



# At the Helm

## From the Captain's Log

Dear McAllister Friends and Family,

Another year has come and gone, and we at McAllister Towing are doing our best to make 2006 a year of exciting new development, change, and improvement. 2005 had some dramatic and exciting events occur for our employees and for the company.

We are all aware of the extensive damage and loss incurred by Hurricane Katrina. Several McAllister employees and their families were in the eye of the storm, suffering loss of property and physical upheaval in the disaster. McAllister employees donated to a relief fund for those co-workers affected by the hurricane supplemented by the company. I am truly moved that the project was so successful. (Please see the section on page 9 of this issue for more details about this inspiring endeavor.)

Elsewhere, McAllister is making headlines. Our conversion of the STACY McALLISTER to a twin screw tractor tug was completed and has been a success for not only McAllister but also for our customers in New York. A beautiful photo of the STACY will be gracing the cover of the 10<sup>th</sup> Anniversary issue of *International Tug and Salvage*. George Matteson's book, *Tugboats of New York*, which features the McAllister company prominently, is getting positive reviews in places like *The New York Times*. And a day in the life of McAllister Towing of New York will be broadcast on French TV, on the program *Thalassa*.

I want to thank you, the employees, both afloat and ashore, for your contributions, skills and talents, for helping to make McAllister the great company it is. In recognition of your efforts and in response to employee demand, we have decided to extend eyeglass coverage to CIGNA participants at no extra cost. I wish you and your families a very Merry Christmas and a Happy New Year!

Captain Brian A. McAllister  
President

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## "THE LUCKY BAG"

By Wayne Stiles

To *"keep your weather-eye lifting"* was an order once given to helmsmen on sailing ships. It meant that the helmsman must watch the direction of the wind and steer the ship so that no wind spilled from the sail. A lack of vigilance to the wheel could mean a sail losing the wind and a loss of speed. Since the days of sail, the admonition to *"keep your weather-eye lifting"* has come to mean a suggestion to watch one's step, or to take good care of one's self.



Officers on British Naval vessels have the rare privilege of remaining seated when drinking a toast to "the Queen". This exception to protocol came about when Charles II of England was rising to drink a toast while aboard a naval vessel, and bumped his head on an overhead beam. Fortunately he laughed with the rest of his guests, but decreed that from then on officers drinking the royal toast could remain seated without incurring royal displeasure.

## McAllister Saves Navy Sailors

By Captain Elliott Westall

On June 8<sup>th</sup>, 2005 the GM McALLISTER and the MARK McALLISTER were escorting the USS MONTEREY off of NIT in Norfolk, VA en route to Lambert's Pt. The ship slowed to launch its motor whaleboat and, during the evolution, the ship's davit became fouled and the whaleboat flipped over ejecting two of the three sailors into the Elizabeth River and trapping one under the boat.

Captain Emmett Derusha, Mate Galen Owen and Chief Engineer Romey Burney of the GM, with Captain David Hoffman, Mate Glen Dauphine and Chief Engineer Marvin White of the MARK, quickly responded to the "Man Overboard" call from the ship. The GM and the MARK immediately deployed life floats and life jackets to the fallen Navy sailors, and managed to recover all three men with the two boats quickly.

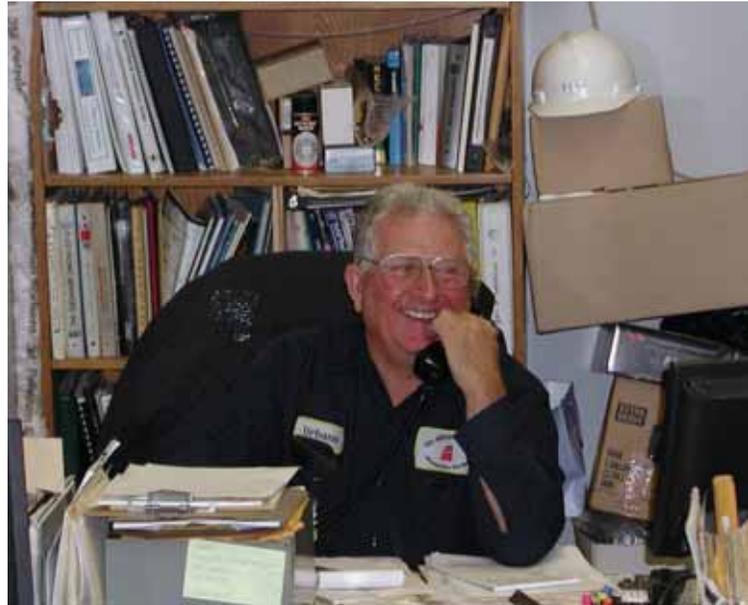


The alertness and true professionalism of both crews led to the quick rescue, preventing a potentially tragic situation. All three sailors were returned to the ship and were uninjured. The GM towed the disabled whaleboat back to NIT where the Navy later recovered it. The outstanding performance of our McAllister team shows that our crewmembers, as well as our safety and rescue training programs, are in top form, effectively ensuring that a minor error does not become a tragedy.

The tug MARK McALLISTER assisting the MARSHFIELD VICTORY

## A Career Chief Electrician

**U**rbano **V**enturi has worked at McAllister for almost 30 years, serving as Chief Electrician at McAllister Towing of New York in Staten Island. Mr. Venturi and his team have facilitated the repowering of numerous McAllister tugs over the years. His expert knowledge has been a key component to the success the company has had with its YTB conversions such as with the STACY McALLISTER. Urbano's passion and care for his work have been an inspiration to many coworkers and colleagues. As he says goodbye to full-time duty, we thought it would be nice to hear this journey from the man himself.



"I started working for Tug & Barge (McAllister's old shipyard) in 1970. My first job was automating the DOROTHY McALLISTER. At this time the Port Engineers for McAllister were Eddie Queen, Tony Oven and Chet Hill. The yard was run by Joe Weber and naval architect, Don Hankin. For several years I worked at Tug & Barge as an outside contractor, automating the BRIAN, the MARGARET and the WM. H. I also repaired the propulsion system for the VICTORIA, the STEVEN and many other tugs. Then in 1976 Steve Zacry decided to retire and I was recommended for the position. I officially began working for McAllister on October 12, 1976. Shortly after this, the A.J. and the EILEEN (not the present AJ or EILEEN) got into trouble. I was new at the job, with no experience as a foreman, so I struggled at first but managed to complete the tasks and after that, it was one job after another.

In 1980, the State of NJ decided to relocate McAllister's yard to make room for Liberty State Park. We moved from Pier 19 to Pavonia Ave., the best location ever for McAllister. Pavonia was a beautiful shipyard and had everything we needed to do a good job. During my stay there we repowered the ERIC, NEPTUNE, HELEN, etc. Unfortunately we had to move again, this time to Staten Island. We went from a modern facility to a broken down pier with limited electric power, no crane services or storage space. Our operations were housed in three coffee barges, that we modified to shops, warehouse and office space. All three barges are still in use today.

In Staten, we managed to do business as usual by repowering the RESOLUTE and putting back into service the MARJORIE and BRUCE McALLISTER. We also successfully modified/converted the DONAL G. to be a tractor tug. Recently, McAllister was able to relocate our repair facility to our present location where we continue to keep the fleet running. Our newest repowerings include the PATRICK, KALEEN and STACY McALLISTER, changing them from conventional tugs to tractor tugs.

I did my job as a Chief Electrician keeping the fleet as safe as possible. Looking back, I know that it was not always easy working with me. The tug boat business can be stressful and at McAllister, we don't walk but run all the time and that doesn't always make for a good social environment. After 30 years my full time work with McAllister is over. I will work a few days a month to help out the Engineering Department and I will do so as long as I'm able and needed. Thirty years is a long time, I hope that during this time I was able to pass on to others my love for the maritime industry, my work and my way of doing things. Young people just starting out should remember to work as safely as possible and also be able to step back, look at their work and proudly say I did it!"

McAllister is happy to say **"Urbano, you did it!"**. Thank you and all the best with your retirement.

## In a Captain's Own Words: Rowan to the Rescue

By Captain Pat Geiger

I don't normally work on the ROWAN McALLISTER, I'm usually on the MEGAN McALLISTER. Being semi-retired, I generally dock ships and move small barges around the harbor, up the Hudson River, or in the Long Island Sound, my days of deep-sea adventures are behind me. The only way I generally find myself past the sea buoy is when I'm fishing for blues, stripers or fluke. That changed on the 8th of June with the dead ship CAMILLA DESGAGNES. Upon leaving the MEGAN, personnel manager, Captain Joe Alleyne, asked me to cover the ROWAN since her regular Captain was unavailable. In my 11 years at McAllister Towing, the CAMILLA was the fourth dead ship I've towed, and the second one rescued while I was sailing as Captain.

Before we left the yard, my crew and I refueled and prepared our equipment. We loaded a bunch of towing gear including towing shackles, polypropylene retrieving line, and about a half shot of heavy stud link chain which we used for surge gear. We left the yard at midnight 00:01, 9 June, and on the journey out, we made up our tow gear using the boat's long push wires (Face wires for you southern guys) as a bridle. These wires have a soft eye in one end and a thimble fitted to the other end. This bridle was shackled to the surge chain, which was then shackled to the tow wire. The retrieving line was shackled behind the swage on the soft eye and lashed at the bight of the soft eye to help pass the eye through the ships chocks. Prior to arrival at the dead ship, our crew held a safety meeting where we outlined our planned procedure for the rescue so that no victory-at-sea type heroics would be necessary.



A picture from the stern of the ROWAN McALLISTER towing the dead ship CAMILLA DESGAGNES. The ship caught fire 88 miles East of Ambrose Tower, about 20 miles off the Long Island Shore.

**W**hen we got to the ship, Mate Jackie Benton kept the boat in place under the bow of the ship. Deckhands Clay Kapanjie and Robert Creagh passed the heaving lines up to the ship then worked the retrieving lines to lift the wires up to the ship's bow. Engineer Mike Wright handled all the machinery such as the capstan, tow winch, etc. Since the ship had no power we had to get the wires up with our capstan. We passed a heaving line up to the ship, then tied this line to the retrieving line that was shackled to the wires. After fairleading the lines around a set of bitts on the ship's fore deck, the line was passed back to the tug. Then, using our capstan, we pulled the wires up. After the soft eyes of the bridle wires were placed over the bitts, the retrieving lines and heaving lines were pulled aboard the ship to facilitate recovering our gear when the job was done. This way the ship's crew could slowly lower our gear down to us using our lines. After passing up our bridle we started to pay out wire and take the ship under tow when the ship's Captain called on the radio and asked if we could come alongside and pump them seawater. So we picked up the wire and rounded up on the ship. We put out a few lines and they passed us a fire hose. The fitting on the end of the fire hose looked very European and we had nothing that even remotely looked like it would fit. So after a little creative tinkering, Mike Wright produced something that would work. Soon, we were pumping seawater to fill the ship's fire main. For the next few hours the ship's crew used this water to charge hoses and re-enter the burned out engine room. Equipped with O.B.A.s and fire hoses, they went into the engine room to ensure the fire was out, set a reflash watch, and restored some of their systems.

The situation on board the CAMILLA was under control: they had an emergency generator on line, which provided power to some navigation and communication systems. One such system was their A.I.S. system, which made finding the ship real easy. But that generator could only provide power to the fire pump and to some cargo ventilation systems, and that's about it. So this crew was living a fairly primitive existence for a few days following the fire. We couldn't help but feel sorry for them.

After working on their fire pump, we took the ship under tow once again. We headed for Ambrose and then on to Port Newark. That night the weather turned foggy. We took it easy heading for Ambrose since we were scheduled to board a pilot at 09:00. We could have been there around 04:30 but we had to time it for berth availability, the Bergen point security zone, etc. We made the Ambrose 1 and 2 buoys at 10:00 with Sandy Hook pilot Elizabeth Miller aboard. Near the Bayridge 2 buoy we were met by the tug IONA McALISTER. Here my old Captain and friend, John Tooker, boarded the CAMILLA D. as docking pilot. The tow was now in his capable hands.



**The tugs ROWAN McALLISTER, AMY C. McALLISTER and IONA McALISTER safely escort the CAMILLA D. and her crew under the Verrazano Bridge.**

We continued to tow the ship through the Kills and on up to Newark bay. Then with the help of the IONA McALISTER and the AMY C. McALLISTER, Captain Tooker expertly maneuvered the tow to its berth at Port Newark. We were all secure at 15:40. In fact, everything went real smooth, almost as if it were routine.





## Riding Out Katrina aboard the COLLEEN

### With Captain Bob Alonso and Captain Robert Johnson

This is the story of the tug Colleen McAllister and her crew as they survived Hurricane Katrina in the Mississippi River. Quoted below are articles from *The Waterways Journal Weekly* who interviewed Captain Bob Alonso and *The Florida Times Union* who interviewed Captain Robert Johnson, the Mate aboard the Colleen.

**C**apt. Bob Alonso had the tug Colleen McAllister and barge Barbara Vaught at Point Celeste, an open anchorage about 4 1/2 miles below Davant. He had only recently finished loading the barge with roughly 18,000 tons of coal and grain. With him were five McAllister personnel and two men from Teco Ocean Shipping, for whom he was on charter. The tug is 117 feet long with a 14-foot draft. It has 4,200 hp. The notched barge measures 420 by 80 feet. "On August 27 we lashed everything down on board, moved everything that was movable inside, dropped five shots of chain on the anchor of the barge and prepared for the worst," Alonso said, as he recounted how he and his crew rode out the hurricane. "Winds started picking up on the 28th, about 35 mph. around 10 in the morning. By 9 that night, it was up to about 50 with gusts of 65. Around midnight we cranked up engines in case we started dragging anchor. ... We dragged anchor upriver about a half-mile. It just continued getting worse. In the morning we had continuous winds of 120 and gusts of 144. We were wired into the notch of the barge. When we fell broadside to the seas that were running about eight feet in the river, we started breaking wires and had to break out of the notch. About 15 minutes after that happened, we noticed a large number of blips on the radar, coming downstream. It was approximately 50 to 60 hopper barges that had broken loose upriver coming down on us. We headed downriver to stay away from the barges. ... When it abated enough, at about 5:30 that evening, we actually went up ... around the Teco Bulk Terminal. That's when we saw some of the damage, the collapsed crane, the two riverboats. Of course, there were barges on both levees and there were several barges sunk midchannel and overturned." ... Asked if he had ever experienced anything like this and if he was frightened, Capt. Alonso said, "Yes I was in a controlled fright. In the back of my mind was the fact that we were in an extreme situation, with no sea room to maneuver, especially in light of the barges that broke loose. If any had hit us, we would be in the water with nowhere to go. Literally everything downwind of us was underwater. Being an offshore tug, the vessel rode quite well. The hardest part was trying to hold the head into the wind." ... Capt. Alonso hails from Savannah, Ga. He started working on vessels owned by his grandfather when he was a teenager and received his first license in 1977. He complimented his crew for handling the dangerous situation as calmly as possible. Robert Johnson, chief mate; Don Potts, second mate; Robert Malouin, chief engineer; William Porter, assistant engineer; Chris Sullivan, deckhand; Teco Barge Capt. Carlos Arana-Suarez; and Teco deckhand Richard Huggins were onboard at the time. "In retrospect," Alonso said, "we were extremely lucky and blessed to make it through. The devastation along the river is massive and resembles a war zone. My thoughts are with the people of Louisiana and the whole Gulf Coast."

**Captain Bob Alonso**, written by H. Nelson Spencer — *The Waterways Journal Weekly*, Sept. 12, 2005.

**"W**e arrived in New Orleans Aug. 20. We were loaded and ready to sail back to Tampa on the 27th. However, we did not have enough time to outrun the storm at sea. This meant our only choice was to find a good spot and anchor our barge and ride out the storm with dozens of other ships and tugboats in the river. Our wives called to ask if we would be coming home. We had to laugh and try to explain this is the other side of our seemingly boring job. We can't just leave the boat if the weather gets bad. ... As time drew closer to the storm making landfall, we grew more uncertain as to how 150-mph winds would affect us. Restless, I went up on the bridge at 3 a.m. Monday and relieved one of the other men on watch. The wind was steadily picking up, and other members of the crew who could not sleep came up. We listened to news on XM radio leading up to and through the storm. About 8 a.m., all hell broke loose and we had to untie from our barge and try to keep our boat out of trouble. In an instant from untying from our barge, the wind gauge pegged out at 100-mph and the seas in the river rose to 8 feet. We put our life jackets on and prepared for the worst. ... After about an hour of pure terror, everything died down and we began to see all the destruction around us. It was amazing to see houses floating off their foundations. Debris was scattered everywhere. Trees were floating by, barges were sunk. It looked like someone just picked the whole place up and shook it. Time passed and we all breathed a sigh of relief and headed back to our barge. Much to our surprise, the anchor held and it was right where we left it. We stood by at dock in Davant, La., until Saturday when they opened the river back up for traffic then headed to Tampa to discharge our load. Our crew got off in Tampa for two weeks then we will head back to work and keep our fingers crossed for the rest of the hurricane season, just like our other seafaring friends."

**Captain Robert Johnson** — *The Florida Times Union, Jacksonville.com*, Sept. 18, 2005

## IN THE NEWS

### Information about McAllister and its Employees

#### McAllister Employees Look After Their Own

We recently sent a memorandum to the employees of McAllister explaining that members of our "family" incurred serious loss and damage to their homes and personal property from Hurricane Katrina. McAllister then established an account so that people could donate money in order to help their fellow employees in this time of hardship. The response to this memo was awe-inspiring. Upon witnessing the generosity of our employees, the company contributed to the fund by matching the amount previously donated. We are proud to announce that over \$36,000 was raised for the relief fund. Add to that the money that was immediately dispensed after Hurricane Katrina and close to \$70,000 has been given to the employees that suffered from this disaster. This hurricane was an extraordinary tragedy for many people in the United States and we at McAllister felt it called for a unique response. We wish to thank each and every employee who donated to this fund. We have heard from several of the affected employees who have expressed their extreme gratitude.



#### Tug McALLISTER BROS. goes Hollywood

Look for the tug McALLISTER BROS. coming to the big screen near you. She was recently cast in Steven Spielberg's film "MUNICH". The film is set to be released on Dec. 23, 2005 and with all the buzz it is generating, many people are thinking it might win an Oscar or two. The tug was filmed in the Hudson River as the crew shot from Queens capturing the United Nations in the background. The Art Director of "Munich" told our PR department that the scene the BROS. is in is the last shot in the movie, so be on the look out for the familiar red, black and white stack on the silver screen. Special thanks to dispatcher Simon Young for coordinating the project and to the entire crew of the BROS. Capt. Martin Clancy, Karsten Klein, Jonas Limantas, Charles Picorilli and John Cobb-Adams.

#### McAllister at NY Tug Races

McAllister displayed its power and strength once again at the 2005 NY Tug Challenge. McAllister tugs and their crew took numerous awards with the newly converted 4000hp STACY McALLISTER finishing 2nd in the race (1st place went to a 7000 hp tug), the BRUCE, coming back from a job, jumping in for 3rd Place in the race and Deckineer Kevin Rodriguez, making a cameo appearance from Portland, taking 3rd Place in the line throwing contest. It was a glorious day and everyone aboard had a great time. Congratulations to Captains and crews of the STACY and BRUCE.

#### Pilot Brian Fournier

Congratulations to Captain Brian Fournier for attaining his state pilot's license. Also a special congratulations to the Portland Tugboat softball team for winning the championship in their league this year. Way to go guys!

#### McAllister Employees Awarded 9/11 Medals

Norman Mineta, Secretary of Transportation, presented the Transportation 9-11 Medal for Services to 32 McAllister employees on September 17, 2005 at a ceremony in New York City. Each individual was invited to attend the ceremony and was presented a medal for their heroic efforts on 9/11 by answering the call of "all available boats". VP Eric McAllister represented the company at the ceremony (see the picture in the center section of Eric, Secretary Mineta and Vice Admiral Crea).

#### Vive la McAllister

Recently a French film crew came to New York interested in the tugboat industry. The film crew, headed by Bertrand Edel, works for the program "Thalassa" which is shown on Channel 3 in France. On Nov. 17, 2005 they interviewed/filmed President Captain Brian McAllister in the 17 Battery headquarters office. The filming continued the next day as they were shown the operations at the yard in Staten Island. The film crew was especially absorbed with how dispatching works. Finally, they spent 3 days, including Thanksgiving, aboard the tugs with Docking Pilot Jeff McAllister and crews. The film crew raved about the company, the equipment and mostly the people who work for McAllister as they made their way back to Paris. The show will air in the Spring of 2006. Special thanks to: Steve Kress, Pat Kinnier, Joe Tesoriero, Jeff McAllister and the NY crews aboard the tugs.

## Movers & Shakers

### Baltimore Bound

**Greg McClelland** is the new **Logistics Coordinator** in Baltimore, reporting to General Manager Michael Lavin. Mr. McClelland has been a dispatcher at McAllister's Philadelphia office for six years, but he first worked at McAllister for two years in the late 1980's. In between, he's culled about 20 years of experience as an agent, a dispatcher and a line runner in the maritime business. Greg has worked for many different companies, including Aspen Shipping, Martin Lines, and Turecamo Towing. Mr. McClelland is happy to have moved to Baltimore to help with administration of the Maryland port.



### No Small Matter

**Paulette Small** is McAllister's new **Assistant Controller**, working out of the Accounting Department in the 17 Battery Place office. She will be helping Controller Charles Court in overseeing Bridgeport operations and taxes, and also assisting in the areas of insurance, related company accounting and special reporting (CES, Tugz etc.). Ms. Small is a CPA with both public and private experience. Educated at Long Island University, she has worked at The Siegfried Group, AGA Creative, and elsewhere. Her background will be of great value to us as we work toward improving the efficiency of the Accounting Department's product at Corporate Headquarters.



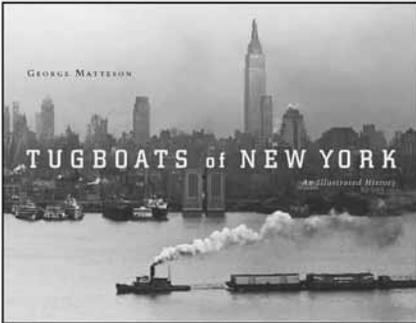
### Go West Young Man

**Captain Elliott Westall** has been named **Operations Manager** of the Newport News, Virginia port. Many readers may already be acquainted with Captain Westall, having served as the interim Site Manager at McAllister's Cove Point LNG operation. Captain Westall was born in Henderson, NC and raised in the Washington, D.C. area. He joined the U.S. Navy in 1979 where he honed his skills as a Tug Master and Navy Harbor/Docking Pilot. After retiring from the Navy in 1997, he earned his Master's License and started a career in the commercial maritime industry. He joined Brand X Towing of New York in May 1998, commuting from his home in Virginia, until November 2003. At that time, he joined the McAllister Team in Virginia, and we are thrilled to have him as the new Operations Manager there.



## “Tugboats of New York” An Illustrated History By George Matteson

George Matteson’s **Tugboats of New York** is a stunning new book on the history of the tugboat industry in New York harbor. It has recently been released from NYU press and has hit



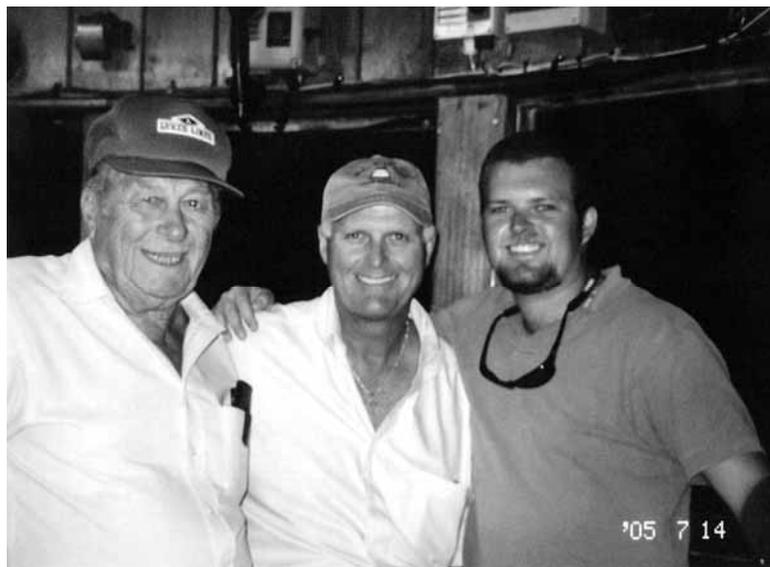
bookstores as well as amazon.com. The impressive coffee table book features a comprehensive, detailed narrative tracing the evolution of the tug business, and is anchored with hundreds of photographs. McAllister is heavily featured in the book, as one of the oldest companies, with a complex, intergenerational story (we are even called a “**DYNASTY**” on several pages). McAllister was also fortunate enough to have the NYU designers choose a picture of the EMILY ANNE McALLISTER as the back jacket cover. Matteson is able to synthesize his overview of almost two centuries of maritime history, while keeping track of the humans and families that shaped that history. This book is a treasure for anyone who really wants to know the historical context of the mighty tugboat of New York harbor.

“The story of the development of the tugboat industry in one of the busiest seaports in the world is a **remarkable** one, and Matteson delivers it in **rich and lively detail**. ... The photographs alone, with extensive captioning, make this book worth buying.” — **WorkBoat Magazine**

“A brave and jaunty disquisition, **copiously illustrated**. ...Written with **boundless enthusiasm and affection** for its subject, and with more than a little longing for the days when ships of all kinds dominated the rhythm of life in and around the city’s endless waterways. — **Ric Burns**

## In Memoriam: Russell Mitchum

The port of Charleston suffered a tremendous loss on October 13. Russell Mitchum, 22, a deckhand for McAllister since May of 2004, died in a tragic car accident. The Charleston team has a long relationship with Russell and his family. His father, Rick Mitchum came to work for McAllister in 1987 and is the port’s Senior Docking Pilot. Russell’s uncle Craig is also a docking pilot as was Russell’s grandfather Rusty. According to Safety Coördinator Allen Aden of Charleston, “Over the years, folks in the Charleston port watched Russell grow up. Tugboats run deep in his family’s roots. Russell was a good man and he will be deeply missed.” Everyone at McAllister passes on their most sincere condolences to the Mitchum family.



Pictured from L to R: Captain Rusty Mitchum, Captain Rick Mitchum and Russell Mitchum onboard the McAllister Sisters.

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***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"***

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**Photo Credits & Contributions:**

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