wheelwash

MAGNOLIA MARINE TRANSPORT ■ OCTOBER 2009 ■ VOLUME 12, ISSUE 2

M/V Jody McMinn

New MMT boat honors dedicated electrician

ALSO INSIDE: Paul Bessenbacher, a man of cheerful service | Retirement plan improvements

Magnolia Marine Transport

...behind the building...

LEE LAMPTON
PRESIDENT

Where we were working was hot, dirty, and it smelled bad. We had traveled thousands of miles to do some work projects, and on this day we were painting the back of a classroom building at a school for the deaf. The only people who would ever see this part of the building would be the guy who cut the grass and any unfortunate person who would have to work on the septic pit.

Yet, as the young adults diligently painted away, one of the girls, Melissa, put it in perspective by saying, "Nobody will ever come back here to see this, but God will see it. So let's make it look nice." And so we did.

Sometimes we sit at our desk and think no one sees our work. Or we stand at a line assembling item after endless item. Perhaps we take care of crying babies in the church nursery.

Often our work is "behind the building." But if that is what God has called us to do, we need to work with all our heart. As part of our calling to love others deeply, offer hospitality , and use our gifts to serve others , our task is to work with God's strength to bring praise and glory to God, not ourselves. The important thing is that God likes what He sees.

Industry issues facing MMT

While completing a customer survey recently, one of the questions was to name the top three regulatory concerns for our industry and explain why. With all of the possible regulatory issues flying around lately, it was easy to pick three. Trouble was, which three were the most concerning? After a little bit of thought, the three winners became very apparent:

Subchapter M USCG Inspected Vessel Regime

We have known this was coming for several years now. This is one that our industry actually asked for. I have touched on this in past Wheelwash editions, and if you pick up any industry-related publication, you'll notice an abundance of opinions and information on this new set of towing vessel regulations. Bottom line is that our towboats will soon be classified as "inspected" vessels. We all know that our boats have been inspected by the USCG for years now, but under this new set of regulations we will have scheduled inspections similar to our barges. We and the rest of the industry have been actively involved in attempting to influence these new regulations, designated Subchapter M, and have tried to keep the focus of the new regulations towards a safety management system similar to AWO's Responsible Carrier Program (RCP). We expect to get a glimpse of the new regulations sometime in the second half of 2010.

The USCG is training their inspectors for Subchapter M by having them ride a towboat and complete a very detailed "to do" list. Magnolia has had two inspectors ride our boats. Lt. Teresa Hatfield from Vicksburg rode the M/V Stan Humphreys and Lt. Matt Frazee from Mobile, AL rode the M/V Mari Lampton. We have invited more and hope to continue to help foster this training program.

ROGER HARRIS
VICE PRESIDENT, MARINE OPERATIONS

NPDES- EPA's National Pollutant Discharge Elimination System

This EPA ruling and Vessel General Permit (VPG) regulates 26 discharges incidental to normal operations of a commercial vessel over 79 feet in length. These discharges include gray water, deck runoff, fire main systems, water collected in containment areas on our barges, and ballast water to name a few. The VPG requires that we file a Notice of Intent (NOI) with the EPA for each vessel in our fleet. Once filed, we are also required to keep records including discharge logs and inspection records.

This ruling has the potential to be very far-reaching, burdensome and costly should we be found out of compliance. More trouble with NPDES is that it allows states to impose their own requirements which can go above and beyond the federal EPA requirements. The industry has been working diligently to obtain an exemption from this ruling, but, at minimum, we would like to see one set of standards from the federal EPA and not be held to each state's requirements.

Security and TWIC

The vessel security plans that we are currently required to carry are relatively new to our industry. We are still in a learning and education phase as we move forward. Many times we question "why" we are required to devote so much emphasis and energy on security drills, inspections and records, but, we have to trust that threats are real and we are helping to keep our country safe. Magnolia is also participating in the pilot program for TWIC card readers. We are the only inland river towing company in the program. You will find more information on this program elsewhere in Wheelwash, but just know that our goal is to help prove these expensive ($7,000) card readers add little or no value to the security of our vessels and we do not want them to be required equipment for us.

TWIC remains problematic to us, as well. This added an entire new phase to our hiring process. The waiting period can be excessive enough to cause prospects to find work elsewhere. In addition, the background check included in the TWIC process seems to be inconsistent. The fundamentals of TWIC are sound, but evidently the system is still maturing because we are still experiencing problems and seeing hardships caused by this program. We are hopeful that it gets better!

These are just the top three issues, but there are many more. Please know that your company is actively involved in industry issues from the hills of the capital to the decks of our boats. We are committed to remaining in the forefront and offering as much influence as possible through our Congressmen and trade associations so our industry remains a good fit and a good resource for America.

Proud parents Danny (Mate on the M/V WW Crum) and Kim Guimbellot announce the birth of their son, Andrew Ray Guimbellot, born on June 30, 2009, weighing 7 pounds, 6 ounces and 20 inches long. Congratulations on your new addition!

David Hays, Captain on the M/V Mari Lampton, during a recent motorcycle trip to the Grand Canyon.

Captain Hank Pouliot (Captain on the M/V Jody McMinn) is the proud grandfather of granddaughter, Sophia Noelle Pouliot, born on November 26, 2008, weighing 4 pounds, 11 ounces. Sophia's proud parents are Mitchell and Mary Alice Pouliot. Congratulations on your new addition!

■■■

Captain Dan Davis (Captain on the M/V Mr. Lampton) is proud to announce the birth of his grandson, Rhett Vassar Ryan, on August 17, 2009, weighing 9 pounds, 2 ounces. Rhett's proud parents are Rhett and Jacqueline Ryan of San Marcos, Texas. Congratulations on your new addition!

■■■

Waverly and Maryann Artz congratulate their daughter, Jenna, on her 2009 graduation from the University of Southern Mississippi. They wish her good luck as she pursues a master's degree.

Chelsea Cruse

Les Cruse IV

Chelsea Cruse recently attended the 2009 cotillion for the Richland Parish Cotton Blossoms. This is her third year participating in this community volunteer organization. She is currently involved in the dance line for her school, the DCS Bayou Belles, as well as dancing with the Mandi Hollis Dance Company. She is a junior at Delhi Charter School where she is a member of the Beta Club and is currently class president.

Les Cruse IV graduated with honors in May from Delhi Charter School. He is currently a freshman at Louisiana State University where he

M/V Amy Frances
Official Number: 602459
Year Built: 1979
Dimensions: 140' x 38' x 10'6"
Gross Tons: 491
Horsepower: 3800

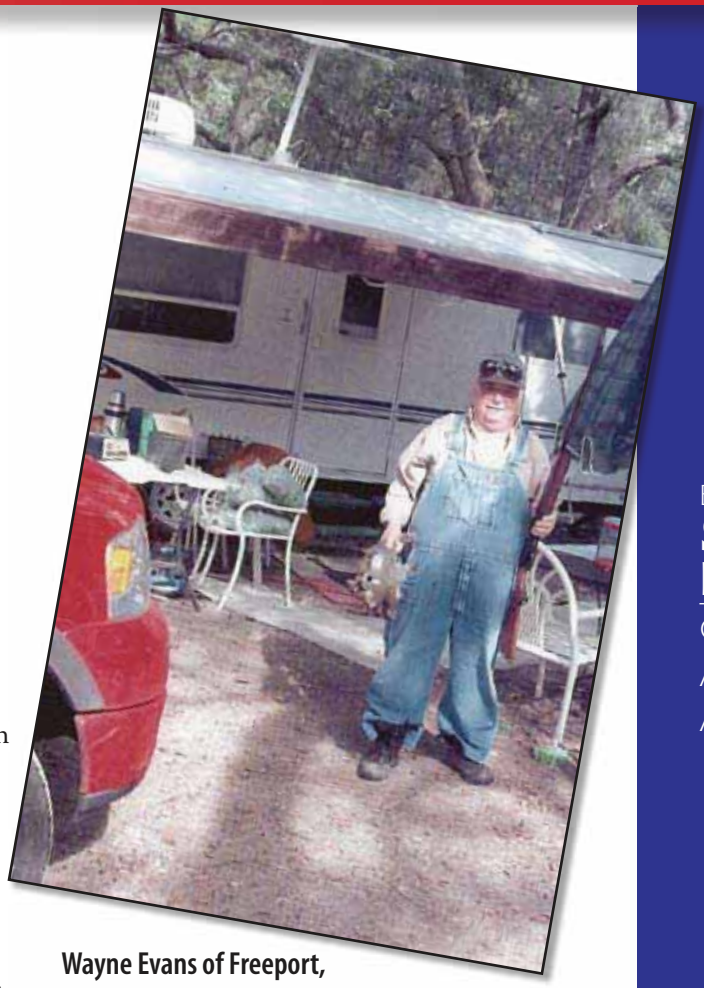
is a member of the Honors College, received the LSU Centennial Award and is majoring in biochemistry.

Chelsea and Les are the children of Lester and Vicki Cruse.

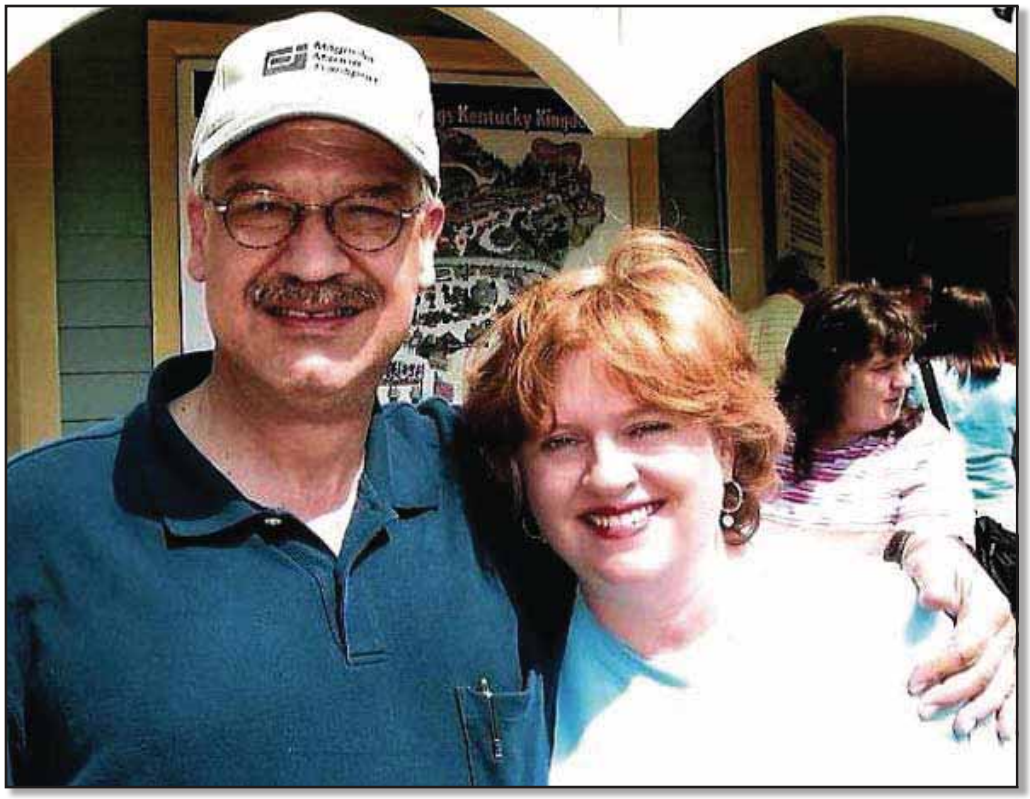
Lib, Stan and Holly Hearon congratulate Wes on graduating from Warren Central High School on May 29, 2009! They love and wish him good luck at Hinds Community College in Raymond, Mississippi!

Congratulations, Andy (Relief Captain on the M/V Magnolia) and Cindy Minyard on your 25th wedding anniversary, which was March 24, 2009!

Congratulations to Mark Norwood. Mark is a Tankerman aboard the M/V Ana Louise. Mark's wife, Samantha, gave birth to a baby girl, Arianna. Arianna weighed 8 pounds, 2 ounces.



Wayne Evans of Freeport, Florida, enjoying his MMT retirement!



Bob and Sharon Reynolds celebrated their 30th wedding.

BY
STEPHANIE LOVORN
OPERATIONS ADMINISTRATIVE ASSISTANT

M/V Ana Louise
Official Number: 530987
Year Built: 1971
Dimensions: 141' x 35'x9'
Gross Tons: 559
Horsepower: 3800

John Moorhead shows where the water needs to be drained from the cold seal tank of a heater for the winter months.

M/V Dennis Ross
Official Number: 544705
Year Built: 1972
Dimensions: 110'x 32'x 10'
Gross Tons: 377.75
Horsepower: 2600

New Caterpillar engines meet new EPA regulations

BY
DINO ROSS
VICE PRESIDENT, MARINE ENGINEERING

Over the past few years we have re-powered some of our boats with new series 3512 Caterpillar engines and have built five new boats with the same type engines . This has helped us with all the new emission rules and laws put in place by EPA. Now EMD has come out with a new engine, the series 710, which meets emission laws. They are also in the process of getting certification on components that will allow them to meet EPA requirements on some of the older EMD engines. These components should be certified within the next month. At that time anyone having EMD engines ready for overhaul will be required to replace parts to meet these requirements. We do not have any overhauls scheduled for our Cat or EMD engines for this fiscal year, but we do next year. At that time we will be required to meet regulations on the EMDs at scheduled overhauls unless the components do not get certified.

We are also in the process of re-powering and refurbishing the Hal D. Miller. We will replace the EMD's with 3512 HD Caterpillar engines, and we will be refurbishing the interior. This will give us another boat that will meet the emission requirements. The re-power of the Hal D. Miller will give us a total of 10 out of 19 boats with new 3512 series Cat engines that meet the emission requirements. We do have one boat,

The port main engine on the Hal D. Miller, one of two EMDs that will be pulled out to be replaced with the 3512 Cat engines.

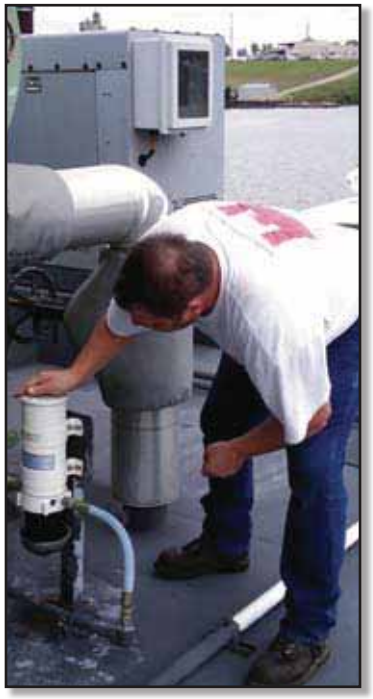
the Jennie Dehmer, to have the new 3512 Cat engines with over 30,000 hours on the engines. We will be changing the heads on those engines within the next month or so. These engines have given us great service with low fuel consumption and we have every reason to believe that the other boats will do just as good a job.

We have several barges that we have already completed shipyard repairs on, and we have a few more that are due to come in this year.

We are getting ready to go into the winter months and we need to remember to take care of our equipment. Be sure the water is drained out of the expansion tanks and the cool seal tank on the hot oil heaters. And be sure to winterize all the barge engines to at least 40 degrees below "0". You should have gotten a notice from the office about winterizing the barge equipment. As stated in the notice it will be important to let the office know when the equipment has been winterized, so we can make sure that all engines are protected.

We will also be sending out a notice about our Chevron oil products having some name changes and also a couple of the oils we use changing up a bit. As you request oils from the Boat stores they may still have Delo 477 that is being replaced by Delo 710 LE and it will be OK to use that oil because Delo 477 and the Delo 710 LE oil are compatible and can be mixed.

Remember to keep warm this winter and to be safe.



John Moorhead shows a racor filter that should be drained of water during the winter months.

Magnolia Marine Transport's Mission Statement

Our goal is to transport our customer's product in a manner that will result in 100% customer satisfaction. We will achieve this goal through a comprehensive system incorporating conformance to customer requirements with an emphasis on safety, environmental stewardship and the continuous effort to improve all phases of our operation.

M/V Dorothy Lee
Official Number: 519237
Year Built: 1969
Dimensions: 81' x 26' x 8'
Gross Tons: 185.33
Horsepower: 1730

The Corps of Engineers is receiving stimulus funds to start repairs to locks and other structures and for channel improvement projects.

Federal stimulus funds used for pressing lock and dam issues

By now, everyone has heard about the stimulus money that has been given out by our government. These funds are helping everything from the auto industry to big banking all in an effort to stimulate the U.S. economy. While these companies are all newsworthy, there has also been some very important funding issued to the Corps of Engineers.

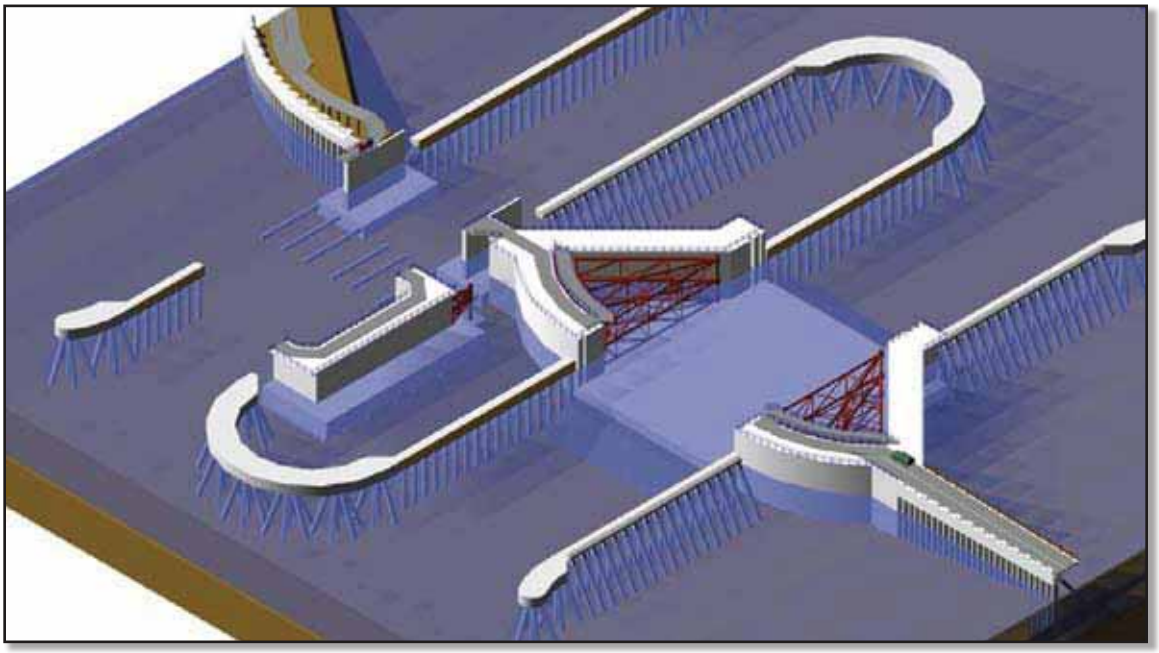
The Corps of Engineers is receiving stimulus funds to start repairs to locks and other structures and for channel improvement projects. Every one of these will help the towing industry move along the waterways safer and more effectively while transporting goods throughout this great nation. There are many projects on the grid that need a lot of TLC and the extra funds should help improve the lock and river problems.

After Hurricane Katrina, the people of New Orleans and our government requested that a study be conducted on some type of hurricane surge protection that would protect New Orleans. The Corps did a hurricane surge study and has come up with two structures they think will accomplish the hurricane surge issues. MMT had a hand helping determine what impact the Lake Borgne structure will have on the towing industry. The impact was studied by using a scaled model of a towing vessel and a model of Lake Borgne surge structure located at the Waterways Experiment Station (WES) in Vicksburg, MS. Captain Ed Oglesby and Captain Clint Davison ran the model vessel through the gate structure at WES with a new wind effect unit that was reproducing up to 40-knot south winds on a model towboat with empty barges as illustrated in the photos. Both men were very helpful by giving their professional opinion on some cost-cutting issue that the Corps was looking at during the Lake Borgne surge barrier study.

These photos are of the Lake Borgne Surge Protection Wall that is being constructed around the southeast side of New Orleans, LA about three miles east of the Industrial Lock.

BY
LESTER CRUSE
PORT CAPTAIN

M/V Gene Neal
Official Number: 563529
Year Built: 1975
Dimensions: 136' x 40' x 10'
Gross Tons: 637
Horsepower: 3800



M/V Hal D. Miller
Official Number: 531689
Year Built: 1971
Dimensions: 110' x 32' x 10'
Gross Tons: 375.37
Horsepower: 2600

New TWIC readers — MMT Compliance Manager Jim Smith and Information Systems Technician Michael Lowery study a new TWIC reader now being utilized by Magnolia Marine Transport.

M/V Jennie Dehmer
Official Number: 516188
Year Built: 1968
Dimensions: 100' x 30' x 10'
Gross Tons: 298
Horsepower: 2250

Tankerman Class 2009

Recent promotions (April 1-Sept. 30, 2009)

Recognition and congratulations are in order for those who have been promoted. Through hard work, dedication, determination and ever-present initiative, the following employees earned promotions throughout Magnolia Marine Transport:

Wheel House:

Ronnie Cummings ..... Captain
Jeffrey Niehaus ..... Captain
Lee Lane ..... Pilot
Tony Neal ..... Pilot
George Powe ..... Steersman II
Matt McCorkel ..... Steersman II

Engine Room:

John Brown ..... Chief Engineer
Tony Jeffers ..... Chief Engineer
Tommy Foret ..... Chief Engineer
Joshua Black ..... Engineer Trainee III

Deck Crew Promotions:

Ellice Chambers ..... Mate
Duane Pierce ..... Mate
Trent Brown ..... Relief Mate
Charles "Buddy" Crumley ..... Relief Mate
Wayne Lee ..... Relief Mate
David Fuson ..... Tankerman
Daniel Dunn ..... Tankerman
Ben Cooper ..... Tankerman Trainee
Barry "B.J." Gough ..... Tankerman Trainee
Billy Patrick ..... Tankerman Trainee
Tyler Coulson ..... Deckhand
Jason Ashley ..... Deckhand
Reginald Horton ..... Deckhand
Dennis Graham ..... Deckhand
Tim Evans ..... Deckhand
Robert Ryan ..... Deckhand
Zachary Wood ..... Deckhand

wheelwash
is published twice yearly by
Magnolia Marine Transport

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An AWO Responsible Carrier
ISO 9000-2000 COMPLIANT

MAGNOLIA MARINE TRANSPORT
IS AN EQUAL OPPORTUNITY EMPLOYER.

WELCOME ABOARD

New class joins MMT family

BY
SYD JOHNSTON
PERSONNEL ASSISTANT

Magnolia Marine Transport would like to take this opportunity to say "Welcome Aboard" to the new class of green deckhands and cooks who have joined the company from Oct. 1 to April 1. The same goes for other experienced rivermen who recently decided to make MMT their home. Magnolia Marine Transport has a long tradition of hospitality and a thorough deck-development program available to ensure upward mobility. The veterans of MMT will ensure quality training, example and output for our new employees so they learn the ropes. MMT is proud to be attracting top-notch employees who keep the company headed in the right direction. Keep up the good work and welcome aboard.

Members of the new class are:

- Bertha Littles
- Paul Bessenbacher
- Phyllis Long
- Charles Robertson
- Brad Blanton
- Henry Ryan
- Robert Ryan
- Kevin Wilson
- Dennis Graham
- Zachary Kiser
- Timothy Evans
- Jason Henke
- Zachery Wood
- Josef Tolliver
- Tyler Coulson
- Andrew Allen
- James Ponder
- Warnie Gillam
- Joshua Kackley

M/V Katherine Berry
Official Number: 1195204
Year Built: 2007
Dimensions: 110'x32'x10'3"
Gross Tons: 444
Horsepower: 3000

The M/V Jody McMinn

MMT honors marine electrician for dedication to job for 36 years

M/V Kelly Lee
Official Number: 564520
Year Built: 1975
Dimensions: 147' x 38.5'x9'
Gross Tons: 609
Horsepower: 4300

BY
LESTER CRUSE
PORT CAPTAIN

The M/V Jody McMinn is the fifth vessel that has been built at Nichols Boat Company in Greenville, Miss., for Magnolia Marine. The vessel was launched July 7, 2009, at Greenville.

This vessel received its name in honor of Mr. Jody McMinn, MMT's Marine Electrician. MMT has had very few problems with electrical issues and Jody is one of the reasons. He takes pride in his work and in knowing that when he walks away from a heater or towboat it is repaired right. For 36 years, Jody has been here for the company. The M/V Jody McMinn was blessed in Vicksburg on Sept.10 and was put into service on Sept. 11. It is doing a great job.

Dedication and dependability define Jody. If the boat is as dependable and hard-working as the man, the company will be served well for many years to come.

The M/V Jody McMinn has 3000 HP produced by a pair of Caterpillar 3512B diesel engines. The main engines are paired to Haley gearboxes and four-blade Bollinger propellers. A pair of 99 KW John Deere generators supplies the boats electrical power. Other special features adorn the new vessel, such as Wartsilla shaft seals that were installed to prevent leakage of river water into the bilge area. The entire vessel was built with the crew in mind. It features rubber flooring by Tuflex, along with a sound-deadening spray-on insulation throughout the vessel made by an ERGON company, ErTech. The crew quarters are outfitted with light-blocking shutter boxes and individual room temperature controls. The lower deck is outfitted with watertight doors. The

wheelhouse has a Rudder Monitoring System (pilot incapacitation) system. Jeppesen Navigation System is the primary charting system and Capn Voyager Charting system is the backup on a completely different computer system. Boatracks Satellite System, along with our BoatSys internet communication system, make up the ship-to-shore e-mail and log systems. Dual Furuno Radars with Furuno displays give an added safety benefit. They are larger and put out less ambient light at night. All of the crew quarters are equipped with flat-screen TV/ DVD combo units. The crew lounge has a satellite TV system for off-watch relaxation combined with a large flat-screen TV for added crew comfort. This vessel can accommodate ten crewmembers but will carry an eight-member crew consisting of the Captain: Hank Pouliot, Captain: Dick Weber, Chief Engineer: John Wiebe, Mate: Joe Ponder, Tankerman: Aaron Brooks, Deckhands: Tim Evans and Reginald Horton, Cook: Phyllis Long. We are very proud of this vessel, its namesake and the crew and we look forward to utilizing it to provide excellent service for our customers. This boat went into service September 11, 2009 and is doing an outstanding job for our customers.

Son Blaise, Wife Linda, Jody, Son Louigi.

Captain Hank Pouliot and Jody McMinn

The crew of the M/V Jody McMinn includes, from left, Reggie Horton, Aaron Brooks, Phyllis Long, Larry Hickman, Joe Ponder, Dick Weber, Hank Pouliot, Jody McMinn and Blaise McMinn.

M/V Leslie B.
Official Number: 514553
Year Built: 1968
Dimensions: 110'x 34'x 8'10"
Gross Tons: 375.37
Horsepower: 2250

Paul Bessenbacher

A man of cheerful service

While stationed in Germany, Paul had the opportunity to "hang around" the officers' club kitchen. Instead of spending time playing cards, drinking or partaking in military night life, Paul honed his cooking skills there.

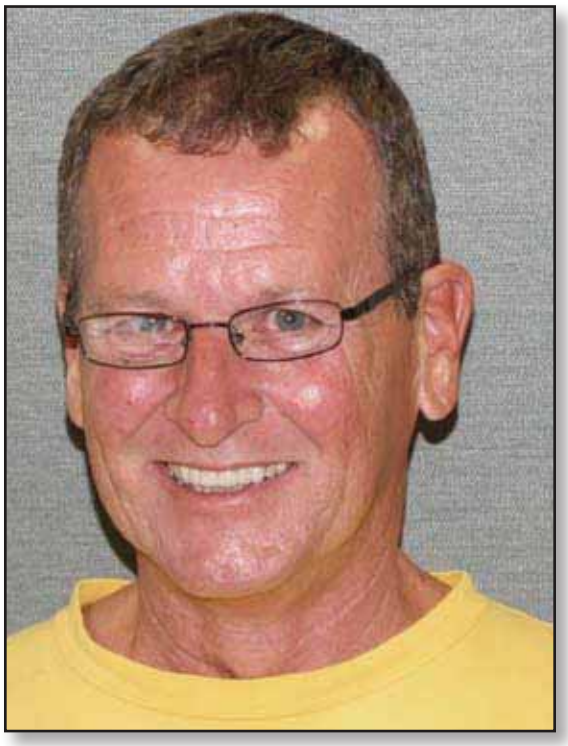
M/V Magnolia
Official Number: 530803
Year Built: 1971
Dimensions: 141' x 34'6" x 10'
Gross Tons: 537
Horsepower: 3800

To say service is a reoccurring theme in Paul Bessenbacher's life would be an understatement. Paul Bessenbacher, cook aboard the M/V Amy Frances, has a past history of service across many boundaries — from military service to food service and many points in between. To have a career in service is nothing unusual. But, to have the service career history Paul has had is what makes him such an "Interesting Person."

BY
SYD JOHNSTON
PERSONNEL ASSISTANT

Paul G. Bessenbacher was born and reared in and around the Los Angles, Calif., area. As a high school student, Paul worked in area restaurants in several positions. For two years Paul worked at the Memory House restaurant. Paul started his career as a dishwasher, and soon moved up as a prep cook where he honed his cooking skills. As his skills progressed as prep cook, Paul soon became assistant to the chefs. During his time at Memory House restaurant, Paul had the opportunity to cook for and serve Sonny and Cher. Paul laughed when he reminisced about working at Stock's Restaurant and Pie Shoppe — just to get one of their recipes, which, incidentally he got.

Soon thereafter, the call to duty in the United States Military was put before Paul. Military service to this great nation was another path to more food service, as well as service to his fellow soldiers and superior officers. Upon entering the Army, Paul was a cook in a typical mess hall. This assignment wouldn't last long however, because



Paul Bessenbacher

Paul was recruited to work as a personal aide to a general while stationed in Heidelberg, Germany. Not only was Paul the general's personal aide, Paul's duties also included but were not limited to... yep you guessed it, cooking for the general.

While stationed in Germany, Paul had the opportunity to "hang around" the officers' club kitchen. Instead of spending time playing cards, drinking or partaking in military night life, Paul honed his cooking skills there. Bessenbacher stated that, "seven wonderful chefs taught me as much as I could learn." Germany afforded many opportunities for Paul to learn and experience more refined cooking techniques. He took full advantage of the close distance to the famous Cordon Bleu culinary institute in Paris, by attending weekend classes there. This blooming

chef also attended other cooking schools which specialized in different cuisines, such as German and Italian foods.

After some time, Paul was promoted to party chef. It was during his time as a party chef, Paul had the distinct privilege to cook for a special dignitary. During her European tour, Mamie Eisenhower was given a dinner reception at the officers' club. Paul happened to be stationed there and was among the chefs who prepared the meal. Later on that evening, Paul was given the opportunity to meet former first lady Eisenhower. The next day, Paul was requested to prepare the meal for a private party Mrs. Eisenhower held at her guest house. Of course, being the gentleman-soldier he is, Paul obliged.

After Paul served his time in the military he returned to Mississippi College in Clinton, Miss. In short order, Paul earned a bachelor's degree in social work. Upon earning his degree, Paul entered the work force. In the spirit of service, Paul went to work at Riverside (Psychiatric) Hospital, which later became Charter Hospital. For 27 years as a social worker, Paul was responsible for therapeutic programs, teaching classes and group therapy (as a co-therapist). Paul also saw patients for biofeedback training, stress management and relaxation therapy. Along with work at Charter hospital, this "busy-body" worked under the auspices of a private practice psychiatrist performing many of the same duties.

Paul became interested in hospice care, and was offered the job of executive director at Whispering Pines Hospice in Jackson, Miss. — now called hospice ministries. After the merger of two hospices, Paul took the leap into entrepreneurship with the help of several financial partners. Their start-up hospice care facility, in Brookhaven, Miss., was a rewarding risk worth taking. This was the most challenging project Bessenbacher claims to have undertaken. Paul was involved with every aspect of the operation: from purchasing the facility, redesigning it, to writing policy, and ensuring federal and state codes and regulations, and even Paul's true passion — care and service for terminal patients. Not only was this the most challenging project Paul has undertaken, hospice was the most rewarding work he has ever done. Hospice work also taught him that life is precious and should not be taken for granted — to live each day as if it were the last.

After spending time in the hospice industry, Paul went on to serve as a high school teacher in the Jackson Public School District. Teaching was the most stressful job he ever had. He worked diligently day and night researching creative teaching methods, innovative lesson plans, along with grading papers and tests. With his new-found appreciation for educators, Paul "tips his hat" for teachers.

With the varied service-oriented positions Paul has filled over the years, he continued to cook for private parties, wedding receptions and similar events. Paul stated, "I have become very selective in what I do in recent years". Cooking is not the only hobby or side interest Paul has — he is also an avid reader. Bessenbacher reads up to 12 books in a single 30-day hitch. Reading interests are across the spectrum of subject, but he really prefers political mysteries & classic horror books.

On the trail for a long-term position, Paul submitted several resumés and applications with different companies. Paul realized the economic downturn was affecting his chances of employment. Growing frustrated with the job market, Paul took the suggestion of a friend to apply to be a cook with Magnolia Marine Transport. So, in the spirit of "a change in pace", Paul submitted an application with MMT, and soon thereafter started work aboard the M/V Amy Frances.

Paul is grateful for the opportunity to serve fellow crewmembers as the cook aboard the Amy Frances. He enjoys cooking "good ole country food", the crew preference, and still has a passion for hospice care. His experience in serving others has allowed Paul to conclude, "in giving we receive"; which is a lesson for all of us to learn from. This cheerful servant has led an interesting career path worth noting. Paul's cheerful service is another reason why Magnolia Marine Transport is such a special company. Although Paul may be "just a cook" he and his background are another example of the diverse tapestry of MMT's employee base.

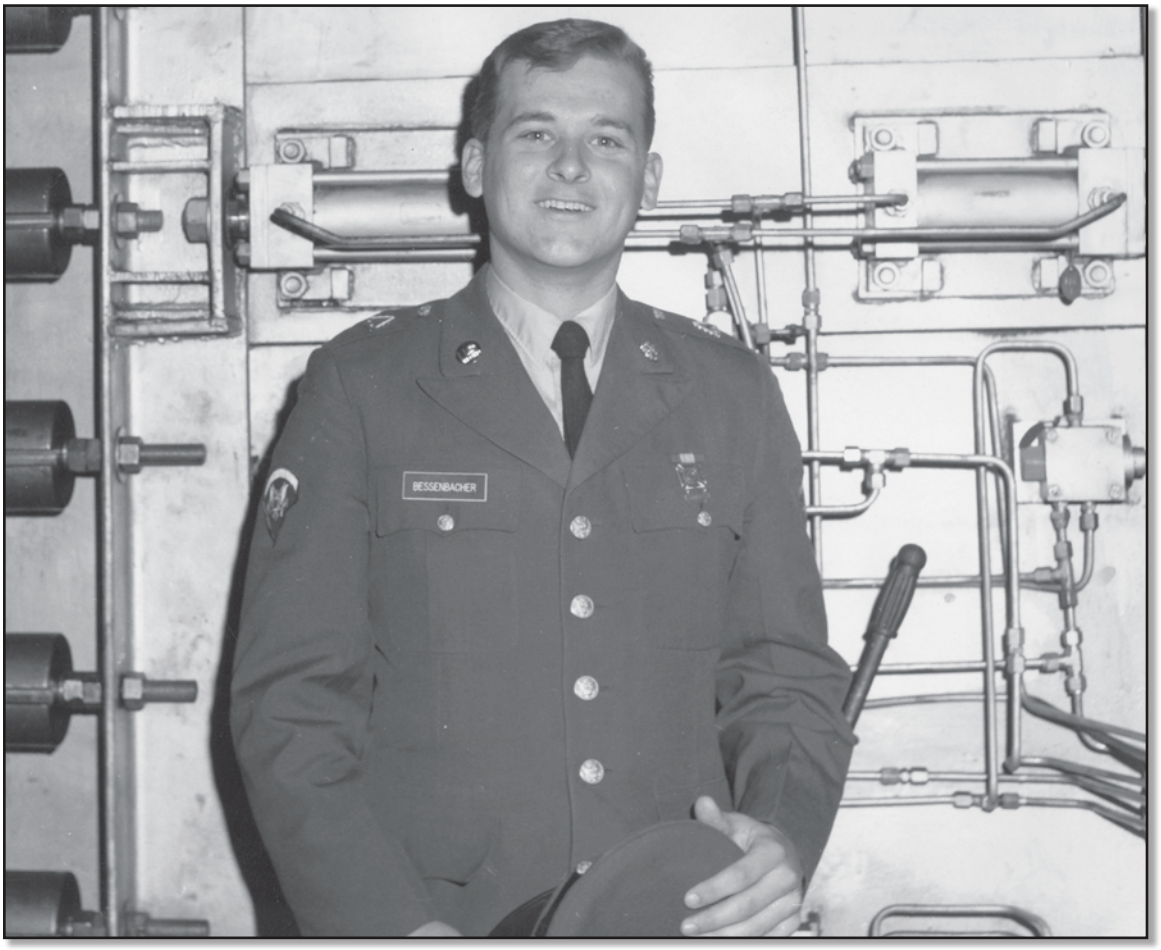
•

Turn the page for some of Paul's favorite recipes aboard the M/V Amy Frances!

Paul is grateful for the opportunity to serve fellow crewmembers as the cook aboard the Amy Frances. He enjoys cooking "good ole country food", the crew preference, and still has a passion for hospice care.

M/V Mari Lampton
Official Number: 1208146
Year Built: 2008
Dimensions: 1103 X 32' X 10'3"
Gross Tons: 444
Horsepower: 3000

Favorite recipes of Paul Bessenbacher *Cook on M/V Amy Frances*



Paul Bessenbacher when he was in the service

M/V Valda
Official Number: 52984
Year Built: 1970
Dimensions: 87' x 28' x 9'
Gross Tons: 293.83
Horsepower: 1950

Shrimp Alfredo

1 pound peeled raw shrimp
Green onions, chopped
Medium green bell pepper, chopped fine
1 quart fresh mushrooms sliced or two cans sliced
1 teaspoon Cavender's Greek Seasoning
1 teaspoon crushed garlic
1 tablespoon butter
4 tablespoons olive oil

In large skillet, heat butter and olive oil (medium heat). Sauté garlic. Add shrimp, onions, and bell pepper until shrimp is pink all over. Add mushrooms and continue cooking until mushrooms become tender. Add seasoning and salt and pepper to taste. Do not overcook. Shrimp should be done, but not tough. Keep warm.

Sauce

4 tablespoons butter
3 tablespoons all-purpose flour
1 quart half and half
1 teaspoon Cavenders (to taste)
1/2 teaspoon salt
1/2 teaspoon garlic
1/2 cup parmesan cheese

In medium sauce pan, melt butter and mix in flour until smooth. Over medium heat, whisk in half and half.

Add half and half slowly, you may not use all of it. Cook, continuing to whisk until sauce thickens. Should not be like gravy, but thinner. Add cheese this will thicken sauce. Keep warm in double boiler.

Boil pasta, enough for eight people. Make nest of pasta on plate, spoon sauce over allowing to run onto plate, then spoon shrimp over pasta.

Serve with french bread (toasted with garlic butter and Parmesan Cheese) and a salad.

Slow Cooker Jambalaya

1 pound boneless skinless chicken breast cut into 1-inch cubes
1/2 pound andouille sausage cut up
1 pound cooked frozen shrimp
1 medium onion chopped
1 green pepper seeded and chopped
2 stalks celery chopped
2 teaspoons dried oregano
1/2 teaspoon dried thyme
2 teaspoons Cajun seasoning
2 bay leaves
1 12-ounce can chicken broth
1 teaspoon hot sauce
1 28-ounce can diced tomatoes

In a slow cooker combine all ingredients except the shrimp. Cook on low for 6-7 hours or high for 3 hours. Stir in the shrimp at the last 15 minutes of cooking time. Discard bay leaves and serve over rice.

Rice can be a nemesis for some folks, but hey, it comes in the five-minute cook bag nowadays!

Slow Cooker Jambalaya

Cheese Chicken Enchiladas

Flour tortillas
Large boneless chicken breast (boiled, then cut into small sized chunks about 1/2 inch)
1 can cheddar cheese Soup
1 pound Velveeta Cheese (cubed)
4 tablespoons flour
1/2 stick butter
1/2 teaspoon cumin
1 teaspoon salt
2 soup cans of milk. (Hold one can of milk out and use to thin sauce as needed.)
1 pound grated cheddar cheese

In saucepan, melt butter and mix in flour. Add cheese soup and 2 cans of milk. Heat until thickens (will not be real thick). Add Velveeta Cheese stirring until melted and smooth.

Over chicken, sprinkle cumin and salt. Mix well. Add enough cheese to make chicken hold together loosely.

Heat tortillas one at a time in electric skillet on warm to make them pliable. While the tortilla is in skillet, spoon chicken in center of tortilla. Generously sprinkle grated cheddar cheese on to chicken. Begin rolling tortilla, folding ends in to make a pouch (like a burrito). Place in a large casserole dish sprayed with Pam. Continue until all chicken mixture is used.

Pour remaining cheese sauce over enchiladas. You may thin this mixture, if too thick, with milk. It will make it go further. Sprinkle with cheddar cheese.

Bake at 350° until hot. About 30 - 40 minutes.

Chocolate Biscuit Pudding with Chocolate Sauce

Crumble about 6 homemade biscuits in a mixing bowl.

Mix together 1 1/2 cups sugar and 2 tablespoons cocoa, then mix with biscuit.

Add three eggs, 2 teaspoons vanilla and enough milk to make it like a thick batter.

Pour into deep dish casserole sprayed with Pam. Bake at 350° for about 45 minutes until center is firm. Will usually rise up some and begin to crack open at the top.

Chocolate Sauce

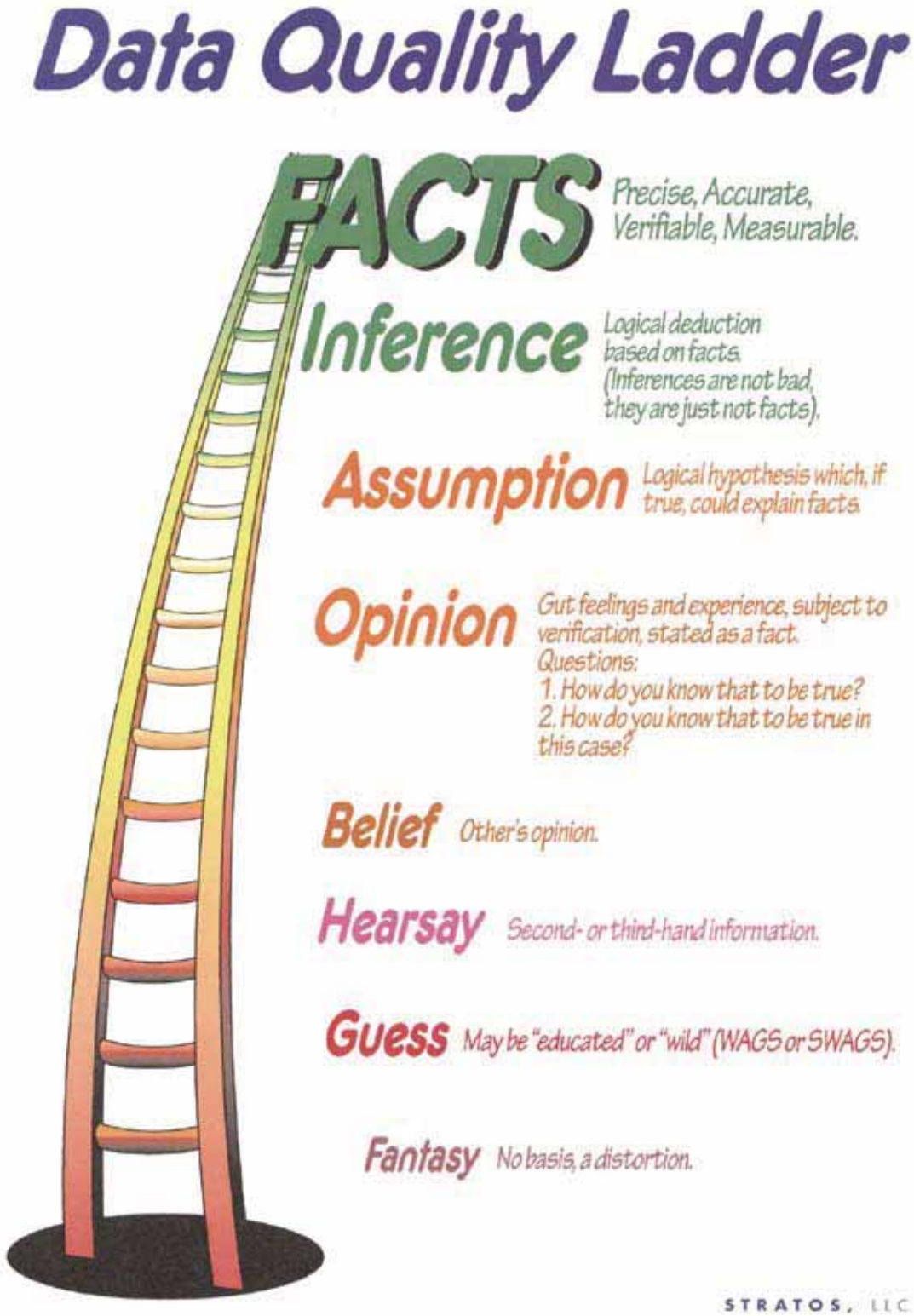
Mix 1 cup sugar, 1 tablespoon cocoa and 1 heaping tablespoon corn starch together. Add cold milk a little at a time and heat over medium heat until mixture thickens. This sauce should be fairly thin. Add 2 teaspoons vanilla. When finished, add 2 tablespoons butter. Best when served hot. Spoon out helping of pudding and spoon sauce over biscuit. Good with ice cream and/or whipped cream.

M/V W.W. Crum
Official Number: 523490
Year Built: 1969 (rebuilt 1992)
Dimensions: 120' x 35' x 11'6"
Gross Tons: 322
Horsepower: 3800

Fact or Fiction?

BY
JIM SMITH
COMPLIANCE MANAGER

Recently at a customer workshop the following Data Quality Ladder was discussed. We are all guilty at times of jumping to conclusions while making decisions or investigating incidents. This ladder illustrates the importance of getting to the top and basing our decisions or conclusions on facts. Is your decision based on Fact or Fiction?



M/V Mr. Lampton
Official Number: 1181843
Year Built: 2006
Dimensions: 110' x 32' x 10'-3'
Gross Tons:
Horsepower: 3000

Pump engine RPM being slowed

BY
GAYLON COX
OIL MOVEMENTS SUPERVISOR

Many of you are aware that we have backed off the RPM on the John Deere engines that drive the seirbath pumps. Why would we want to do this? I'll try to explain below.

Seirbath pumps are designed for viscous products that actually are the lubrication to the bearing at the foot of the screws that push the product to the pipeline. When you go from asphalts and heavy fuel oils to lighter grades of product like clarified, vacuum gas oils or slurry oils, they don't lubricate the bearings that well. This would be similar to lubricating a wheel bearing on a boat trailer with diesel fuel. Remember these screws are turning at tremendous rates.

Now we add some more factors into this. The strainers installed in front of the pumps cause some restrictions and when they are partially clogged up, it causes more restrictions. The majority of these pumps do not have vent valves installed to relieve any air that may be trapped in the strainer and pump wells. If the wells cannot be filled to at least 60 percent when the pump is engaged, the displacement of the product doesn't create as much vacuum in the well to pull the product from the cargo tanks, thereby causing the pump to starve. It could help if the pump well drain valve is opened five to six hours before arrival to the discharge dock. The head pressure from the product in the tank could slowly fill the pump well before discharge begins.

Pumps turning at a higher RPM with less lubrication due to the viscosity, starving and less lubrication causes the bearings to overheat with time.

Lighter grades of oil will discharge as quick at a slower RPM because the product has time to be drawn into the pump well.

If the pump engines are turning at the maximum RPM, it doesn't mean that the product is moving to the shore tank at a steady rate. In most cases it is going up the hill in slugs but a slower RPM would keep the product at a steady rate.

When a seirbath pump has to be removed and rebuilt the costs can be near one hundred thousand dollars depending on the amount of damage done.

When the pumps are cavitating and rumbling, this is an indicator that the RPM on the pumps need to be slowed down even more.

Pumps turning at a higher RPM with less lubrication due to the viscosity, starving and less lubrication causes the bearings to overheat with time.

Towing Vessel Bridging Program (TVBP)

Recently we had two Coast Guard officers complete training aboard two of our vessels, LT Teresa Hatfield of MSD Vicksburg and LT Matt Frazze of Sector Mobile. The training is designed for all new Coast Guard personnel assigned to Towing Vessel Examinations positions. The training focuses mainly on outreach, orientation and indoctrination of towing vessels as well as shoreside operations. Both officers spent several days in the office familiarizing themselves with day to day operations as well as riding the vessels.

Many thanks to the crews of the M/V Mari Lampton and M/V Stan Humphreys for their professionalism and hospitality during the onboard training process. I believe both parties came away with valuable information that will enable us all to perform our jobs better.

LT Teresa Hatfield

M/V Stan Humphreys
Official Number: 1215724
Year Built: 2008
Dimensions: 110' x 32' x 10'-3"
Gross Tons: 444
Horsepower: 3000

2009 Training Accomplishments

Listed below is the list of completed training for this year, I would like to thank everyone for attending training this year. We recognize that your time off is important to you and your family.

TANKERMAN MEETINGS

June 16th – 17th
25 attendees
June 30th – July 1st
23 attendees
July 14th – 15th
22 attendees
July 28th – 29th
6 attendees
Total
76 attendees

M/V Mark Shurden
Official Number: 536086
Year Built: 1971
Dimensions: 138' x 38'6" x 9'2.5"
Gross Tons: 517.58
Horsepower: 3800

401(k) and profit sharing accounts become more user-friendly

BY
LANCE MAZEROV
PERSONNEL DIRECTOR

The Profit Sharing Committee made some improvements to our retirement plans over the summer. The 401(k) Plan is now a separate plan from the profit-sharing plan. While we still have the American Funds as our investment vehicles, we are now working directly with American Funds, who will serve as the trustee of the plan and the custodian of our 401(k) accounts.

After an initial enrollment, all services are paperless. Participants can access their accounts, changes deferrals, modify investments and request loans by going to www.myretirement.americanfunds.com. American Funds mailed PIN letters to all current participants in June. New participants will receive their PIN letters shortly after their first payroll deduction. American Funds also has a toll-free number for those who want to deal with a person rather than a website. That number is 1-800-204-3731.

Rush Mosby with UBS remains as the financial adviser to our 401(k) Plan. His phone number is 601-957-5225. We will still receive quarterly statements for our 401(k) accounts.

If you're at least 60 years old, you may be especially interested in a recent change to our profit-sharing plan: you now have the option to transfer your profit-sharing money directly to your Ergon 401(k) account. A few stipulations: you have to be at least 60, you have to be employed and you have to transfer your entire profit sharing account to your account with the Ergon 401(k) Plan. You cannot transfer it to an IRA; the transfer has to be to the Ergon 401(k). It's your choice, but it will give you control of your investments as you get closer to retirement because you get to decide how aggressive or how conservative you want to be. Please note: there is an election period for those who want to exercise this option. This year it was in September, but in future years it will be the month of July. One other change of note: we will receive one profit-sharing statement each year in November to reflect the performance, vesting, and forfeitures for the previous June 30.

Personal hygiene tips for flu prevention

By JIM SMITH
COMPLIANCE MANAGER

The Centers for Disease Control (CDC) states that illnesses like the flu (influenza) and colds are caused by viruses that infect the nose, throat and lungs. The flu and colds usually spread from person-to-person when an infected person coughs or sneezes.

How to help stop the spread of germs

- Cover your mouth and nose when you sneeze or cough.
- Cough or sneeze into a tissue and then throw it away.
- Cover your cough or sneeze if you do not have a tissue. Then, clean your hands, and do so every time you cough or sneeze. If you don't have a tissue you should cough or sneeze into your sleeve
- Clean your hands often.
- Avoid touching your eyes, nose or mouth.

When available, wash your hands with soap and warm water then rub your hands vigorously together and scrub all surfaces. Wash for 15 to 20 seconds. It is the soap combined with the scrubbing action that helps dislodge and remove germs. When soap and water are not available, alcohol-based disposable hand wipes or gel sanitizers may be used. If using a gel, rub the gel in your hands until they are dry. The gel doesn't need water to work; the alcohol in the gel kills germs that cause colds and the flu. Avoid touching your eyes, nose, or mouth. Germs are often spread when a person touches something that is contaminated with germs and then touches their eyes, nose, or mouth. Germs can live for a long time (some can live for 2 hours or more) on surfaces like doorknobs, desks, tables and telephones.

BY
JIM SMITH
COMPLIANCE MANAGER

Common symptoms of the flu are: fever (usually high); headache; extreme tiredness; cough sore throat; runny or stuffy nose ; muscle aches and ausea, vomiting and diarrhea.

Flu Vaccine

The Blue Cross Blue Shield of MS Healthy You Plan covers the flu vaccine for you and your eligible dependants at no cost to you. With the early outbreak of flu this year, getting vaccinated may be one of the best things you can do to protect you and your family from the flu. Please don't forget to take advantage of each benefit from the Healthy You Plan which also includes the annual preventive wellness visits.

M/V Miss Kathy
Official Number: 555383
Year Built: 1974
Dimensions: 140' x 38' x 11'
Gross Tons: 686.41
Horsepower: 4300

BY
LIB HEARON
CLAIMS MANAGER

Annual Open Enrollment

The month of November is open enrollment. Now is the time to make insurance changes including adding or dropping a dependant, or enrolling in or canceling dental, health or cancer plans. Your first paycheck in January 2010 will reflect changes you make in November 2009. The Flexible Spending Account enrollment is due December 4, 2009 for effective January 2010.

Magnolia Marine Transport is known worldwide for the quality of service we provide. That would not be possible without the support of our valued employees, who are the foundation of our company. We appreciate those employees who have been with us for decades and for those who have only recently joined us. Thank you for your loyalty and invaluable service to MMT. Your contributions to the success of this company are appreciated.

36 YEARS
Jody McMinn

35 YEARS
Kenny Fields

32 YEARS
Foster "Frog" Stevens

25 YEARS
Karen Thomas
Gaylon Cox
Andy Minyard

24 YEARS
Jeff Heep

23 YEARS
Jerry "Moon" Mullins

22 YEARS
Roger Harris

21 YEARS
James "Flash" Wilkinson

19 YEARS
Don Ainsworth

18 YEARS
Bob Reynolds
Willie Harrell
Payton " P.C." Cummins

17 YEARS
Napoleon Dixon

15 YEARS
William "Bubba" Bonds
Michael Wilkinson
Tony Jeffers
Barry Bingle
George Powe

14 YEARS
Jeff Schlegel
Michael Carpenter
Robert Moisner
Chip Porter

13 YEARS
Francis Smith
Johnnie Partaine
Lib Hearon

12 YEARS
Richard Weber
Keith Ellis

11 YEARS
Betty Guynes
Johnny Rowen

10 YEARS
Rodger Ellis
John Gathings
Rusty Goodwin

9 YEARS
John Tallant
Tim Corley
Frank Smith

8 YEARS
Shawn Stacy
Matthew McCorkel
Leon Irwin

7 YEARS
Bert Lyles
John Weibe
Bertha Cannon
Steve Fillingame
John Brown
Thomas Jewkes
David McGraw
John Palla

6 YEARS
Patrick McDaniel
Robert "Lee" Hogue
Michael Pierson
Ellice Chambers
Robert "Bear" Walker
Josh Black
John Sullivan
Daniel West

5 YEARS
Donald Tillman
Brandon Hamilton
Paul Ellis
Tony Neal
Jeffery Carrier
Clint Davidson
Josh Chavers

4 YEARS
Jeffery Niehaus
Chester McDougald
Danny Pethan
Daniel Davis
Syd Johnston

3 YEARS
Mark Springstead
Mike Travis
James Richardson
Dee Pegram Jr.
Ed Lum
Tracy Aiken
Trent Brown
Paul Goss
Mike Dollins
Jeremy Alexander
Danny Guimbellot
Chris Lancaster
Charles Crumley
Jeremy McCaskill
Rick Osborn
Mike Graham
Jay Beckham
Wayne Lee
Nathan "Buzz" Busby

2 YEARS
Aaron Brooks
Jody Wilcox
Delrick Dosson
Matthew Boyd
Patrick Neal
Ricky Greenlee
Nathan Sumrall
Prentis White
Jeffery Thornton
John Arendale
Stephanie Lovom

1 YEAR
J.J. Cochran
Cody Shackelford
Corey Reno
Josh Williams
Ben Cooper
Kathrine "Kitty" Mullan
Ethan Thompson
Lee Lane
Eric Wilson
John Williams
Kione Zimmerman
Michael Gray

Shut down properly

BY
JEFF WEST
INFORMATION SYSTEMS MANAGER

It's a good idea to shut down your computers before the power to the vessel is disconnected, for example when you switch generators or go on shore power. Rebooting the computer can also clear up problems with the operation of the computer. To properly shut down or restart the computer, left click on the start button on the lower left hand corner of the screen and click shut down (Figure 1). A window with a drop down menu with choices allowing you to shut down or restart will appear on the screen (Figure 2). If the computer is "frozen" or "locked up", i.e. the mouse and keyboard is unresponsive you will need to use the power button on the system itself. Hold the button in for several seconds until the system begins shutting down. If you press and quickly release the button system files may not close properly which can cause errors.

All the boats are equipped with Uninterruptable Power Supplies (UPS) which contain a battery backup and surge protector to help with voltage drops and spikes. Only plug in computers and computer related equipment (monitors, printers etc.) in the UPS. If you plug in a device that draws a lot of current such as a heater or refrigerator it will cause the UPS to malfunction and may cause your computer to shut down.

We are using routers for the internet connections instead of plugging the aircard directly in the computer. This simplifies some things; we don't have to run the sync manager software and the connection will not disconnect after a period of inactivity. It also complicates things because there is another piece of hardware that can have problems. If you do have problems disconnect the power cord, leave it unplugged for a minute and plug it back in. This will clear up most problems.

Lucotech has added a new feature to the vessel application of BoatSys that tells when the last successful synchronization occurred. You will see it in the top right hand corner of your screen. If it has been less than an hour since the last sync it will be in green (Figure 3). If it has been more than an hour it will be in red (Figure 4) to alert you that there is a problem. If you are in an area where there is a good signal try disconnecting the power on the router as described in the previous paragraph.

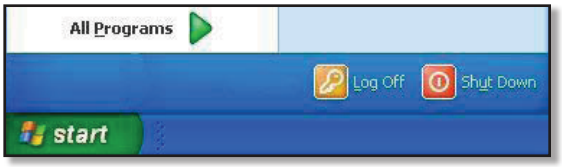


Figure 1

Figure 2

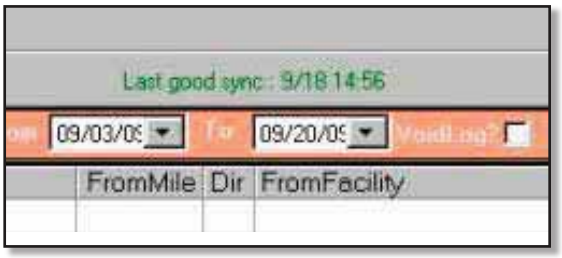


Figure 3

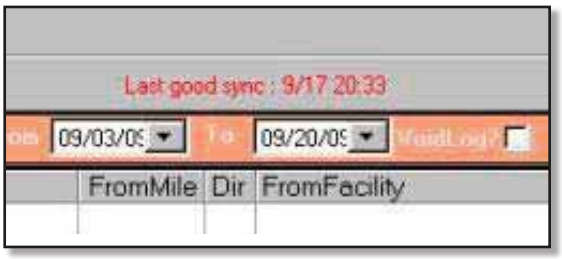


Figure 4

The Traffic Department has asked for a new activity for Notice Of Readiness called NOR/Tender. This takes the place of Barge Tendered for Loading and Barge Tendered for Discharge. The event is applicable to the entire tow so you do not have to choose individual barges. This was done to make things simpler for billing purposes and make it easier for our customers to understand.

M/V Jody McMinn
Official Number: 1218473
Year Built: 2009
Dimensions: 110' x 32' x 10'-3"
Gross Tons: 444
Horsepower: 3,000

Charles "Buddy" Crumley talks MM52 onto the dock

Jeff Bragg

Captain Justin Atkinson, captain on the M/V Mark Shurden, right, and Mike Lowery