

AT THE HELM



MCALLISTER SPONSORS MMC FOR NYC HARBOR SCHOOL SENIORS

President Buck McAllister had been looking to get involved with the New York Harbor School for some time. Luckily, an opportunity presented itself in December 2023 for several members of the McAllister team to meet with seniors to talk about the maritime industry.

The Harbor School was founded in 2003 to provide a maritime themed academic program, according to their website. The program moved to its current campus on Governor's Island in 2010 and serves 435 students from all five boroughs of NYC. In 10th Grade, students begin study in one of eight Career and Technical Education programs, including vessel operations. In December 2023, Heather Apolo, an HR Manager at Port Jefferson, and Rich Evans, a McAllister recruiter, joined Buck McAllister for a round table discussion at McAllister Towing Headquarters with 13 seniors in the Harbor School's vessel operations program. The discussion's goal was to provide the seniors with insight into the maritime industry and the opportunities available to them on and off the water.

A focus of the meeting was to inform the Harbor School seniors about how to obtain a Merchant Mariner Credential (MMC) and Transportation Identification Credential (TWIC), as well as the benefits that come with those credentials. The MMC and TWIC are identification documents issued by the USCG that are needed to work aboard US flagged vessels. Having these credentials, and other necessary qualifications learned in the vessel operations program, opens the door for work on vessels and ferries as Ordinary and A/B Seamen. To support the Harbor School vessel operations program, McAllister has agreed to sponsor interested seniors in obtaining their MMC and TWIC so they can explore and pursue the varied career opportunities in the maritime industry. Said Heather Apolo, "The students' futures are so bright and it's so wonderful to see their drive and excitement to use their Merchant Mariner Credential." As part of the sponsorship, McAllister will cover the cost for obtaining a MMC and TWIC, as well as assist the students in getting the proper paperwork and notarization.



The hope with this program is that by having a conversation with students interested in the maritime industry about the opportunities available to them, the path for working in an industry outside of a traditional career path will be opened for them. "Being a part of the maritime industry and community is a different way of learning and working," said Apolo, "The skills and camaraderie developed are very rewarding." This program will also help to support the ever-changing maritime workforce as it's important to get passionate and capable individuals involved in such a vital industry.

McAllister's efforts to increase awareness about the maritime industry is also extending to local high schools near Port Jefferson. With the ferry terminal and other maritime opportunities so close by, it was important to Heather to make sure that the community knew about this industry and the various careers it can offer. She hopes to continue working with McAllister to inform the community members and local students about the maritime industry and the opportunities within it.



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WELCOME TO THE FLEET NEW FERRY

LONG ISLAND

On May 3rd, the new Port Jefferson ferry was successfully launched and christened in Panama City, FL. The ferry LONG ISLAND was built by Eastern Shipping Group, a longtime partner of McAllister, who has provided over a dozen vessels for McAllister. LONG ISLAND was christened by Rosemary McAllister and will be relocated to Port Jefferson, NY upon completion. There, it will join the fleet that transports more than one million passengers a year across the Long Island Sound.

The new ferry was engineered with sustainability and performance in mind. It features a state-of-the-art design with high quality and reliable propulsion. The vessel is a sub chapter H vessel and can hold 1,000 passengers and 120 cars. The ferry is 302 feet in length and has a 52-foot beam. It can store 16,000 gallons of fuel and up to 10,000 gallons of potable water. The LONG ISLAND's propulsion has a tier IV rating, and her main engine is a General Motors EMD 12ME23B with Reintjes' WAF3445 gears. There are two 96" propellers with Aventics throttle control. For ship service, there are four John Deere 6134AFM85 240 kW generators as well as a John Deere 6135AFM85 500 HP generator driving Berg MNTTIB bow thrusters.



The design of the ferry would not have been possible without feedback and insight from the Port Jefferson-Bridgeport crew, captains, and engineers. Their input was essential in helping make LONG ISLAND have the best design to serve our customers. Senior members of the engineering team Harold Jacobson and Pete Francin provided key insight to the project. Senior captains Michael Purce and Mark Sodastrom were integral members of designing the pilot house for efficiency and safe piloting. Said Port Jefferson-Bridgeport Ferry GM Fred Hall, "So much that we've learned from previous builds has informed the engineering and designing of LONG ISLAND. The resulting ferry would not have been as great without the suggestions from our team members." Other additions to the ferry that came from employee suggestions was a designated exercise room for crew members. This new feature of the ferry helps to support McAllister's commitment to the health and wellness of its employees.

Adding a fourth ferry to the Port Jefferson fleet will allow the company to run three vessel service on weekends year-round, even if one ferry is in the shipyard. Maintaining three ferries in the rotation is key because the Port Jefferson – Bridgeport ferry expects to transport more than 500,000 cars in 2024. This means that there will be fewer cars on the road travelling between New England and Long Island. President Buck McAllister when speaking with Channel 13 News in Panama City, FL, said, "Our business essentially removes cars from I-95 in Connecticut and the Long Island Expressway on Long Island. We are proud of our role in providing a safe and relaxing way for people to avoid traffic and have a better trip between Long Island and Connecticut."

The design of the ferry LONG ISLAND incorporates comfort, safety, and customer experience. The new ferry features a dedicated cabin for those passengers traveling with pets. This feature was added after customer feedback indicated a designated cabin would improve the environment for those who are allergic to dogs or made nervous around pets. The ferry is equipped with a Mitsubishi HVAC/reverse split system for temperature control in the cabins and there is a copper nickel sprinkle system throughout the vessel for fire safety. The ferry is also made accessible with a Leistritz elevator providing access to 4 decks of the ferry, including both car decks.

Although the vessel is in the water there is still work to be done on the ferry. The interior cabin design, wiring, and HVAC systems remain unfinished. LONG ISLAND has an anticipated delivery to Port Jefferson, NY in Fall 2024 and is expected to go into service immediately.



MCALLISTER PLANS FOR 2024 SAFETY AND QUALITY

When it comes to safety and quality management, no one is trying to tackle more projects than Mike Millar. As McAllister's designated person ashore (DPA), Mike has his thumb in the pulse of all things safety and quality, whether that be the additional trainings McAllister crew go through or how McAllister customers communicate feedback to the company.

Keeping McAllister crew members safe and injury free is of paramount importance to McAllister. All new McAllister crew hires are required to complete an onboarding training course. The 8-10 courses take approximately 7-8 hours to complete. "The goal is to have all new hires complete the training within 30 days of joining McAllister, so they have the basis of what they need to stay safe on the tugs," according to Millar. Staying safe on the job starts with trainings but doesn't end there. In addition to the initial trainings, McAllister tugs run frequent drills and practice situations to make sure the crews know how to respond in emergencies. Said Millar, "The best training platform is the boat. When the crew works together on jobs and drills the practices for staying safe become muscle memory."

McAllister is proud to be a leader in keeping injury numbers low, but there is always more work to do to ensure the injury rate is as low as possible. To do so, keeping accurate and current data is important for tracking trends with injuries. For instance, after noticing a spike in reported hand injuries, a hand safety training video was issued to be completed by crew members. After the training video was issued, McAllister recorded significantly lower incident rates. Seeing the positive impacts of these trainings reinforces how Millar can use training refreshers to keeping crew members safe. "Seeing the hand injury numbers going down shows that these trainings have an impact. They are fruitful exercises, and our crews make better decisions based on the new information."

Safety and care don't just apply to the crew of McAllister. The commitment to safety and impact extends to how McAllister engages with the environment. "Our office is the water, and we strive to be stewards of that environment," states Millar. While using fuel is part of the job, there are several initiatives in place that will increase McAllister's fuel efficiency as well as decrease our impact on the environment.

One aspect of this initiative is the purchase and use of fuel-efficient tugboats. A Tier IV tug, like the GRACE McALLISTER delivered in 2023, is a Low Emission vessel certified by ABS. While this vessel is fuel efficient, it does not compromise on power. The GRACE has 6,700 horsepower and is capable of 85 tons of Bollard Pull. McAllister has also incorporated the use of bypass centrifugal oil cleaners to reduce oil and oil filter usage. As of 2022, 21 vessels use the system, and that number has been increasing each year. McAllister also has plans in place to operate vessels at speeds below 7 knots. By going at or below the hull speed, tugs will have to overcome less resistance in the water and therefore will be traveling in a fuel-efficient manner. "By planning carefully for towing operations, there will be no need to rush to job sites and McAllister tugs will be able to reduce fuel usage," said Millar. McAllister strives to have no spills to the water or decks. There were two spill incidents in 2023 due to mechanical failures and not the result of operational faults. McAllister is proud to have no spills to water or decks in 2022 and 2024, to date.

Along with managing safety for crew and boats, Millar is responsible for making sure that customers have an easy and streamlined way to provide feedback to McAllister. The towing industry is a service industry and McAllister is a customer focused organization that is proud to provide their customers with quality service. By developing and integrating a formal system for customers to provide feedback to McAllister, the goal is to keep service ever improving.



CREW OF THE BUCKLEY McALLISTER

RESCUES LINE HANDLER

McAllister January 15, 2024, was like any other day on the BUCKLEY McALLISTER in Davisville, RI. The tug had finished bringing a car ship to the port and was dismissed by the pilots. The BUCKLEY was preparing to dock the tug when Captain Craig Lewis spotted a commotion at the bow of the car ship. “We were drifting for a few minutes before we realized what was going on,” said Capt. Craig Lewis about the January 2024 rescue. Once Capt. Lewis spotted a van hanging off the pier and a reflective vest in the water, he rang the general alarm and sprang into action. The BUCKLEY motored near the bow of the car ship and began drifting portside towards the line handler who had fallen into the water. The three other crew members—Mate Devon Lancaster, Chief Engineer Michael Bibby, and AB Adam Gauvin—were on the deck preparing for a man overboard situation while Capt. Lewis continued to guide the tug towards the distressed line handler. Capt. Lewis knew the situation was urgent but needed to be careful as the tug approached the line handler so that he was not injured during the rescue.

A ladder was lowered into the water and a line cast out to the line handler. He was able to hold onto the line but could not pull himself onto the deck. At this point, Capt. Lewis had gone down to the deck and was assessing the situation, “I had the boat clutched out and



was on the deck to help get him out of the water.” All four crew members helped to get the line handler out of the water. Two were helping to pull the ladder up, while the other two were helping the line handler up the ladder. As soon as the crew successfully brought the line handler on to the deck, Capt. Lewis ran back up to the wheel and made for the pier. Emergency Medical Services met the BUCKLEY crew at the pier and were able to treat the line handler, helping to make the man overboard rescue a success.

While a crew hopes to never have a man overboard situation, Capt. Lewis is proud of how the crew responded. “I was very glad to see that the man overboard drills we run result in successful rescues.” Capt. Lewis was also reassured of the unique man overboard procedures on the BUCKLEY. “This experience solidified that the tug set up for a man overboard situation is capable of the rescue and that the process is effective.” McAllister applauds the crew of the BUCKLEY McALLISTER for their admiral rescue efforts. For their service, the entire crew of the BUCKLEY McALLISTER were awarded Certificates of Appreciation from the Port Director at Davisville Joseph Riccio.



McALLISTER TOWING OF PHILADELPHIA TRANSPORTS THE USS NEW JERSEY TO DRY DOCK

The USS New Jersey (BB-62) had not been moved in over 20 years when, on March 21, 2024, four McAllister tugs had the honor of escorting the naval ship to dry dock. Before the battleship was moved, there was much preparation that needed to be done. One of the first things that McAllister Towing of Philadelphia GM Captain Joe Benton needed to know was the hydrographic information under the battleship. The USS New Jersey had been stationary for so many years and river silt had collected around the hull. The USS New Jersey, which serves as the Battleship New Jersey Museum and Memorial, also had many chains, sewer connections, and electrical lines attached to it which needed to be disconnected prior to moving the ship. The last necessary step of preparation for the battleship involved removing a portion of the mast. The move was scheduled to take advantage of high tide on the Delaware River. However, during high tide there is only 150 ft between the water and the underside of the Walt Whitman Bridge, which the battleship would need to pass under on its way to dry dock in Paulsboro, NJ. The removal of a portion of mast was outsourced to the Hudson Engineering team who removed 30 feet of mast to lower the air draft of the USS New Jersey from 175 feet to 140 feet.

After all the preparation, the USS New Jersey was ready to be moved. Over 2,000 people, including New Jersey Governor Phil Murphy, were present at the ceremony. There were bands playing and American flags flying all down the river. The last factor, slightly out of McAllister's control was the weather forecast for the day of the move. Luckily, the March weather held out and the move took place under clear blue skies and slightly windy conditions. The physical moving of the battleship was overseen by docking pilot Capt. Joe Benton, who got to command the operation from the flying bridge. "This job was special not only because of the ship we were moving, which is a piece of history, but because I have a connection to the ship. I had my navy promotion on the ship, and I was captain on one of the tugs when she was first brought to Philadelphia." On the USS New Jersey, Capt. Benton was assisted by two additional docking pilots: Capt. Kyle Stearns was on the bow and Capt. Bill Hough on the stern.

Four tugs were used to move the USS New Jersey: the BEVERLY R. McALLISTER, the ROBERT E. McALLISTER, the REID McALLISTER, and the McALLISTER RESPONDER. Each tug played a crucial role in the operation. Said Capt. Benton, "We've moved bigger dead ships, but with the nature of the vessel we wanted to leave no



stone unturned." Before a job like this, Capt. Benton knows all the equipment that is going to be used and what each tug will be doing. The ROBERT, captained by Capt. Michael Hearn, was stationed on the port bow because, as former navy tug YTB, it has the extra fenders to work under the flair of the navy ship. Capt. Michael Edwards was on the BEVERLY which worked as a quarter boat because she's powerful and a powerboat was needed in place of the ship's engines. The REID, with Capt. Adam Hynson, worked in the transom because she's nimble and could help steer the ship. Finally, the McALLISTER RESPONDER, captained by Capt. Jeffery Rose, was on the bow to help where needed on the ship. With four tugs at her side, the USS New Jersey was under way on the Delaware River.

With 30 feet of mast removed from the USS New Jersey, the vessel was sure to fit under the Walt Whitman Bridge. But leaving no stone unturned, Capt. Benton radioed bridge control on the Walt Whitman bridge to hold traffic while the battleship was passing underneath. "When the bridge is loaded up with cars, it sags a few feet, but we weren't worried about that," said, Capt. Benton, "We wanted to make sure that there wasn't a pile up on the bridge while people were trying to get a look or take a photo of the battleship going under it." After passing under the Walt Whitman Bridge the McAllister tugs brought the USS New Jersey safely to Paulsboro where she was docked in preparation for ballasting. Over the course of several days, Resolve Marine pumped 2 million

gallons of water into the USS New Jersey to get the ship properly trimmed for dry dock. In dry dock, the battleship will go through routine maintenance and repairs and her hull will get a new coat of paint. This job would not be possible without the Battleship Museum and Memorial, the great cooperation from the Coast Guard Sector of Delaware Bay for helping with the dead ship approval process and safety plan, and of course, McAllister's amazing crew members and staff. The USS New Jersey will return to Camden, NJ on June 20, 2024.

