For more information about how you can tailor these programs to fit your needs, please contact Nancy Errichiello or Jacqui Warner in Human Resources (212) 269-3200.

## Do You Know About McAllister Towing's DIRECT DEPOSIT PROGRAM?

**T**o enroll in direct deposit, simply fill out the "Employee Direct Deposit Enrollment Form" and submit it to your Payroll Department. 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 because it's usually not the same as the number on the deposit slip. 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.

McAllister Towing  
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**Bev's Brain Busting  
 Word Search**

G	A	L	L	E	Y	U	O	E	R	T	C	E	I	Z
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Ablebodied ABS Aground Anchor Ballast	Bilge Bitt Bow Buoy Captain	Charter Cleat Crew Current Draft	EPIRB Fender Ferry Galley Intracoastal	Laidup Log Mate Tide Tugs Zdrive
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McAllister Towing's *At the Helm*

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Send Comments and Suggestions to: [crising@mcallistertowing.com](mailto:crising@mcallistertowing.com)

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