



At the Helm

McAllister Honored

On Friday, May 6, 2005, the State University of New York Maritime College held its annual Admiral's Scholarship Dinner, honoring the Reverend Michael Moynihan, Michael Toner (Class of '65) and the McAllister Family (Anthony '52, posthumously; Brian '56, and A.J. '80). *The Bronx Times Reporter* writes the event drew a record crowd of 400 for its fundraiser benefiting SUNY Maritime scholarships.

The late Anthony J. McAllister was a former President of McAllister Towing and Transportation, and his contribution to the success of the company and to the shipping industry in general was honored posthumously by SUNY. Current president of McAllister, Captain Brian A. McAllister and Vice President of Sales (and son of Anthony J.) Captain A.J. McAllister III were also recognized as leaders in the maritime field. A.J. gave an inspiring speech at the dinner that numerous people called the highlight of the evening. Also representing McAllister at the event were Vice President and Treasurer Eric McAllister, and Captain Jeffrey McAllister, a docking pilot in New York.

Many readers of *At the Helm* are graduates or familiar with SUNY Maritime College: the shipping industry as a whole benefits tremendously from the top-notch education grads receive at the school. McAllister has a long and proud tradition of benefiting from this pool of experts and today employs over 30 graduates from the college.



Top Row: Rusty Russell, V.P. Eric McAllister, Vicki McAllister, Vice Admiral John R. Ryan, V.P. A.J. McAllister, III, Amy McAllister, Jeff McAllister. Bottom Row: Stacy McAllister, President Brian A. McAllister and Joann Russell

(Please see the back page of this issue for a list of SUNY grads employed at McAllister and also see the "Movers and Shakers" section in this issue, which features SUNY grads John Torgersen and Mary Kate Terwedow.)

Capt. Anthony McAllister Class of '52



Capt. Brian A. McAllister Class of '56

Capt. A.J. McAllister, III Class of '80



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News from ITICS

(Information Technology Information Communication Services)

As readers of *At the Helm* know, a key aspect of the tug business is dispatching. The ITICS department has been working hard to update and transform the company-wide dispatching system. This means it came time to say goodbye to our old trusty program "GoTugs", and hello to McAllister Central Dispatch, also known as MCD, the revitalized dispatching software used throughout our company. MCD has been in place since February of this year and is nearing completion. The implementation has had many ups and downs but thanks to everyone's hard work and extended patience, we have worked out 650+ issues with only a handful remaining.

Stability and availability are the key benefits of our new system. These were the main goals in replacing the old deteriorating system. We will focus on improvements and enhancements during the next phase of MCD development. Also, within the next month, our dispatchers will be receiving brand new 19" Dell LCD monitors.

We would like to thank everyone for your co-operation and patience. Thank you.

"THE LUCKY BAG"

By Wayne Stiles

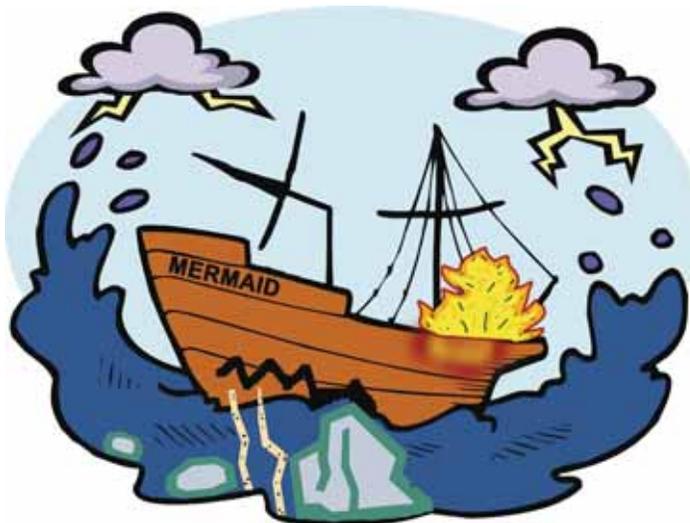
Heave Ho

Hoisting an anchor on a ship can be a time consuming operation involving several crewmen. But an anchor is one of the most important tools a ship has. Only a dire situation, such as escaping an enemy, would force a ship to leave the valuable anchor and chain behind on the sea floor. Abandoning anchor, or "slipping the cable", generally means the vessel will not return to that port. Thus, deepwater men would use this metaphor, saying that a crewmate had "slipped his cable," when he died.



In This Case, You'd Be Glad There's Heavy Traffic!

Next time you have a rough commute, think of the passengers aboard the *MERMAID*. In 1829 the *MERMAID* was shipwrecked four days out of Sydney, Australia. Everyone on board (18 crew and 3 passengers) swam to a rock where they were rescued by another ship, the *SWIFTSURE*. The *SWIFTSURE* was wrecked in a storm five days later and all crew and passengers were picked by the schooner *GOVERNOR READY*. Three hours later, the *GOVERNOR READY* caught fire, so another ship, the



government cutter *COMET*, picked everyone up, which was later wrecked in a storm. Their good luck continued when a passing mail boat, the *JUPITER*, rescued everyone, but two days later it hit a reef and sank. The passenger ship *CITY OF LEEDS* was nearby and saved everyone on board and finally returned them back to Sydney where they had started. Miraculously, despite five ships being sunk during their ill-fated voyage, not a single life was lost. (Editor's note: This story appears to have several sources, from "Miracles at Sea" by Harvey Berman, published in "Fate" magazine, March 1958; another version of the story is supposedly databanked at Eden Archives, confirmed by Lloyds of London.)

Joseph A. Buckheister receives 2005 Port of Charleston's Beacon Award

On March 4th, 2005 The Maritime Association of The Port of Charleston awarded Vice President and General Manager Joseph Buckheister the Beacon Award at their annual black tie banquet. Below are excerpts from Steve Kicklighter's introduction and Joe's speech upon being presented with the award that evening.

"It's a privilege for me to be here tonight to honor our colleague Joe Buckheister, a man who has for decades stood for loyalty, service, devotion and achievement in our Charleston Maritime Community. It seems that everyone has something great to say about Joe. Word from McAllister's headquarters in New York include the following statements: "The nicest, friendliest man I've ever met" says Risk Manager Laura Moore. VP Wayne Stiles calls him "The Mayor". VP Buckley McAllister speaks highly of Joe's many interests and talents, as a General Manager, a golfer, a family man and as a treasured asset to McAllister's operations. ... It's an extraordinary honor to present the Port of Charleston Maritime Association's Beacon Award to this extraordinary man, Joseph Buckheister." — Captain Steven Kicklighter

"Steve, thank you very much for such kind words. Chairman, Senator Leatherman, distinguished guests and friends! I would like to begin by thanking the Maritime Association and its board of directors for this award. Believe me, it is truly a thrill and an honor for me to be receiving this year's Beacon Award ...

I would like to recognize several people most responsible for getting me where I am today: first, my parents, who could not be here with me tonight. At 94 and 89, they are safely at home and probably preparing for bed. Secondly, I want to acknowledge my father-in-law, the late Mr. Lewis Seabrook, whom many of you in the audience knew well. I married my high school sweetheart, Kay, in 1968. With Mr. Seabrook's influence and help financially, I enrolled at the Baptist College at Charleston fulfilling a life-long dream of playing college baseball. Soon after graduating in 1973, Mr. Seabrook brought me into the tugboat business. I worked on the tugs for a while, dispatched, and eventually became the operations manager for what was then Marine Contracting and Towing Company. I learned many things from Mr. Seabrook and wish I'd learned much more. Some simple and important things he taught me were to be honest with your fellow employees and with customers; to greet people with a friendly smile, a warm handshake and a pat on the back. He would always greet ladies with a hug and maybe a kiss on the cheek. It didn't take me long to pick up on that one! He taught me to stay devoted to my job and to my family at the same time.

Thirdly, I would like to recognize Captain Brian McAllister and McAllister Towing and Transportation Company who arrived in Charleston in 1987 as a third-party tug company. In 1988, McAllister acquired Marine Contracting from the Seabrooks. Captain McAllister took a chance on me and made me General Manager of the Charleston operation. Believe me, I learned quickly about the saying "the buck stops here." Talk about someone jumping from the frying pan into the fire— but during these tough times I received much help from my friends at the Port Authority as well as the local steamship agencies and shipping lines. Somehow we've been able to keep the tugs afloat for the past 17 years. I could not have done any of this without a great group of employees, especially Alan Aden, Ben Whaley and Steve Kicklighter, who will be taking over for me at the end of this year.

And last but definitely not least, I owe so much to my children and my lovely wife Kay. She truly is and will always be my hero. She complained very little about the late nights, early morning telephone calls, but when she did I would remind her that it was her father who got me into this business. ... she should be receiving an award, not me.

Once again, I want to thank the Maritime Association for presenting me with this award. It is truly an honor and something I will hold near and dear to my heart the rest of my life." — Joseph A. Buckheister

Shortly after receiving the Beacon Award Joe Buckheister was also honored by the Propeller Club of the Port of Charleston with their Maritime Person of the Year Award.

From everyone at McAllister: Congratulations Joe!





Portland Tug Softball Team

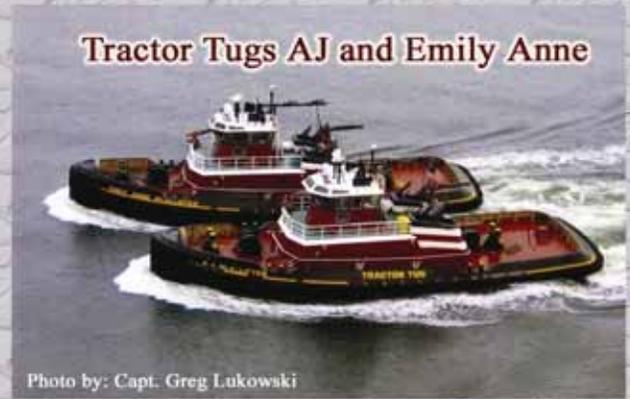


Captain A.J. McAllister, III and Vice Admiral John R. Ryan



Historical Collections of the Great Lakes
Bowling Green State University

They don't make 'em like they used to



Tractor Tugs AJ and Emily Anne

Photo by: Capt. Greg Lukowski



Safety Drills in Portland



The MAC 4000 takes on cargo



G.M. Michael Ring & Nic Arena in Port Everglades.



The Iona

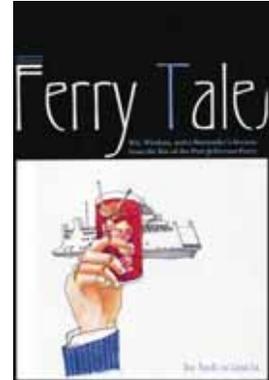
Photo by: Bernard Fine

"Shaken not Stirred" - A Book Review

By Brenda Shaughnessy

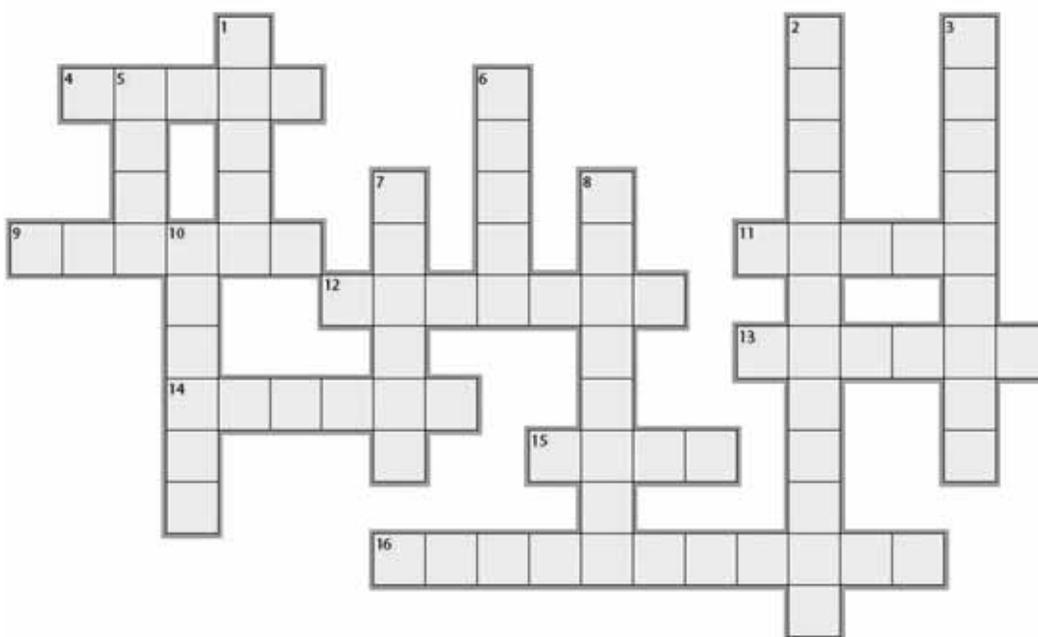
F*FERRY TALES: Wit, Wisdom and a Bartender's Secrets from the Bar of the Port Jefferson Ferry.* Author: Bob Sciascia.

The book's back cover exclaims that author Sciascia has "been a barman on land and sea for almost forty years," and his position as bartender on the Port Jefferson Ferry has inspired him to assemble a book from the quotes, anecdotes and witticisms he's culled from his ferry passenger-patrons. The author intersperses these real-life snippets with cocktail recipes, bar etiquette, advice, toasts, trivia and tips. He also quotes heavily from witty sharpshooters like Dorothy Parker and Oscar Wilde. The cocktail recipes are useful, the barman's advice is good (what to tip your bartender; a hiccups cure, how to avoid fights), and you can't go wrong with aphorisms from Confucius. Sciascia's "bits-and-pieces" format handily mirrors the fragmented narrative of any bar scene: after all, a bartender on a busy ferry isn't often going to get anyone's whole story, just the parts imparted during the brief exchange of cash and cocktail. The ferry passengers' words of wisdom are always heartfelt ("I don't know the secret of success, but I know the secret of failure: trying to please everyone" –Sean, 31.), and are occasionally sharp ("Better to be right slow than wrong fast" -Bill, 43) homespun homilies ("Life is too short, let it go"). Down to earth and people-friendly, the book is certainly packed with goodwill and good vibes. Amateur bartenders will love the comprehensive explanations of how to make good cocktails. Armchair philosophers will appreciate the range of insights presented. And many casual readers will see the passengers on the Port Jefferson/Bridgeport ferry in a new light. A fun read.



Ferry Tales is published by BookSurge, available on Amazon.com (ISBN: 1419604031).

"A Maritime Medley"



ACROSS

4. Strict / Severe
9. On soccer fields as well as tugs
11. Friends in Australia
12. ____ Kidd
13. ____ bender
14. To give shelter or refuge
15. Icy frozen rain
16. McAllister tugs primary jobs

DOWN

1. Heady drink on tap
2. McAllister port since the 1940's
3. A black bird's home
5. A laundry detergent
6. A group of vessels
7. Lighthouse signal
8. Drydocking done here
10. Popeye's arm has one

Movers & Shakers

Safety First

We are pleased to welcome John Torgersen, McAllister Towing's new Safety Director. He will be responsible for managing the company's Health Safety and Environmental Compliance Programs and assisting in developing operations manuals, safety policies and drills. He will perform training programs, support regular safety meetings, assist in live vessel exercises and conduct facility audits. John, a Fort Schuyler graduate, sailed aboard a variety of deep sea vessels, and earned a USCG Unlimited Masters License and a Masters Degree in Quality Management from Loyola University of New Orleans. Torgersen comes to McAllister with years of experience and a proven track record of success as a leader in marine safety. John was an Assistant Professor at the Maine Maritime Academy and taught a range of subjects, including Tanker Operations, Ship Stability, Shiphandling, Maritime Management, Quality Management, and HAZMAT Handling. He served as Director of Quality and Safety with the Bay Group, responsible for SCTW, ISM and ISO 9000 compliance for a fleet of 36 deep sea vessels. More recently as the Director of Safety Programs for the dredging industry, he led the team that designed and implemented the Dredging Safety Management Program. Torgersen began his employment on Monday, March 21st at the 17 Battery Place office, and he'd like everyone to know, "I look forward to getting to know the people of McAllister and helping add to their proud tradition".



World-Traveler Comes Ashore

Mary Kate Terwedow has been hired as an Associate in McAllister's Sales Department. The accomplished 2001 graduate of SUNY Maritime at Fort Schuyler had been at sea for 4 years and brings an amazing range of experience and expertise to the 17 Battery office, which handles all contracts, tariffs and customers. Mary Kate says, "Now that I've come ashore I'm thrilled to have this position at McAllister. When I was in college, I would always see the McAllister tugs chugging by, but I never imagined I'd have the good fortune to work for such a historic and renowned company. I admit I've got a lot to learn about the tug industry, but everyone has been great and I'm very excited to be here."

Mary Kate's professional life has taken her all over the world. The globe-trotting mate describes her recent adventures as such:

"I graduated Fort Schuyler in 2001 with a B.S. in Marine Environmental Science (concentrations in Marine Biology and Oceanography) and my USCG Unlimited Tonnage Third Mate License. I sailed for OSG Ship Management aboard the sister ships the "Overseas Marilyn" and the "Overseas Harriette", two of the last remaining stick ships in the US fleet. During which time I delivered grain to developing nations, including Ecuador, Nicaragua, Guatemala, Djibouti, Lebanon, Mozambique, Bangladesh, Ghana and Eritrea, and spent a lot of time in New Orleans. I have been to Panama, Egypt, and Singapore, went through the Panama and Suez Canals, crossed the Arctic Circle, Equator, and International Dateline. Onboard I stood navigational and cargo watches, practiced my celestial navigation, learned electric arc welding and occasionally exercised my fire fighting skills. I have also sailed aboard the USMMA Kings Point training ship (aptly named the "Kings Pointer") as a watch officer, responsible for midshipmen and NOAA Corp. Officers



training. In January of 2004 I upgraded to a USCG Unlimited Tonnage Second Mate License. I have always been fascinated by the ocean so it was natural to look for a job which put me into as much contact with it as possible, and I definitely found that. There is nothing as awesome as looking out from the bridge and seeing only blue sky and blue water, or the night sky, nothing but stars from horizon to horizon."

Mate Mary Kate also holds an Advanced Open Water SCUBA certification and has dove Australia's Great Barrier Reef, and the coral reefs of the coast of Nacala, Mozambique and the Florida Keys.

McAllister is very pleased to have this New Jersey resident, Mary Kate, on our crew! Welcome!

Crew Endurance Management System (CEMS) Training

By Allen Aden — McAllister Towing of Charleston

Before taking the CEMS training class I was very skeptical about it. It had seemed to me that CEMS was mainly about finding ways to make crews work harder or longer hours. That is the biggest misconception about CEMS. In fact, all the misconceptions I had heard were from people who had never taken the course or never investigated the facts for themselves. One myth, for example, was that green lights were used to keep crewmen awake. In the Coaches class, we were given the real facts, and it was clear that the CEMS program is designed to help crews, not burden them, by managing the risk factors in marine work environments that can lead to human error and performance slumps. This is information we all benefit from, and need to know.

The CEMS training class is devoted to helping crews on the job improve safety, increase endurance, and minimize risks even in difficult or challenging situations. The most common risk factor for crewmembers is fatigue. We learned the potential hazards of insufficient sleep duration, poor sleep quality, sleep fragmentation, and light mismanagement (getting to sleep after sunrise). Heavy use of caffeine, which affects digestion and sleep, was another issue regularly factoring in with all the study groups.

Representatives participated from almost every McAllister port, and many different areas of our industry were discussed, from offshore towing to ship/barge assists and ferry work. Even though we were examining a wide range of operations, we found that across the board, the risk factors stayed the same. We broke up into small study groups to assess the factors and create ways to improve them. We learned that changes must be implemented slowly, and the effects evaluated to see if they are improving productivity and safety.

The final day of the coaches' course was a test; it had been some time since I have taken a test of any kind and a test of that magnitude will always be remembered. Suffice it to say that I passed, as did all my classmates.

There is no doubt that CEMS trainings are a vital help to vessel crewmen's ability to operate within personal safety limits while enduring the challenges of their daily job requirements. And as anyone who works on a crew knows, individuals need to work together towards the goal of optimum safety levels. In this sense, among others, the training was a complete success, and I'm glad to have been a part of it.



McAllister Employees at CEMS Training

From L to R: Brian Fournier, Joe Benton, Gregg Goldie, Allen Aden, Colleen Cochran and Charles Runnion.

At the Helm

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McAllister Towing's SUNY Maritime Grads

Capt. Anthony J. McAllister, Jr. - 52
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Capt. William Lani Wong - 75
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Mate Sol Kohlhaas - 04
Mate Greg Morin - 04
Mate Patrick Mulkerrins - 04
Mate Joshua Warshaw - 04

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*

Compiled By: Beverly Reilly, Craig Rising and Brenda Shaughnessy

Send Comments and Suggestions to: crising@mcallistertowing.com



Photo Credits & Contributions:

Allen Aden, Joe Buckheister, Steve Elliot, Bernard Ente, Gregg Goldie, Capt. Brian Fournier, Capt. Steve Kicklighter, Capt. Steven Kress, Capt. Greg Lukowski, SUNY Maritime, Bob Sciascia, and Wayne Stiles.