It all started 150 years ago! An ambitious young twenty-two year old sailor named James McAllister left his home in Cushendall, Ireland. James’ journey to America began as a mate on a doomed vessel that wrecked off the coast of Labrador. He worked his way down from Canada, eventually arriving in New York City. Here he discovered a thriving port and was determined to make his way in life working the waters of this great city. By the mid-nineteenth century, the Port of New York had become one of the most important harbors in the world, handling more goods and passengers than all the other ports in the United States combined. Many fellow Irish immigrants were working as longshoremen loading and unloading ships by hand. Lighterage work was prevalent during this time and was an equally grueling occupation. Lighters shuttled cargo between ships, piers and docks throughout the New York region in the days before bridges and tunnels. James McAllister Towing’s founder

James McAllister

One of McAllister’s earliest tugs. The steam tug JAMES MCALLISTER was built in 1904 with 250 hp.

(Story continues on next page)
started saving money with the goal of owning and operating his own sail lighter. Legend has it that he took a job as a mate on a merchant vessel headed for Cuba. Utilizing his earnings, James purchased two sloops, or small sailboats, which he made into lighters, removing the deckhouses to allow more cargo. After moderate success, James brought additional family from Ireland to New York and acquired more vessels. This was the simple beginning of McAllister Towing.

One hundred fifty years later, after having survived World War I, the Great Depression, World War II, the 1979 Energy Crisis, the 1985 collapse of oil and the more recent 2008 economic recession, McAllister Towing is still leading the way in the maritime industry. Since James’s humble beginning, five generations of the McAllister family have owned and operated the company. From two sail lighters in one port the company has grown and expanded. The current fleet consists of over seventy-five tugs and covers the entire US East Coast in twelve major ports.

McAllister honored this extraordinary achievement, on September 19th, by hosting over 800 guests of the maritime industry, employees and family at a gala event at Pier 60 in NYC. The evening’s highlights included christening the company’s newest tractor tug the BUCKLEY MCALLISTER. This traditional ceremony was led by Rev. David Rider of The Seamen’s Church Institute and Rev. Daniel Meeter of Old First Reformed Church. The sponsor of the christening was Janet McAllister, daughter of President Buckley McAllister and a 6th generation family member. The event also included a water display from FDNY’s Marine division fireboat 343, performances by the FDNY Emerald Society Pipes and Drums and Atlantic Wave, an all-star group of Irish musicians and singers arranged precisely for this milestone and remarks from the leaders of McAllister Towing.

McAllister Towing has experienced many highs and lows during these 150 years and it can proudly proclaim to be the only remaining family owned tug company whose history dates back to the 1860’s. Do you think James McAllister anticipated this future when he started his family maritime company? Whatever your answer, we are sure he is smiling down from Heaven whenever he sees the famous black, white and red stacks sail out to greet another ship.
The BUCKLEY MCALLISTER is the newest addition to McAllister Towing's fleet. She is named after McAllister's President Brian Buckley Anthony McAllister.

The tug was designed by Jensen Maritime Consultants in Seattle and was the first tug built for McAllister by Reinauer's Senesco Marine in North Kingstown, RI. The 5,150 horsepower Z-Drive tug continues McAllister's dedication to modernizing the company's fleet with state-of-the-art technology. The tug is one of the most environmentally friendly tugs in our fleet as she is equipped with EPA Tier III low emission engines. She has superior firefighting capabilities able to pump more than 11,600 gallons of water or foam per minute and has earned the classification of FIFI-1 from the American Bureau of Shipping. The BUCKLEY has a certified bollard pull rating of 66 short tons. She is equipped with two JonRie winches; an escort winch on the bow and a tow winch on her stern.

Upon launching, the BUCKLEY was assigned to McAllister's Providence operation. Capt. Gary Oliveira, Vice President and General Manager of McAllister Towing of Narragansett Bay, said “She is an awesome asset. It is great that the BUCKLEY was built locally and designed for local work. The BUCKLEY is probably the most versatile tug in McAllister’s fleet. She has the full towing capabilities of a conventional towing tug and has the unrivaled maneuverability of a tractor tug.” The Buckley was classed by ABS with an Escorting endorsement which is ideal for the escort work in Buzzard’s Bay and the Cape Cod Canal. She arrived fresh out of the shipyard just in time to display her mettle for the Cape Cod Canal Centennial Celebration this summer.

The BUCKLEY was christened during McAllister Towing’s 150th anniversary celebration at Chelsea Piers on September 19th. The tug was welcomed into the fleet by bagpipes from the FDNY Emerald Society Pipes and (Story continues on next page)
Earlier this year, McAllister once again made an appearance on the West Coast. On February 6th, the tug MICHAEL J. MCALLISTER departed Norfolk at 1545 bound for San Francisco, CA. The mission? To tow the dead oiler USNS SHOSHONE to Brownsville TX for ESCO Marine. The SHOSHONE was a United States Navy Maumee-class oiler, later transport oiler, in non-commissioned service with the Military Sea Transportation Service (MSTS). She was launched in 1957 and went into operation for MSTS as a civilian-manned ship. Her role was point-to-point delivery of fuel oil and gasoline to the U.S. armed forces at a variety of Atlantic and Pacific ports.

McAllister Towing started upgrading its fleet in the late 1990’s. At that time, McAllister had only one tractor tug in its fleet. By the end of 2014, recognizing the demand from customers for the versatility and power of tractor tugs, McAllister will have 27 Z-drive tugs in operation, a third of its entire fleet. There is at least one of these high-tech Z-drive tugs in every one of McAllister’s 12 ports of operation, making McAllister Towing one of the largest owners of tractor tugs in North America and leading the way into the next 150 years.
McAllister Towing for 8 years. He's made multiple dead ship tows and is very familiar with both Western and Eastern waters. Although going through the Panama Canal while carrying a dead ship may seem like a daunting challenge, the process is actually very easy in the modern era according to Captain Sines. “Transiting the Canal is usually a smooth process but it lasts awhile.”

Even though the Panama Canal presents few dangers towards the MICHAEL there are other potential hazards of which the captain and his crew need to be wary. The Gulf of Tehuantepec, for example, often has intense weather with hurricane force winds and 24 foot seas. As the MICHAEL approached the West Coast, winter storm Titan was raging in the upper regions of the Northeast Pacific and was predicted to travel south. Titan intensified and developed an eye-like feature, reaching a minimum low pressure of 976 millibars on February 27, before deepening further to a peak intensity of 969 millibars on February 28. In order to avoid these harsh conditions, the "(MICHAEL) deviated into San Diego for safe harbor, arriving at 1615 on the 27th. She laid to until the weather cleared and got underway for San Francisco at 1155 on the 1st of March," Fabian reports. Beyond weather causing possible trouble, Captain Sines believes losing one’s rudder gear is a major difficulty in towing dead ships. "Check how they fasten the rudder gear," Sines explains, "Sometimes they break loose. The ship can move sideways and becomes difficult to tow so make sure it’s not going to break loose."

Dean Fabian recounted, "The tug and crew arrived in San Francisco at 0440 on the 3rd of March. The tug then departed with the USNS SHOSHONE in tow at 1145 on the 5th bound for Brownsville, Texas. Weather on departure was foggy with light rain as she made her way through the Golden Gate Bridge. Once at sea, the weather cleared and was beautiful as she sailed down the west coast and she arrived at Balboa Panama at 0400 on the 24th. She began her east bound canal transit at 1200 and sailed Cristobel Panama at 1835 on the 29th."

Thanks to Captain Sines’ excellent seamanship and the crew’s hard work, the USNS SHOSHONE made it safely to the scrapyard in Brownsville TX. "The tow arrived in Brownsville, TX and was all secured at ESCO’s dock at 1220 on the 7th of April. "[This] was one of the smoothest and highest revenue earning tows from San Francisco to date" exclaimed Fabian proudly.
The 31st day of August was a beautiful day to be on the water in NY Harbor. It also happened to be the 22nd Annual Tugboat Race and Competition. Even with the pressure of the RESOLUTE having won last year’s race, Captain Jose Rosas and the crew of the ROBERT E. McALLISTER felt they could beat the impressive field of tugs and go back to back for McAllister.

The 4,000hp tug ROBERT got a good hole shot at the starting line and yet was a little behind some of the other tugs. But the steely look in Capt. Rosas’ eyes informed the 60 passengers on the ROBERT that they need not worry. In the wheelhouse, Captain Brian Fournier, President of Portland Tugboat and a veteran of the tug races, was encouraging Jose and the whooping started as the ROBERT nosed ahead of the field of 17 tugs. Halfway through the race the ROBERT hit a speed of over 12 knots and finally started putting some distance between her and the other tugs. On the bow, Buckley McAllister, President of McAllister Towing, and the other passengers were ecstatic as there was nothing but daylight in front of the tug as the finish line neared. The ROBERT crossed the finish line ahead of the pack with horns blaring, a water cannon salute from the fireboat and the spectators on shore screaming and applauding. The ROBERT won by 8 seconds in a time of 5 minutes and 27 seconds.

Some interesting developments did occur during the race. To secure the victory the ROBERT had to overtake the ERIC R. THORNTON, which had gotten off to a fast start and the early lead. For those who don’t know, the ERIC THORNTON is the ex-ROGER WILLIAMS a stalwart of McAllister’s Providence fleet for years until approximately one month before the races. It might have been embarrassing if we weren’t able to beat our former 2,000 hp tug. Also a new entry to the annual tug races had traveled a great distance to join in the festivities. The ANTHONY WAYNE, an enormous Army tug (LT-128 Class), had sailed all the way from Baltimore, MD. With her massive size, she certainly looked like she would be tough to beat and her 5,500 hp was the highest of the fleet. She finished in second place behind the Robert, but was gaining significant ground towards the end of the race. Thank goodness the race is only one mile because we might have lost if it was 1/4 mile more.

Upon winning the race, Captain Rosas was seen grinning from ear to ear. After the race, the tugs’ competed in a spirited nose to nose pushing contest. The ROBERT “won” every one of these contests except when it was easily pushed backwards by the massive ANTHONY WAYNE. The line toss competition even had an exciting twist this year when the tug BUCHANAN 1 decided to have 2 deckhands throw...
simultaneous lines as they came in for the toss. Both throwers got their lines on the cleat in a row. Then they came back a second time and did it again. Even with that impressive display they did not get the first place trophy as it is awarded by best time, which went to Mr. T also of Buchanan. Mr. T won the line toss with a time of 12.9 seconds. Unfortunately, for Darrell Stokes, the deckhand of the ROBERT, there was some misunderstanding as to which cleat he was aiming for. Darrell threw too early and hit the wrong target, he then had to bring the line back in and try again but by that point too much time had passed. For the tug’s second try, Darrell gave way to Rowan McAllister, a sixth generation McAllister who cut his teeth as a deckhand in Portland the past two summers. Regrettably Rowan’s attempt came up just short and we were eliminated from finishing in the top three.

Once onshore the revelries continued with a spinach eating and best tattoo contest. McAllister Engineer Stephanie Manning was McAllister’s entry with her Golden Dragon tattoo. She received won second place for her stunning tattoo, while first place went to a service member of the ANTHONY WAYNE for his full back nautical tattoo that took over 80 hours to create.

At the awards presentation, 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. So it is my honor to award the coveted trophy of winner in the A Division to the Captain and crew of the ROBERT MCALLISTER.”. McAllister’s name wasn’t called the most but as the saying goes, they saved the best for last!

The tug departed Pier 84 immediately after the winner’s trophy presentation because it had to get the passengers back to Staten Island and then head out for a docking job. With ice water still flowing in his veins, Capt. Rosas turned the controls of the tug over to Mate Ace Thomas and hit the rack for some much deserved shut eye. We hope the raucous celebrating from all on board as we journeyed back to Staten Island didn’t keep him awake too long.

Congratulations to everyone involved and a special thanks to the crew of the ROBERT: Capt. Jose Rosas, Mate Mikel “Ace” Thomas, Engineer Stephanie Manning and Deckhand Darrell Stokes. Here’s hoping we can capture the never done before three-peat next year!
McAllister Towing is proud to announce the acquisition of the MOIRA MCALLISTER.

The MOIRA MCALLISTER is a 5,000 horsepower tractor tug built in 2003 by Washburn and Doughty Associates of Boothbay, Maine (originally as the INDEPENDENT for Marine Towing of Tampa). She is powered by two Caterpillar 3516 B diesel engines with electronic injection, rated at 2,500 horsepower each, turning at 1,600 RPMs and propelled by an azimuth Rolls Royce 1650H Z-drives equipped with 2400mm diameter propellers.

Captain Matt Kicklighter brought her from Tampa, FL around the peninsula of Florida and up the eastern seaboard to her current home in Charleston. The crew on the journey commented that the MOIRA is one of the best laid out tractor tugs for crew living conditions that they have ever worked on. The trip took four and a half days, the first of which put the tug to the test with 8-10 ft seas, but she handled it masterfully!

On Saturday, May 24th the gang at McAllister Towing of Charleston held a christening for their newest acquisition. The event took place at the South Carolina State Port Authority-Passenger Terminal and followed with a reception at the Harbour Club. In attendance were customers, vendors, employees and the christening’s sponsor Moira “McAllister” Donovan as well as additional members of her family. Moira is a niece of Captain Brian McAllister and a cousin to Buckley, Eric, Andrew and AJ McAllister. Captain Steve Kicklighter, VP and General Manager in Charleston, was the master of ceremonies for the event and exclaimed “Moira did the family proud by giving the tug its proper blessing with her smashing of the
champagne bottle. It was also great to honor her with a painting of the tug from a local artist here in Charleston.”

The southern hospitality certainly won over Moira’s mother, Eileen Donovan. She said afterwards “There is nothing like the hospitality of Charleston. Upon arrival, we were greeted like royalty. What a ceremony for the tug! Moira did a smashing job with the champagne, the priest blessed the tug after lovely prayers, Steve spoke (he is absolutely wonderful in his organizational skills) and I was asked to tell 2 stories about growing up in the McAllister family. We had a tour of the tug. It is the best tug they have ever had down there according to two different Captains. WE ALL LOVED IT! Brian, Buckley and Eric what an amazing crew you have down there in Charleston!! Starting with Steve, they are all smiling, friendly and efficient. Thank you so much for the thrill of being there and honoring my family with this great distinction.”

Upon learning that a tug would be named in her honor, Moira was thrilled, proclaiming “The MOIRA has all the potential to be a hard-working and industrious tug! I am so privileged that they chose my name to grace this beautiful tug.” And she was right. Captain Steve Kicklighter reported that upon arrival she handily won a nose to nose pushing contest with the other 5,000 HP tug in Charleston, the PATRICK MCALLISTER.

Being built in 2003, the MOIRA MCALLISTER is one of the youngest in the fleet and is in perfect condition. Captain Steve Kicklighter declares that “she will be a tremendous asset to the McAllister fleet for years to come!”
Fostering a successful relationship with your local Coast Guard marine inspector

Bobby Clinton III, Port Safety Officer at McAllister Towing of Virginia, Inc. recently co-wrote an article with Lieutenant Sara M. Ellis-Sanborn, US Coast Guard Atlantic Area, Portsmouth, VA and Captain Wayne E. Bratton, President, Trident Marine Corporation, Cleveland, OH that appeared on Professional Mariner’s website. We are happy to share it with you here:

Intro
Transfer season has come and gone at your servicing Coast Guard Marine Inspections shop and you’re wondering what the Coast Guard will have in store for you for the next few years. This is a common theme regardless of the type of commercial vessel you operate. Likewise, the newly arrived Marine Inspector is wondering what this new fleet will have in store for him/her. While our missions may differ – the vessel owner/operator, who desires to increase profits as much as possible while reducing out-of-pocket costs, and the Marine Inspector, who is responsible for ensuring compliance with regulations – we both have the same goal: safety....safety of the vessel, crew and passengers, the waterways, and the environment. What better way to achieve our shared goal than by developing a successful relationship which better enables us to achieve our respective missions?

Towing Vessel Perspective (Bobby Clinton)
In days gone by, a visit from your local Coast Guard Marine Inspectors would be grounds for fear and loathing, easily turning a bustling waterfront facility into a ghost town. But time has brought change to an industry that had long resisted and resented.

The maritime industry is fraught with danger, even on the best of days, but a new age of awareness is upon us. Most mariners that have spent any time in the industry have lost friends and shipmates to circumstances and conditions that no longer exist in our industry today, thanks in no small part to the growing partnership between the Coast Guard and the maritime industry. The continued effort required to make our waterfront a safe and environmentally friendly place to do business is a team endeavor, and getting to know your local Coast Guard Marine Inspectors is key. Asking the Coast Guard to attend drills at your facility or offering your vessels as training platforms for them goes a long way in the development and maintenance of a strong and healthy relationship with the Marine Inspectors in your area.

In Virginia’s Port of Hampton Roads, the connection between our industry and its regulators gets closer and more productive every day. Groups like the Virginia Maritime Association and the American Waterways Organization, to name just two, are supported and chaired by members of our maritime community. They often sponsor events that help bring the two entities closer together. By discussing new legislation with industry participants and introducing its newest members, the Coast Guard has done a great job of bridging the regulatory gap that existed years ago. In Hampton Roads, the Coast Guard and Virginia Maritime Association co-sponsor Industry Day. Both groups get together for a day of fun and learning, from boat handling and line throwing contests, to safety demonstrations and guest speakers. It’s a great time to meet and greet the Coast Guard men and women in your area, who will be visiting your boats and facilities for everything from vessel inspections to investigating incidents. Seeing a familiar face and shaking hands with someone that you may have met at one of these functions helps to make the visit a civilized one.
Another great opportunity is the Coast Guard's Industry Training program. This program allows a company to embed into their operation a Coast Guard representative, whose job is to get a better understanding of how the business side of industry works. We were participants in the program and were exceptionally lucky to bring Sara to our offices. It was a pleasure to visit a vessel and have her point out issues that could be called into question, should we be inspected. Her ability to provide the reason behind the regulation and steer the crew to the precise location of relevant passages in the sometimes mind-boggling, CFRs was truly valuable. The program helped us to understand the Coast Guard how-and-why and the result was easily seen in our internal audits and vessel inspections. The bottom line is getting to know the Coast Guard men and women in your area, taking advantage of any meet-and-greet functions available, and getting involved in local training and exercises will greatly benefit your facilities and your vessels. Times have surely changed!

**Passenger Vessel Perspective (Wayne Bratton)**

Over the course of my 57 years as a credentialed mariner, I have 54 years of experience with marine inspectors and I've gone through countless inspections, both good and bad. What I've gleaned from them is a set of rules for successfully accomplishing an inspection:

1. Apply for an inspection in a timely manner.
2. Prior to the inspection, discuss and ask about any new changes or special requirements you need to be ready for.
3. Do your homework! Know regulations as well as, or better than, the inspector. Know and understand regulations for your class of vessel versus other classes (e.g., T-boats versus K-boats); inspectors examine many classes of vessels and can occasionally get mixed up between them.
4. On the day of the inspection, sit down with the inspectors over a cup of coffee and doughnuts and discuss the inspection procedure. Disclose any known deficiencies at this time.
5. Have the ship's papers laid out, in order, and ready for inspection.
6. Have one crewmember assigned to each inspector. Do not allow inspectors to roam around the vessel unaccompanied.
7. Have sufficient staff, parts, and spares available during the inspection, in order to be able to effect immediate correction of any deficiency discovered. However, if you're issued an 835, recognize that this allows time to review and discuss the situation, and to make the proper correction at a later time.
8. Treat each other with respect. Everyone is just doing their job. New inspectors are trying to learn their job and experienced industry personnel can help them become knowledgeable inspectors. Experienced inspectors can teach novice crewmembers how to conduct a complete and effective inspection.
9. If an issue arises, stay calm! It's only business. Do not get into an argument; the matter at hand is usually just an issue of interpretation. Do not alienate the inspector. Discuss it together with the senior or most experienced inspector. If you cannot agree, take it to the Commanding Officer. This is where you need to know and be able to cite the regulation you believe applies and clarify how it defines your position.

In closing, at the end of the inspection it is extremely important that the inspector and the inspected conclude on good terms. Hopefully you end the inspection in agreement; if not, have a procedure or set of agreed upon remedies in place that will enable agreement at a near future time. Inspections are not always pleasant, and at times you will have to work kinks out of a new inspector, but keep in mind that both sides are working to ensure the safe and efficient flow of maritime commerce.

**Coast Guard Perspective (Lt. Sara Ellis-Sanborn)**

Marine inspection is, in my opinion, a customer service-oriented job. Yes, we're there to enforce the regulations, but we're also providing a service to members of industry. We're there as advocates for those who are maltreated by their Masters or vessel owners. We're there to ensure commercial vessels operate safely, reducing the frequency of marine casualties that jeopardize lives, vessels, and the environment. We're there to verify mariners commercially plying US waters are appropriately credentialed, ensuring the continued safety of those onboard, the public, the
Any good customer service is founded on effective communication. When a member of industry asks a question, we should devote our energy and effort to answering that question; if the answer isn’t known, then research, research, and research some more! If that fails, ask someone more knowledgeable for assistance. The answer you provide should be timely, clearly written or stated, and backed up with cites. If timeliness isn’t possible, let that person know that you’re still working the issue and will keep in touch. I have encountered Marine Inspectors who believe it’s not their job to educate industry on the regulations. I’ve also heard mariners complain that the regulations can often be so difficult to understand that it’s no wonder their vessels aren’t always in compliance. I agree with both points – it’s not a part of a Marine Inspector’s duties to educate industry and regulations are indeed hard to understand, never mind locate. But answering the questions of the maritime industry is a courtesy we should all be providing because, in the end, it will not only aid us by reducing deficiencies (and subsequent marine casualties) within the fleet, it will make the maritime realm a safer environment for all who operate within it.

Today’s economy hasn’t been particularly kind to the shipping industry – money’s tight for many Coast Guard-inspected vessels. Often, the deficiencies issued to vessels by Marine Inspectors are COSTLY. It’s easy to forget this when we’re not the ones holding the checkbook or credit card to pay for correcting these deficiencies. We should be open to the creative proposals offered by vessel owners/operators in response to these costly deficiencies. Provided safety is not compromised and your Captain of the Port is onboard, carefully consider all available options before denying a proposal that will lead to a complete halting of operations.

This is the most important thing any Marine Inspector can do, so listen up.....when interacting with industry, give them their due courtesy and respect! Speak as candidly as possible; it’s always better than appearing to be hiding something. It may take a while (a long while, in some cases), but your efforts will eventually reflect positively back on you, as the Marine Inspector, and the Coast Guard. You’ll find that members of industry are comfortable coming to you for assistance, trust your judgment, and are open to discussing concerns they may have previously not voiced to other Marine Inspectors. The best inspections I’ve had were ones that involved lots of laughter and banter back and forth. They ended with warm handshakes even as I was handing over a list of deficiencies to be corrected. That wouldn’t have been possible if there wasn’t already in place a strong relationship based on mutual trust and respect.

**Conclusion**

As stated by RADM Joel D. Sipes (Ret), “Regrettably, success is intangible because it cannot be measured easily. Where some Coast Guard missions can be measured handily in terms of lives and property actually saved or in numbers of oil spills or related marine casualties, the prevention aspects of marine safety cannot be counted so readily. It would be ludicrous to measure success in terms of the volumes of existing regulations, by deficiencies found or violations written for noncompliance. The real Challenge for Coast Guard personnel is maintaining an environment safe at all times from any unforeseen incidents and, at the same time, ensuring that commerce is not impeded....Besides being a Challenge, Commercial Vessel Safety also is a process involving both the regulators and the regulated. It is a process designed and effected by people. Owners and Operators of vessels are considered to be the ‘customer’ of the Coast Guard.”

In my, Bobby, and Wayne’s words: this is the start of a new relationship between you and your Coast Guard Marine Inspector – why not make it a beautiful and long-lasting one?
McAllister Towing’s Puerto Rico Branch won the “Clean as a Whistle” award for 2013.

General Manager Jaime Santiago stated as follows: “This award is testimony of the San Juan team’s hard work and dedication and wouldn’t have been achieved without the help and support of our good friends at the Jacksonville port”. Jaime started his job as General Manager in the Summer of 2013. He readily gives credit to the many people who put great effort into raising the standards of the McAllister operation before him, like prior General Managers Eladio Rodriguez, Mike Ring, and Angel Solla. Today, the operation benefits from the efforts of a number of industry veterans. Even with Jaime joining as a brand new employee, McAllister employees have an average of 14 years on the job; their longevity, pride, and investment in the company shows.

Puerto Rico’s improvements in safety culture, overall maintenance, and general cleanliness have been apparent for some time. Over the last decade, the operation had gone through some upheaval, having first been moved from its home from Pier 11, then Pier 9 in Old San Juan, and then shifted around the old Navy base. The new offices are now right at the dock with the tugs, fostering a closer relationship between management and vessel personnel. Last year, the Puerto Rico yard installed shore power for the first time, allowing for cold ironing of the tugs when not in service.

Puerto Rican crews also put some time into preparing for the future. The company has redoubled its efforts at training the next generation of first class seamanship. Juan Laboy, Greber de los Santos and Manuel Cruz took time away from Puerto Rico to take A/B Seaman – Master 100 & 200 and Apprentice Mate NC courses while Harry Martinez took Celestial Navigation and Deck General Supplement. All of them were awarded upgraded licenses during this year.

The statistics on the Puerto Rico operation show the results of all these efforts. Puerto Rico’s Internal Audit results have improved every year since 2011. Over the last three years, Puerto Rico had zero lost time or recordable incidents. Also, the Puerto Rico operation has not had a pollution incident in the last five years. And, significantly, the fuel burned per operating hour in Puerto Rico has dropped every year over the last three years.

Congratulations to the whole crew in Puerto Rico for all of their efforts to make it a safe, efficient, and sustainable operation. Your award is well deserved.

The question is: who is going to win the award for 2014?
The following individuals celebrated landmark anniversaries at McAllister Towing*. We would like to congratulate and thank them all for their years of service. Listed below are the individual’s names, years of service and the port/location where they work at McAllister.

(*through September 30, 2014)

**40 Years**
Gary Lambert  Providence

**35 Years**
Steven Brannan  Virginia
George Doms  Philadelphia
Joan Hermann  17 Battery
Bruno Roesner  Portland
John Schneppe  Staten Island
Sharon St. Louis  Bridgeport
Joseph Tesoriero  Staten Island
Joe Zawacki

**30 Years**
John Plummer  Providence
Michele Sniegocki  17 Battery

**25 Years**
Ronald Browder  Charleston
Joe Buckheister  Charleston
Joseph Caivano  17 Battery
Emmett Derusha  Virginia
Michelle Edwards  Virginia
Robert Ellis  Staten Island
Robert Fagerstrom  Charleston
Warren Fort  Bridgeport
Donald Fromm  Georgetown
Christopher Johnson  Charleston
Steve Kicklighter  Charleston
James Lee
Robin Marino  Bridgeport
John Martin  Staten Island
A.J. McAllister  17 Battery
Jeff McAllister  Staten Island
Laura Moore  17 Battery
Edward Richardson  Charleston
Ismael Rivera  San Juan
Robert Skelton  Charleston
Michael Sistare  Charleston
Christian Sondergaard  Staten Island
Terry Suggs  Charleston
Charles Tooker  Bridgeport
Bruce Topalian  Bridgeport
Benjamin Whaley  Charleston
Dondi White  Charleston

**20 Years**
Allen Aden  Charleston
Robert Bovat  Staten Island
William Douglas  Virginia
Douglas Farthing  Charleston
Vilma Galarza  17 Battery
Joann Giglia  17 Battery
Patrick McCuin  Staten Island
Robert Morgan  Virginia
Robert Murray  Philadelphia
Carlos Pena  San Juan
Michael Plumb  Bridgeport
Donna Purce  Bridgeport
Roger Williams  Wilmington
Robert Workman

**15 Years**
Marjorie Britt  Bridgeport
Steven Brown  Staten Island
Harold Costner  Virginia
Anthony Dias  Providence
Lucy Dyke  Virginia
Paul Frank  Staten Island
Robert Kolb  Philadelphia
Theodore Kudrick  Philadelphia
Bruce Gifford  Providence
David Hoffmann  Virginia
Buckley McAllister  17 Battery
Eric McAllister  17 Battery
Greg McClelland  Baltimore
Thomas Napoleone  Staten Island
Jimmy Pate  Staten Island
Paul Petersen  Bridgeport
Matthew Register  Wilmington
Erik Rodriguez  San Juan
John Rogoff  Staten Island
Frederick Savage  Philadelphia
Emil Scrivanich  Bridgeport
Paul Stinglen  Staten Island
Pete Trilivas  Bridgeport
10 Years

Michael Allen   Providence
Ann Marie Arcabascio  17 Battery
Jennifer Bardram  Bridgeport
Craig Baudin  Jacksonville
Ken Bonner  Port Everglades
Judy Bottjer  Bridgeport
John Bradley  Staten Island
Javier Brathwaite  Staten Island
Christopher Brewster  Providence
Amanda Burke  Bridgeport
Shane Burnham  Staten Island
Darryl Busby  Virginia
Chris Carmell  Virginia
Michael Cassels  17 Battery
Ryan Cipollina  Bridgeport
Ronald Craven  Philadelphia
Alford Crowder  Virginia
Robert Decaminada  Bridgeport
Mark Elias  Bridgeport
Christopher Ferguson  Virginia
Derik Flint  Jacksonville
Joseph Fotos  Jacksonville
Jeffrey Fremont  Virginia
Joseph Gallo  Bridgeport
Ethan Gifford  Providence
Alexander Harrell  Virginia
Edward Holland  Portland
Timothy Howlett  Virginia
Constantin Iordache  Philadelphia
Marcus Jerz  Virginia
Octavia Jordan  Bridgeport
James King  Virginia
Kyle Krauss  Bridgeport
Frank Marino, Jr.  Bridgeport
Gregory Morin  Bridgeport

John Parman  Staten Island
Daniel Perez  Bridgeport
Anthony Pucci  Bridgeport
Kevin Rodriguez  Portland
James Smith  Staten Island
Thomas Steinruck  Virginia
Larry Sullivan  Staten Island
Mikel Thomas  Bridgeport
Marc Troyano  Virginia
Tyrone Uzzle  Staten Island
Manuel Vizcaino  Bridgeport
Richard Walytok  Virginia
Elliott Westall  Virginia
Marvin White  Bridgeport
Jeff Wisniski  Virginia
Wilfredo Zuniga  Staten Island
James Morgan  Bridgeport
Jacqueline Warner  Virginia
Michael Zickmund  17 Battery

Congratulations
&
Thank You!
It’s a bird, it’s a plane, no it’s just a helicopter! Not something you see everyday, but McAllister Towing of Narragansett Bay’s shipyard has been rented as a helipad for the landing of a privately owned helicopter. After getting official approval from Rhode Island Airport Corp. Aeronautics Inspector James Warcup, Providence VP & GM Gary Oliveira granted the pilot’s request to use the facility. The helicopter pilot has utilized Providence’s yard twice this year. As Gary put it “Every little bit helps the bottom line, even when it is a bit of an oddity. The only drawback is when my crew guys are in the rack when he takes off!”

The storied former U.S. Navy aircraft carrier, USS SARAGOSSA, left Newport Naval Station on its final voyage August 21st for a slow journey from Rhode Island to the scrapyard in Texas.

The SARAGOSSA (CV-60), a part of the Navy’s carrier fleet from 1956 to 1994, was towed down the Atlantic Seaboard by the WAR HORSE III, Signet Marine’s enormous 143’ long, 10,000 hp tug.
Saratoga veterans were among the crowds of people who gathered on Narragansett Bay as the tugs BUCKLEY (on one of her first jobs), IONA, RAINBOW and SHANNON pulled the carrier from Naval Station Newport to the middle of the channel where she was hooked up to the WAR HORSE III.

During its more than 38 years in the Navy, the SARATOGA went on 22 deployments, including serving off North Vietnam in 1972 and 1973. In 1985, fighters from the SARATOGA helped capture terrorists who hijacked the cruise ship ACHILLE LAURO in the Mediterranean, forcing a jetliner carrying them to land at an air base in Sicily. The carrier was also part of Operation Desert Storm in 1991 and air operations over the Balkans in 1992, 1993 and 1994, according to Navy records.

The ship carried all kinds of aircraft during its 38 years, but its final voyage had to wait for the departure of some other "fliers," according to the War College report: While it was docked in Rhode Island, a pair of peregrine falcons had chicks in a nest aboard the carrier. "After consultation with the U.S. Department of Fish and Wildlife, any movement plans were put on hold until after Aug. 15 to be certain that any fledglings would have ample time to learn to fly and move elsewhere," according to the report.

The SARATOGA follows the former USS FORRESTAL, which McAllister assisted on in 2010, to dismantling in Texas. She arrived successfully in Brownsville on September 15th.

Third generation Captain, Jeremy Harris of McAllister Towing of New York, was sworn in as Docking Pilot Apprentice following in the footsteps of his grandfather Chick Harris and his uncle, Paul Harris.

Jeremy Harris's dad, "Boe" continues as Master of the ocean towing tug the PATRICE MCALLISTER.

Congratulations Jeremy! Another family with multiple generations working at McAllister!
Benefiting from your Benefits!

Ten Easy Ways to Lower your Out-of-Pocket Health Care Expenses

1) Stay in network. Save big when you use a doctor, hospital or facility that's part of the Cigna network. Chances are, there’s a network doctor or facility in your neighborhood. It’s easy to find quality, cost-effective care right where you need it. In fact, one thing you won’t find is higher costs.

2) Ask before you go. Your primary care doctor may be in your plan’s network, but that doesn’t mean everyone and everywhere they refer you to is, too. When your doctor gives you a referral, don’t be afraid to ask if the facility, lab or specialist is in your plan’s network. If you don’t, you may unintentionally go out of network and be surprised by a higher bill than expected.

3) Know your plan – inside and out. If you go out of network for care, the costs can add up quickly. That’s because you’re paying full price – not the discounted price an in-network doctor or facility would charge for services covered under your plan. Plus, if the doctor or facility charges more than what your plan will pay for out-of-network care, you will have to pay the difference.

4) Go with the Cigna Care Designation. You may save even more when you choose a Cigna Care Designation doctor or a Centers of Excellence hospital. Doctors in 22 medical specialties, including primary care, who achieve top results on our measures of health outcomes and cost-efficiency earn the Cigna Care Designation. Centers of Excellence hospitals have also earned recognition for quality and cost-efficiency for certain procedures. Look for these designations in the online directory.

5) Get preventive care. Checkups, immunizations and screenings can help detect or prevent serious diseases and keep you in tip-top shape. Your primary care physician can help you coordinate what tests and shots are right for you, based on your age, gender and family history.

6) Use an urgent care center. If you need medical attention but it’s not serious or life threatening, you may not have to go to an emergency room (ER). An urgent care center provides quality care like an ER, but can save you hundreds of dollars. Visit an urgent care center for things like minor cuts, burns and sprains, fever and flu symptoms, joint or lower back and urinary tract infections.

Average urgent care center cost: $135
Average hospital ER cost: $1,553

7) Go to a convenience care clinic. Need to see your doctor but can’t get an appointment? Try going to a convenience care clinic. You’ll get quick access to quality and cost-effective medical care. A convenience care clinician can treat you for sinus infections, rashes, earaches, minor burns and other routine medical conditions. You can find convenience care clinics in grocery stores, pharmacies and other retail stores.

Average convenience care clinic cost: $58
Average ER cost: $1,553

8) Stick with lower-cost labs. If you go to a national lab such as Quest Diagnostics® or Laboratory Corporation of America® (LabCorp), you can get the same quality service and save up to 84%. Even though other labs may be part of the Cigna network, you’ll often get even bigger savings when you go to a national lab. And with hundreds of locations nationwide, they make it easy to get lab services at a lower cost.

Average Quest or LabCorp cost: $10.55
Average other lab cost: $23.89
Average outpatient hospital lab cost: $51.47

9) Visit independent radiology centers. If you need a CT scan or MRI, you could save hundreds of dollars by going to an independent radiology center. These centers can provide you with quality service like you’d get at a hospital, but usually at a lower price.

Average radiology center costs: CT $445 MRI $725
Average outpatient hospital costs: $1,384 $1,668

10) Choose the right place for your colonoscopy, GI endoscopy or arthroscopy. When you choose to have one of these procedures at an in-network freestanding outpatient surgery center, you could save hundreds of dollars. These facilities specialize in certain types of outpatient procedures, and offer quality care, just like a hospital, but at a lower cost to you.

Average outpatient surgery center: $959
Average hospital cost: $2,548
Fleet Week in New York celebrates the Naval and Merchant Marine fleets of the world and is always celebrated around National Maritime Day, May 22. But why May 22? It was on May 22, 1819 that the SS *Savannah*, under the command of Captain Moses Rogers, completed the first successful voyage by a steam powered ship across the Atlantic, beginning a new age of maritime travel and transport.

In the early 1900’s, the British had their own form of drug test for mariners. In those days officer’s certificates were called “flimsies” which were given by Commanding officers when leaving a ship. These flimsies always began with a comment about the officer’s sobriety, such as “This officer has served with sobriety.”

There is an interesting thread of common experience that runs through the lives of many of the Beat Poets—a stint in the merchant marine. Bob Kaufman who inspired the word “beatnik” and later co-founded BEATITUDE magazine which helped launch the careers of many poets, went to sea for twenty years and was ship wrecked four times. Another beat poet, Gary Snyder, wanted to experience the world and worked as a seaman in the mid-1950s. Jack Kerouac flunked out of Columbia University and went to sea to make money to re-enroll. Allen Ginsberg was also suspended from Columbia worked as a spot welder at the Brooklyn Naval Yard and shipped out in the Merchant Marines. Lawrence Ferlinghetti who founded City Lights Bookstore in San Francisco, went to Midshipman School and was deployed at Naval watch posts, like Ambrose Light Ship, during World War II, as well as commanding a sub chaser at D-Day. All these poets later came together in San Francisco to form the heart of the Beat Generation.
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 20

Compiled & Edited by:
Craig Rising.

Send comments and suggestions to:
crising@mcallistertowing.com

Contributions & Credits:
Lance Burns, Jun Chen, Bobby Clinton, Stephanie Drucker, Capt. Dean Fabian, Farah Jean, Johna Till Johnson, Buckley McAllister, Mike McCullough, Gary Oliveira, Alessandra Tebaldi, Birk Thomas, Will Van Dorp, Jacqui Warner, Bill Wolpert and Wayne Stiles.