



At the Helm

From the Captain's Chair

Dear McAllister Friends and Family,

We say bon-voyage to 2008 and look forward to "Hope & Change" for 2009. McAllister Towing is keeping our head as far as we can above water during this current recession. The maritime industry tends to be affected later rather than sooner, but we are now feeling the start of the economic slowdown. Nevertheless, McAllister will endeavor to lead the way in 2009 and continue our tradition of unsurpassed service. There were many highlights to 2008, some of these include:

- ◆ This past October, Frank Huesser stepped away after 35 years at McAllister. He was a friend and a part of the family. Frank did an exquisite job as the Vice President and General Manager at our Philadelphia office. Upon Frank's departure, we welcomed Captain Joseph Benton III as the new VP and GM of McAllister Towing of Philadelphia. Joe has been a part of the McAllister family in Philly since 2000 and served as the Port Captain for the past 5 years.
- ◆ We proudly announced the arrivals of the most powerful ship docking tugs in the ports of New York and Portland. The ROSEMARY MCALLISTER and the ANDREW MCALLISTER are the newest additions to McAllister Towing's fleet. A spectacular Christening ceremony was held for the tugs at South Street Seaport in NYC, which happened to be an early home for the company in the late 1800's. Furthermore, we welcomed two additional new tractors, the 82' class GREGG and REID MCALLISTER, later in the year. McAllister Towing now has the largest number of tractor tugs on the US East Coast, with at least one tractor in every port!

As always, I would like to thank all the employees here at McAllister. Everyone has been devoted and diligent, especially during the tough economic downturn that we face. If we all work together to pull through the storm, we might just have smooth sailing in 2009.

Captain Brian A. McAllister
President

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Employee Milestones

The following individuals celebrated landmark anniversaries in second half of 2007 or in 2008. We would like to congratulate and thank them all for their many years of service. Listed below are the individual's names, years of service and the port/location where they work at McAllister.

45 Years

Cory Douglas Providence

35 Years

Beverly Reilly 17 Battery
Ramon Sanchez Puerto Rico

30 Years

Sharon St. Louis BPPJ Ferry
Joseph Zawacki 17 Battery

25 Years

John Plummer Providence
Louis Rinaldo BPPJ Ferry
Michele Sniegocki 17 Battery

20 Years

Stephen Schmitt BPPJ Ferry
Elizabeth Syvertsen BPPJ Ferry
Charles Tooker BPPJ Ferry
AJ McAllister III 17 Battery
Robert Ellis New York
John Martin New York
Jeffrey McAllister New York
Christian Sondergaard New York
Emmett Derusha Virginia
Michelle Edwards Virginia
Richard McMullen Virginia
Christopher Johnson Georgetown
Ronald Browder Charleston
Joseph Buckheister Charleston
Robert Fagerstrom Charleston
Warren Fort Charleston
Steven Kicklighter Charleston
James Lee Charleston
Edward Richardson Charleston
Michael Sistare Charleston
Robert Skelton Charleston
Cecil Summerset Charleston
Benjamin Whaley Charleston
Dondi White Charleston

15 Years

Kenneth Dixon BPPJ Ferry
Michael Plumb BPPJ Ferry
Donna Purce BPPJ Ferry
Wilma Galarza 17 Battery
Joann Giglia 17 Battery
William Douglas Virginia
John Haynie Virginia
Michael Joyner Virginia
Ralph Guy Wilmington
Allen Aden Charleston
John Wilcox Charleston

10 Years

Jimmy Pate Portland
Marjorie Britt BPPJ Ferry
Emil Scrivanich BPPJ Ferry
Pete Trilivas BPPJ Ferry
Brian Buckley McAllister 17 Battery
Eric McAllister 17 Battery
Steven Brown New York
Paul Frank New York
Angus Rankin New York
John Rogoff New York
Paul Stinglen New York
Mark Christiansen Philadelphia
Robert Kolb Philadelphia
Gregory McClelland Baltimore
Robert Clinton Virginia
Lucy Dyke Virginia
David Hoffman Virginia
Louis Reid Smith Virginia
Vince Browder Charleston
Chad Hilton Charleston
Erik Rodriguez Puerto Rico

We sadly said goodbye to some former employees in 2008. After 22 years, Captain Mason Flint docked his last ship in Jacksonville. Capt. Flint was one of the first employees of the company in 1986 when McAllister started in Jacksonville. He and his wife Karin plan a busy retirement filled with traveling and enjoying life. Also, it is with deepest sympathy that we announce the passing of former employees: Marie Baumann, Marilyn McGill, James Miller and John Whittaker. They will all be dearly missed.



“THE LUCKY BAG”

By Wayne Stiles

In the days of sail, an officer of the deck constantly had his weather eye rising so that fluctuations in the winds could be taken advantage of by reefing or adding sail. When a breeze would freshen, the order to “carry on” would mean to hoist every canvas available to get the most headway on the ship. Today, in the Navy, the order to “carry on” means to resume work, or to “keep on keepin’ on”.



CAPT. ROBERT GRAY

In 1792, the U.S.S. COLUMBIA, under the command of Captain Robert Gray, became the first American ship to circumnavigate the world. During this voyage, the COLUMBIA became the first ship to successfully cross what is now the Columbia River Bar and navigate up the river in Oregon that would be named in honor of this ship; the Columbia River. Grays Harbor, at the mouth of the Columbia River, is named for Captain Gray. This voyage would help form the basis of the United States’ claim to the Pacific Northwest Territories.

The next time you hear someone say everything is “hunky-dory”, they are using a term with maritime origins. When sailors on shore leave in Yokohama, Japan sought out an area of town catering to the baser pleasures of the sailor’s life, they would cruise a street called HONKI-DORI. So, sailors began using the term to mean anything enjoyable or pleasurable.



Benefiting from Your Benefits

Nancy Errichiello—Employee Benefits Administrator

McAllister is offering all full time employees the opportunity to enroll for group long term care insurance. Long Term Care Insurance, from the Prudential Insurance Company, helps pay for care you would receive at home or in an extended care facility – care you would otherwise pay for out of your own pocket. It helps you maintain independence and lets the decision of choosing the kind of care you receive be decided by you and not someone else. It can help to ensure you do not become a financial or emotional burden to the ones you love.

You may spend years planning for retirement and building your assets only to spend it on high long-term care expenses. Nationally, the average cost for nursing home care is \$76,000 per year and home health care can cost up to \$170 per day. Take an important step in helping to protect yourself and your loved ones from potential financial hardship by enrolling in Prudential Long Term Care Insurance. You choose your own daily benefit amounts and plan options. When the time comes that you need to use your benefits, you again get to chose how they are spent: you can use them to pay a professional caregiver, or a friend or family member.

In addition to coverage for yourself, McAllister and Prudential have created a policy that allows all of your family members (including your spouse, parents, grandparents, siblings, in-laws and others) the opportunity to join. The premiums for coverage are not payroll deductions. Prudential will bill each enrollee separately.

To learn more about Long Term Care Insurance go to www.prudential.com/gltcweb (Group Name: McAllister — Access Code: towing) or call Nancy Errichiello, Employee Benefits Administrator, Human Resources, 17 Battery Office. (212) 269-3200.

The Grounding of the M/V CSL ARGOSY

By Captain Michael Reagoso

It was a pleasant Saturday morning at 1022 hours on January 17th, that changed dramatically upon getting a call from Captain John Shellenberger aboard the DONAL G. MCALLISTER. Captain Shellenberger informed me that the 800-foot bulk carrier CSL ARGOSY was aground just north of the Bay Bridge and that the DONAL G., KALEEN MCALLISTER and the ROBERT E. MCALLISTER had been dispatched to assist.

Unfortunately, tug power alone was not enough to float the vessel and it became necessary to lighten 20,000 tons of the iron ore from the ARGOSY to free her from her position in the mud. It was at this point that the resources of McAllister came to the rescue. Through the agent and the owners we began gathering assets to assist our customer in rescuing their vessel and its payload. With calls to Joe Benton in Philadelphia, Elliott Westall and Dean Fabian in Norfolk and Steve Kress in New York we soon mustered the necessary equipment and personnel to help our customer in their dire time of need. We had barges lined up, tugs to tow them and enough horsepower to assist as the situation developed.



As the operation began, the DONAL G. was tasked by the Coast Guard to standby the vessel as lightering assets were deployed. The MICHAEL J. MCALLISTER towed the Columbia Norfolk barge from Norfolk to the vessel to begin lightering the iron ore. Standing by with the DONAL G. was the rest of the Baltimore fleet and they were soon joined by their cousin from Virginia, the newly built tractor tug, GREGG. It was *"Team Chesapeake"* to the rescue.



After nearly two days of lightering operations the ARGOSY began to float again late Monday evening. Just as the ARGOSY started to seek deep water, another ship was passing in the adjacent channel and our tugs and crews were put into action and responded flawlessly. We held the vessel in position and out of harms way while the ship passed and the anchor was heaved. Then, instead of the vessel steaming up the bay several miles to a turning basin, the Pilots were able to turn the vessel in her own length, within the confines of the channel, and proceed to the Annapolis anchorage for further inspection. In speaking with the Pilot

Kevin Gugliotta onboard afterwards he noted that due to the power and maneuverability of our tugs he felt confident in their ability to perform this maneuver. This was the first time Captain Gugliotta had seen the newly designed and built 82' GREGG class tractor tug and he was very impressed by the design, size and power of the tug.

Through the support of the McAllister organization and *"Team Chesapeake"*, we were able to assemble the necessary equipment and execute our plan, which served our customer when they needed our help the most. However, the most vital aspect of this plan was the rapid response, professionalism and commitment of the crews and our shoreside staff. This is what made the operation a success and we proudly salute you all. Thank you for a job well done!

There's No Place Like Home

“Let the head lines go! SISTERS easy astern. Okay, ROWAN, tighten it up. Pull the bow out at 45°”.

That was the radio chatter on the morning of October 2, 2008 as four tugs propelled the historic aircraft carrier U.S.S. INTREPID back to its museum pier on the West Side of Manhattan.

The four-hour 10 mile tow culminated an almost two year project to refurbish the 912-foot ship. The tugs ROWAN M. MCALLISTER, ELLEN MCALLISTER, MCALLISTER SISTERS and newly built Z-drive tractor ROSEMARY MCALLISTER successfully re-docked the 38,900 ton retired naval ship at Pier 86, the newly renovated home of the Intrepid Sea, Air & Space Museum.



While the flotilla was underway in Upper New York Bay and the Hudson River, the main tow tug pulling on INTREPID'S bow was the 4,300 hp twin-screw ROWAN. The 6,000 hp tractor tug ROSEMARY was the tail tug, keeping the ship's stern from being blown cockeyed by the stiff wind. The 4,000 hp twin screw SISTERS was made up along the starboard hip with head, strap and stern lines, allowing the tug to offer forward or aft propulsion.

Docking pilots Captain Jeffrey McAllister and Captain Paul Frank guided the operation successfully even with the stiff 23 knot wind throughout the job. There was some concern about the depth of the water at Pier 86 due to it only being dredged enough to fit the behemoth carrier and her 29 foot draft. But with the flawless tow plan from Port



Captain Pat Kinnier on top of Frank and Jeff's expertise and the tugs superior power and maneuverability, the USS INTREPID was docked safely and efficiently. As a local military band struck up a celebratory tune, the gathering crowd and numerous veterans and crewmembers on board the ship sent up a deafening ovation, welcoming the U.S.S. INTREPID back home to NYC.



“Farewell to Frank”

This past October, McAllister bid bon-voyage to one of its most dedicated members of the family. After a storied 35 year career, Frank Huesser, due to disability, stepped down as General Manager and Vice President of McAllister Towing of Philadelphia, Inc. We recently interviewed Frank and present here a few highlights.

It all started in 1973 at the local police department in Woodbury, PA where a young Officer Huesser overheard a local tug businessman asking a co-worker if there were any “old/retired” cops that might want a job as a tug dispatcher. Frank, with his usual gumption, said “How bout a young guy?” The next day Frank went to the McAllister offices in Philly on Chestnut Street and interviewed with then GM Anthony J. (“Tony”) McAllister, Jr. Tony told Frank that he would try him out for two weeks of training aboard the tugs, in order for him to get an idea of what tug life and the business was all about. Two weeks later, Frank put in his official notice with the police department and started full time as a dispatcher with “the greatest group of guys (Tony, Al Mann and Tony Clark) in the business”.



Joe Benton, Brian McAllister, Frank Huesser & AJ McAllister

Frank was encouraged by Tony, “his mentor”, to take a “hands-on” approach while learning all aspects of the tug industry. Tony offered Frank advice that he then tried to pass on to his employees: “Never take anyone’s word on something, go see it or do it for yourself!” This approach stayed with Frank throughout his entire career and proved very beneficial as he advanced in the company. Frank says, “The only true way to really learn this business is by coming up the hawse pipe.” Frank was promoted to Chief Dispatcher in 78’, Operations Manager in 88’, GM in 95’ and finally VP & GM in 2000.

We asked Frank to recall any special jobs or events that took place during his 35 years at McAllister. One occurrence really stood out for Frank. He was asked to go on the tug towing the *SUN 800* (the largest crane barge on the US East Coast at that time) to Norfolk to assist Howard Hughes’ *Glomar Explorer*. “The business didn’t just affect you, it involved your whole family. We caught a bad storm in Virginia and I got stuck out there for over a week. Also, back then we didn’t have 24-hour dispatchers in the office, so there were plenty of nights my wife was awoken by the 3:00 am phone call as I scrambled to provide service for our customers.” Other memorable jobs that Frank mentioned were: towing the tanker *Manhattan*, “which was the only tanker to have gone through the NW passage and over the North Pole”, witnessing the then newly built TERESA MCALLISTER (one of the company’s first kort nozzle, flanking rudder tugs) going nose to nose against the supposedly more powerful 2,400 hp open wheel Moran tug REEDY POINT and pushing her backwards (the company later learned that Admiral Moran, upon hearing of the incident, severely chastised the local Moran GM) and of course the tow of returning home the battleship *USS NEW JERSEY* (for which Frank deservedly received many accolades).

In closing, Frank said “If I had another 35 years to give, I’d be happy to put them in with Captain Brian and the entire McAllister family. Through all the good and bad, I’ve spent more than half my life with the McAllister family and it is something I am very proud of.” To this Captain Brian replied, “In managing a company it is difficult to always make the right decisions, but it always makes it a little easier when you hear a comment like Frank’s above. We are proud to have relied on Frank’s unsurpassed service for all these years and wish him fair winds and following seas in all his days.”



“Rebels Without a Cause”
Capt. Brian & Frank

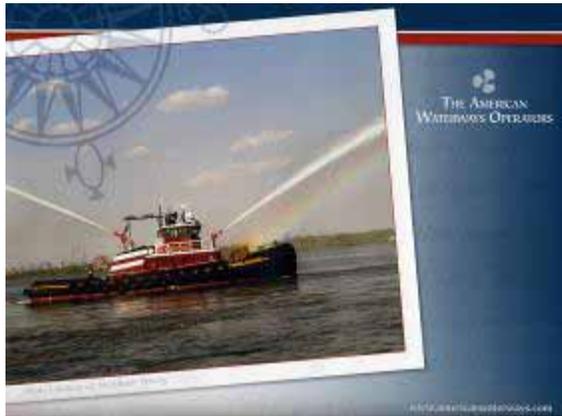
Compliance Corner

By John E. Schrinner

BUILDING A CULTURE OF SAFETY AND QUALITY

Beginning in 2004, McAllister began an important journey that continues to this day, that is, building a culture of safety and quality to move forward as a longstanding leader in the towing industry. Innovation, sound management, and a dedicated, highly professional workforce had combined to foster an expanding fleet and mounting successes as the 21st century began, but it was time to set sights even higher.

The company made the commitment to develop and implement a Quality and Safety Management System (QSMS) and a Vessel Security Program. A Safety Director and a Security Director were



brought on board to realize these goals. Significant successes were achieved in a little more than three years. The fleet demonstrated compliance with the Maritime Transportation Security Act (MTSA) regulations instituted after 9/11 to protect the nation's vessels, ports and users. McAllister Towing of New York, LLC was certified by the American Bureau of Shipping (ABS) as meeting the rigorous quality and safety standards of ISO 9001 and the International Safety Management Code (ISM). During this same period, the QSMS was sent out for implementation throughout the fleet and McAllister received its Responsible Carrier Program Certificate from the American Waterways Operators.

With these milestones reached, the journey took a new turn in August 2008 with the establishment of the Compliance Department, under the leadership of a newly created Vice President position. The concept is clear – bring all regulatory compliance and quality system efforts under one umbrella to enhance support of the fleet internally and to unify external initiatives with customers, governmental agencies and industry partners.

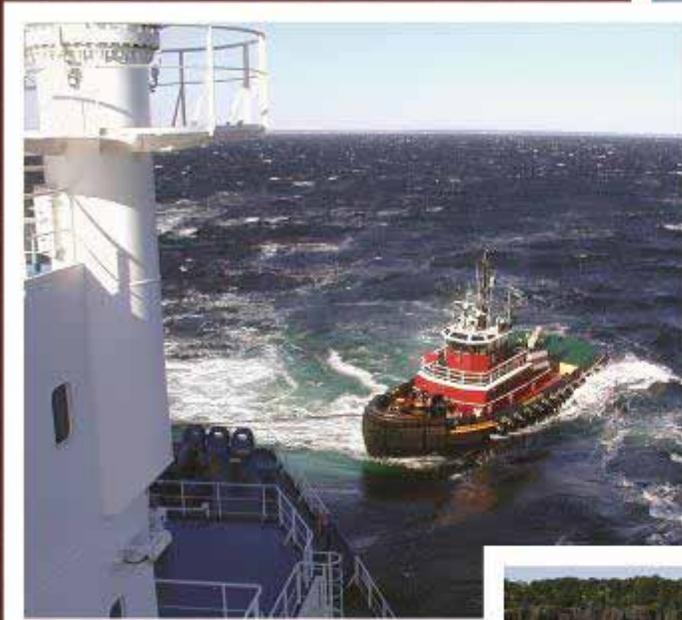
The Compliance Department is staffed by two Health, Safety, Security and Environmental Managers (HSSE) that travel regularly to our ports to assist shore side and tug personnel in meeting their various QSMS and Vessel Security responsibilities. The Compliance Administration Coordinator oversees the department's administrative functions from the office collocated with McAllister Towing of New York.

In addition to managing ongoing QSMS work, the Compliance Department is also refining the system's publications to streamline workflows and build an even better sense of system 'ownership' among its users. With the guidance and support of the IT Department, the second generation of QSMS manuals and forms is slated to be deployed electronically as well as in standard paper format to improve system access and efficiency.

Having now successfully undergone its annual ISO 9001 and ISM Code audit by ABS, McAllister Towing of NY remains the test bed and flagship of the QSMS. Building on this success and lessons learned throughout the fleet, the Compliance Department will be reaching out with more compliance, drill and training activities over the coming months.

The journey to build an enduring culture of safety and quality continues.





PICTURED FROM TOP LEFT:

- ◆ Successful safety exercises with the TOWEX in Portland.
- ◆ Stunning sunsets on the water!
- ◆ The BRUCE from the picturesque Palisades of the north Hudson.
- ◆ Assisting the NYPD helicopter Medical Evacuation drills.
- ◆ The Christening of the ANDREW and ROSEMARY at historic South Street Seaport in NYC.



PICTURED FROM TOP LEFT:

- ◆ Shipdocking with the classic CHARLES D. McALLISTER.
- ◆ A dramatic nighttime view of the McALLISTER SISTERS.
- ◆ The ERIN and the MATTHEW welcome the RUBY PRINCESS to Port Everglades.
- ◆ A bird's eye view of the BRIDGET towing the USS POLLUX into Delaware Bay.
- ◆ Moving cranes in the Port of Jacksonville.

Tractor Tugs Dominate McAllister's Fleet

The recently built ANDREW and ROSEMARY MCALLISTER continue the modernization of McAllister fleet. These 6,000 horsepower Z-drive tractor tugs with state-of-the-art technology add to the growing number of tractors in the company's fleet. The ANDREW and ROSEMARY are environmentally friendly, equipped with EPA Tier II low emission engines. The tugs have superior firefighting capabilities able



to pump more than 11,600 gallons of water or foam per minute. They have a certified bollard pull rating of 83 short tons and are equipped with JonRie escort winches. The tugs were designed by Jensen Maritime Consultants in Seattle and built by Eastern Shipbuilding, Inc. in Panama City, FL.

The ROSEMARY, which debuted in NY harbor in the summer, has been recognized as an outstanding achievement in design and performance by numerous groups of the maritime industry. She was honored as a "Great Boat of 2008" by Marine News, was featured in the 2008 American Tugboat Review by Professional Mariner and most recently earned the distinction of the cover of TugWorld Review 2008. Not to be outdone, the ANDREW had a feature story in Workboat magazine stating its claim as the most powerful shipdocking tug in Portland, Maine.

In addition to the ANDREW and ROSEMARY, the company also built, in the fall of 2008, the versatile GREGG AND REID MCALLISTER. These two 82 foot tugs may be on the smaller side but are still mighty with 2 CAT 3516C Tier II engines producing 4,000 horsepower. These tugs were also designed by Jensen Maritime and built at Eastern Shipbuilding.



Engineering Manager Martin Costa says these tugs were built with “a shorter length to allow greater maneuverability in close quarter shipdocking operations.” Brian McAllister, in assisting on the design of these tugs, says, “These tugs are ideal in ports where efficiency is required.” The REID is currently in



Philadelphia and the GREGG is stationed in Virginia. Both tugs have received praise from customers, docking pilots and crew alike.

McAllister Towing started upgrading its fleet in the late 1990's. Recognizing the demand from customers for the versatility and power of tractor tugs, the company has put 24 Z-drive tugs into operation and has at least one of these high-tech tractors in every one of its 11 ports. With the addition of the ANDREW, GREGG, REID and ROSEMARY, the company now has the largest fleet of tractor tugs on the East Coast and continues its tradition of leading the way in the towing industry.

Neither Snow, nor Rain...nor 15 Foot Seas!

The port of Virginia received a recent emergency call with a ship in distress 420 nautical miles off the coast of Virginia. The Safmarine SOYO, a 490' twin deck cargo vessel, had suffered a total loss of propulsion. McAllister Towing of Virginia, quickly responded with a rescue plan involving the tug BRIDGET MCALLISTER. The BRIDGET, skippered by Captain Jim Kingsbury and her crew, was promptly prepped for a rescue in heavy seas and steamed away from the pier.

The tug made good time and arrived on scene to be greeted by 15 foot seas and winds of 35-40 mph. The professionalism and skill shown by the



crew was truly a testament to their seamanship and in less than 30 minutes, the BRIDGET was hooked in and towing the SOYO. The weather however grew dreadful and the BRIDGET hove to for three solid days. During this time, she battled seas upward of 24 feet with winds over 60 mph. Capt. Kingsbury said, “My boat and crew were all pushed to the edge of their envelopes. Some of the guys had never



experienced weather like that, but they showed true grit in their performance and did a great job.” Finally the weather relented and after an additional 2 days of vigorous towing, the BRIDGET and the SOYO arrived at the mouth of the Delaware Bay on Sunday morning January 25th. She was met there by the TIMOTHY and REID from McAllister Towing of Philadelphia along with the Delaware Pilots and the US Coast Guard. The SOYO was then moored safely at the Camden Becket Street Terminal Sunday night. The BRIDGET and her crew returned home to Norfolk on Tuesday morning January 27th where they received a well deserved hero's welcome, not to mention an equally deserved steak and shrimp dinner!

Bravo to everyone involved with this dramatic and daring rescue, you displayed the skills and abilities that demonstrate how McAllister continues to lead the way! We pay tribute to Captain Kingsbury, Mate Dan Pursel, Mate Trainee Kenny Williamson, Eng. Dave Whitehead, AB Herman Curtis and Deckhand Mohamed Allali.

*Story Credit: Captain Dean Fabian,
Operations Manager—VA*

“SPOTLIGHT ON” McAllister Towing of Wilmington

In continuing our “Spotlight On” section, we are proud to share with you our Wilmington, NC operation. We hope you enjoy becoming a little more familiar with this port and the exceptional individuals who work there.

Who are the key personnel in Wilmington?

<u>Name & Position</u>	<u>Date of Hire</u>
Lawrence “Larry Lorenc - Vice President and General Manager	08/01/1982
Captain Glen Turbeville - Assistant General Manager & Docking Pilot	02/01/1988
Captain Larry Southerland - Senior Docking Pilot	02/14/1986
Captain Ralph Guy - Port Engineer	02/01/1993

How many employees work in Wilmington?

We have a total of 11 employees: 6 crew members, 2 pilots, 2 on the pier and 1 in the office.

How long has the company been a part of McAllister?

The Port of Wilmington historically had two tug companies. Stone Towing and Cape Fear Towing both trace their origins back to the early 1900's. McAllister became a leader in the port in 1987 after acquiring Wilmington Tug & Barge (ex-Stone Towing Line).



How many tugs are currently in Wilmington?

Presently we operate four tugs: the 4,000 hp twin screw tractor MARGARET MCALLISTER and the single screws CARLO MCALLISTER and DAVID MCALLISTER (ex-RESOLUTE).

Any interesting facts about the Port of Wilmington and its personnel?

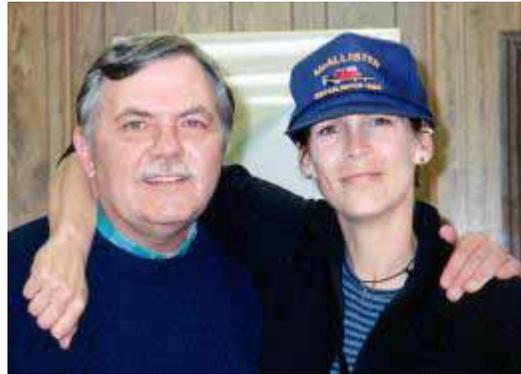
The North Carolina State Port was created by the state legislature in 1945 and the terminal began operation in 1952. In 2007, the first phase of the container-terminal expansion was completed. Four new 100 ft. gauge container cranes arrived in early February and went into service in April. The new cranes, along with nine new container handlers signaled that the Port of Wilmington was ready to accommodate the largest container ships capable of transiting the Panama Canal. The Cape Fear River navigation channel has been dredged to 42 feet water depth to better accommodate these larger ships. The Port's longtime container-shipping partner, the CKYH Alliance, responded by moving larger ships into the rotation of its South China service and adding second weekly service linking North China directly with Wilmington.

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

One of the best attributes of our port is that we still enjoy a scenic river transit. There is nothing quite as beautiful as the sunset on the western side. The toughest thing in the port are the strong ebb, deep ships, and extremely narrow turning basin. These all make our operations tricky, but our crews and tugs are always ready for the task at hand.

What makes Wilmington different from other McAllister ports?

We are not that different from other McAllister ports, however due to our small number of employees it makes it necessary to have an “all-hands-on-deck” approach to breakdowns or any difficult task. Also, Wilmington can lay claim to being the most televised company in the McAllister family. Our tugs and crew have been seen in One Tree Hill, a Maxwell House commercial and Stephen King’s film *Cat’s Eye*. We also provided the engine sound effects for the feature film *Virus* starring Jamie Lee Curtis, William Baldwin and Donald Sutherland.



Anything else or anyone else you would like to mention about Wilmington and McAllister?

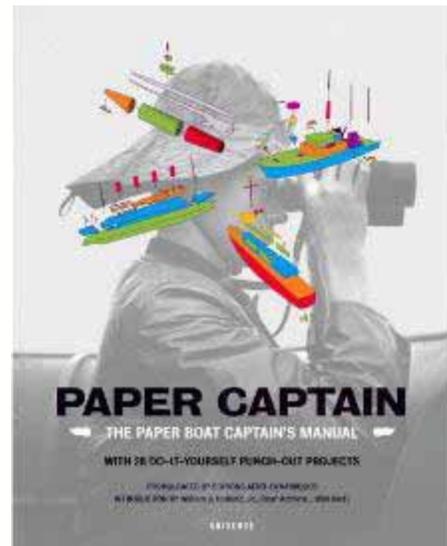
We are only as good as our crews and all of these guys really go the extra mile! Asst. Port Engineer Murphy Williams, crew of the MARGARET MCALLISTER: Senior Capt. Randy Bussey, Eng. Steve Southerland, Deckhand Greg Casaletto, and the crew of the CARLO MCALLISTER: Capt. Anthony “Tony” Gray, Eng. Matt Register, Deckhand Jamie George.

Paper Captain -- The Paper Boat Captain’s Manual

A Book Review

Ahoy there! Paper Captain takes the reader through a century of nautical history with facts, figures, and stunning illustrations, then lets every fantasy sailor cut out and build twenty beautiful die-cut paper models—designed to float!

Devised by Juliette Cezzar, the author and designer of Paper Pilot, Paper Captain is a beautifully illustrated voyage into the world of model boats, from speed boats and tugs (*our very own CHARLES D. MCALLISTER is featured*) to luxury liners and naval catamarans. The book presents innovative histories of twenty feats of maritime engineering drawn from maritime museums around the world, from the legendary British HMS Victory to the USS Monitor at the Mariner’s Museum in Virginia and the German U-505 at Chicago’s Museum of Science and Industry. Each boat is accompanied by its naval history, facts and statistics, and photographs of the vessels in action.



Paper Captain is not only educational, but also extremely engaging. If you have kids of your own or if you are just a kid at heart, Paper Captain provides hours of entertainment in building the boat models. Included are twenty finely detailed die-cut paper models, each presented with clear instructions for assembly and helpful advice for deploying your paper fleet—whether in the ocean or the bathtub!

Paper Captain is available from numerous retailers (Barnes & Noble, Amazon.com, etc.) and retails for around \$20.00.

Movers & Shakers

Eduardo “Eddie” Escobedo joined McAllister Towing as Fleet Engineer working out of Staten Island, New York. Eddie has been working with tugs and barges ever since graduating from the US Merchant Marine Academy. He has sailed as chief engineer aboard several ocean going tugs until he decided to go shoreside. Once on shore he was heavily involved in the repairs and operation of the tugs and barges. He has worked his way up from Engineer to Port Engineer, to Maintenance & Repair Manger, and finally Director of Maintenance & Repair for a local tug and barge company before joining McAllister. He is also a Lieutenant Commander in the USNR as an engineering officer and has worked on several major reconstruction projects for them. As Fleet Engineer, Eddie will be deeply involved with all ports and all vessels undergoing any major reconstruction, dry-docking, or upgrade. “I look forward to visiting and working with all the ports and vessel personnel to ensure that all projects run smoothly and as planned.”



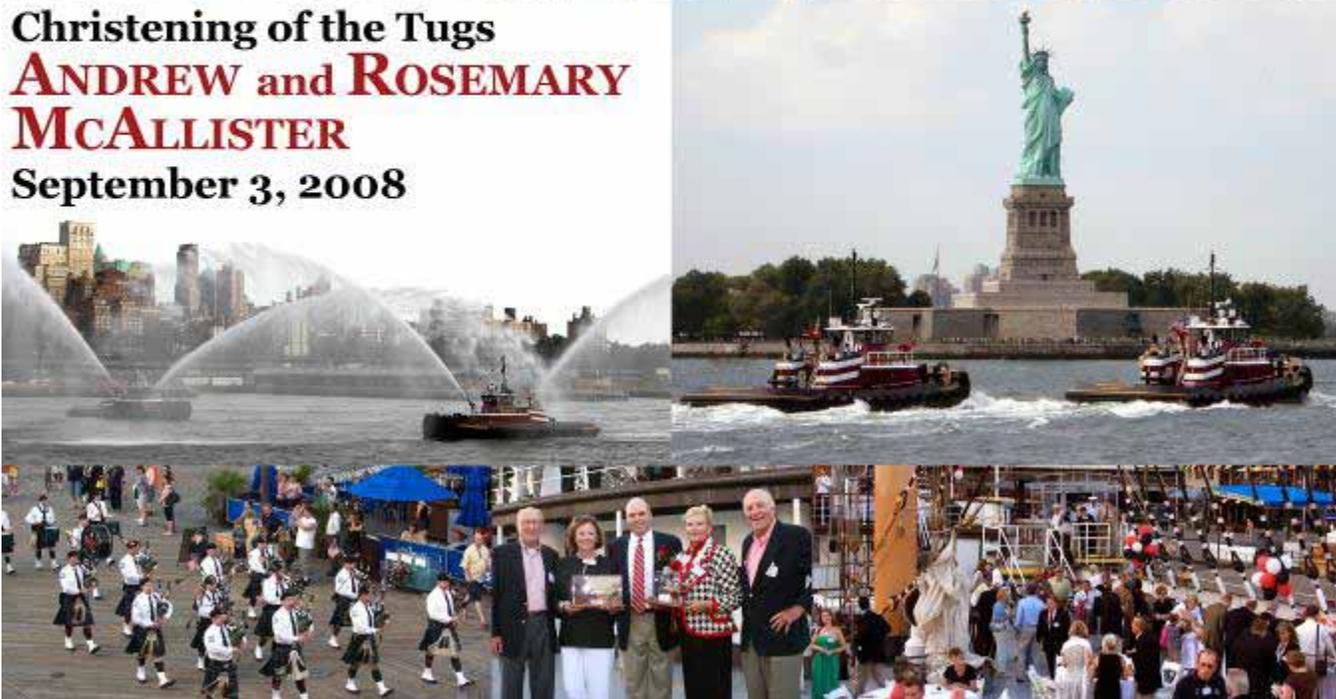
Kelsea Hanley joined the McAllister family towards the end of 2008 as Executive Assistant to Captain Brian at the company’s headquarters at 17 Battery. She recently moved here from Southern California and arrived just in time to experience her first New York winter. Kelsea graduated from Saddleback College in Orange County. Prior to joining McAllister, Kelsea spent the past five years working as a transaction coordinator for Century 21 Real Estate. She managed nearly 60 real estate transactions per month through the escrow process and supported over 70 real estate agents. Now, she is happy to be assisting the Captain and Executive department and says the McAllister group has been more than generous in helping her adjust to her new habitat and career. Kelsea thanks everyone for welcoming her aboard and is grateful for the opportunity to be a part of the amazing history and future of McAllister.

Marjorie Britt was originally hired as a part time Reservation Agent with The Bridgeport & Port Jefferson Steamboat Co. in 1998. Since then, Margie has worked her way up the ladder to become the Tour Director of the Ferry’s New England Tour Department. The Ferry’s Tour Department handles group sales, casino line runs to Connecticut, plans fun day trips to Connecticut and Long Island, Ski by Sea trips (would you believe a ski trip to Canada!) and hires the big bands that put the “Sounds on the Sound”. Besides packaging these trips, Marjorie also works as a Tour Guide for the Ferry company. She strongly believes in customer service and strives to make the Ferry experience one that people will enjoy returning to again and again and again. She believes in team work and appreciates her dedicated staff: Marie Bauman, Debra Lang-Daly, and the entire ferry staff who make the trips memorable ones. Marjorie is very proud to be a member of the McAllister family and enthusiastically meets the ongoing challenges of maritime travel. She invites everyone to eat, drink and be merry while aboard the Port Jeff Ferry!!!





**Christening of the Tugs
ANDREW and ROSEMARY
McALLISTER
September 3, 2008**



McAllister Webstore

We have recently added some new items onto our ever popular McAllister webstore that we thought you would like to know about.

The new products include:

- ◆ New t-shirt featuring a four color photo of the ANDREW, ROSEMARY and the Statue of Liberty in NY harbor.
- ◆ Full zip fleece sweatshirt from Colorado Timberline with a stitched logo of a McAllister tractor tug.
- ◆ A USCG approved Type V floatation jacket that converts into 3 different styles (full jacket, vest or floatation device alone). The versatile jacket is fully water-proof, breathable and features both auto-inflation as well as 2 manual inflation devices.



For more information about these products and other great McAllister gear please visit the company website and click on McAllister Store. Also, don't forget to use your employee 10% discount code! (If you don't know the code please contact your local General Manager for assistance).

At the Helm

**McAllister Towing
17 Battery Place, Suite 1200
New York, NY 10004**

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**NEW YORK NY
PERMIT # 760**

**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 10

Compiled & Edited by: Craig Rising,
Buckley McAllister and Bev Reilly.

Send comments and suggestions to:
crising@mcallistertowing.com



Contributions & Credits:

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