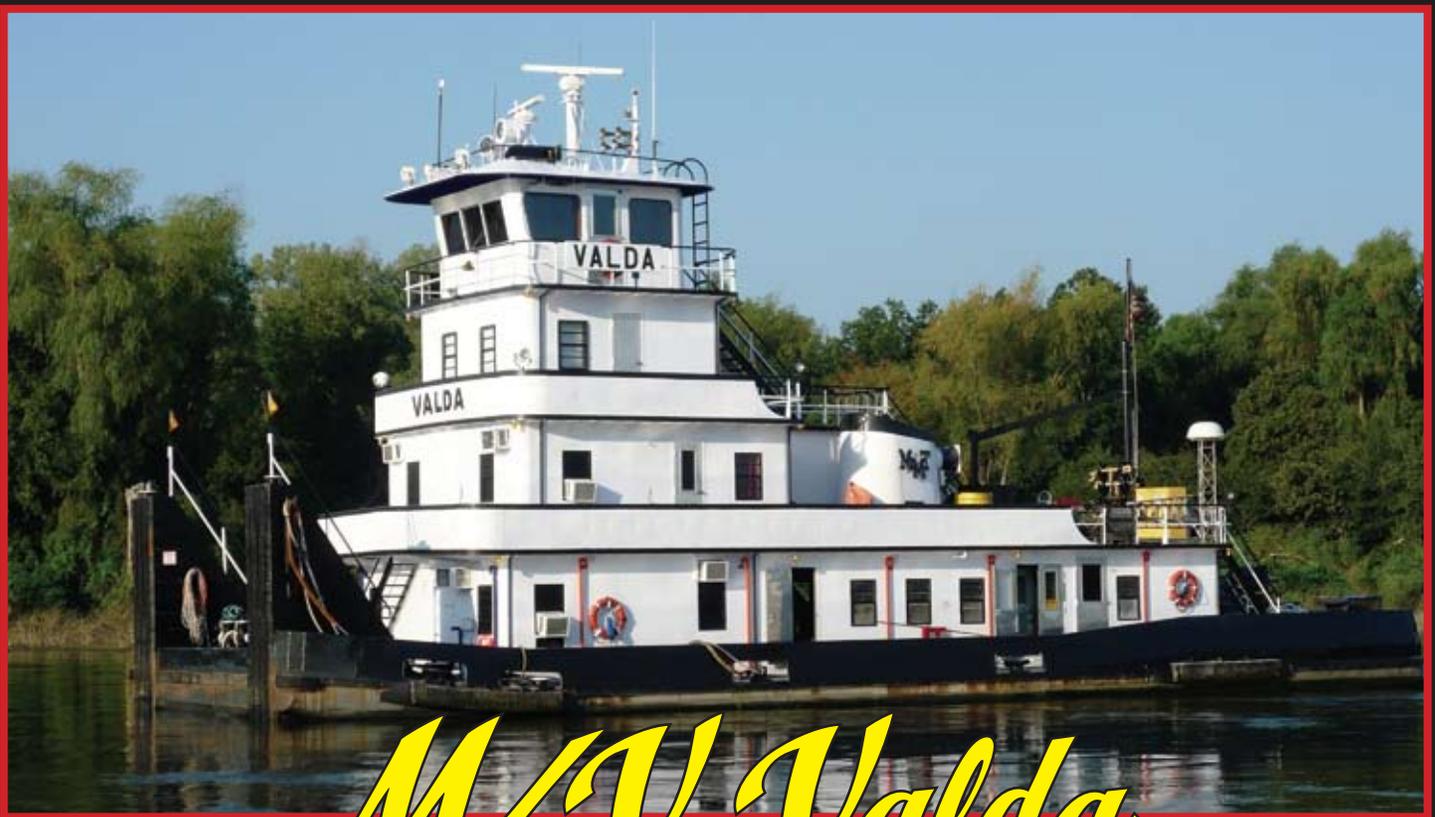


wheelwash

MAGNOLIA MARINE TRANSPORT ■ OCTOBER 2010 ■ VOLUME 13, ISSUE 2



M/V Valda

MMT workhorse has been serving for 40 years

ALSO INSIDE: The Muscle Cars of MMT; open enrollment occurrin in November; Stokes joins MMT



A LESSON IN PERSPECTIVE

ATTITUDE, AFTER ALL, IS EVERYTHING

A lesson in perspective.

Michael is the kind of guy you love to hate. He is always in a good mood and always has something positive to say. When someone would ask him how he was doing, he would reply, "If we were any better, I would be twins!" He was a natural motivator. If an employee was having a bad day, Michael was there telling the employee how to look on the positive side of the situation.

Seeing this style really made me curious, so one day I went up to Michael and asked him, "I don't get it! You can't be a positive person all of the time.

How do you do it?"

Michael replied, "Each morning I wake up and say to myself, you have two choices today. You can choose to be in a good mood or . . . you can choose to be in a bad mood. I choose to be in a good mood.

Each time something bad happens, I can choose to be a victim or I can choose to learn from it. I choose to learn from it. Every time someone comes to me complaining, I can choose to accept their complaining or I can point out the positive side of life. I choose the positive side of life

"Yeah, right, it's not that easy," I protested.

Yes, it is," Michael said. "Life is all about choices. When you cut away all the junk, every situation is a choice.

You choose how you react to situations. You choose how people affect your mood. You choose to be in a good mood or bad mood. The bottom line: It's your choice how you live your life."

I reflected on what Michael said,

Soon hereafter, I left the Tower Industry to start my own business. We lost touch, but I often thought about him when I made a choice about life instead of reacting to it.

Several years later, I heard that Michael was involved in a serious accident, falling some 60 feet from a communications tower.

After 18 hours of surgery and weeks of intensive care, Michael was released from the hospital with rods placed in his back.

I saw Michael about six months after the accident. When I asked him how he was, he replied, "If I were any better, I'd be twins. Want to see my scars?"

I declined to see his wounds, but I did ask him what had gone



**LEE
LAMPTON**
PRESIDENT

through his mind as the accident took place.

"The first thing that went through my mind was the well-being of my soon-to-be-born daughter," Michael replied. "Then, as I lay on the ground, I remembered that I had two choices: I could choose to live or I could choose to die. I chose to live."

"Weren't you scared? Did you lose consciousness?" I asked.

Michael continued, ". . . the paramedics were great. They kept telling me I was going to be fine. But when they wheeled me into the ER and I saw the expressions on the faces of the doctors and nurses, I got really scared. In their eyes, I read "he's a

dead man. I knew I needed to take action."

"What did you do?" I asked.

"Well, there was a big burly nurse shouting questions at me," said Michael.

"She asked if I was allergic to anything.

"Yes, I replied."

The doctors and nurses stopped working as they waited for my reply.

I took a deep breath and yelled, "Gravity."

Over their laughter, I told them, "I am choosing to live. Operate on me as if I am alive, not dead."

Michael lived, thanks to the skill of his doctors, but also because of his amazing attitude.

I learned from him that every day we have the choice to live fully. Attitude, after all, is everything.

"Therefore do not worry about tomorrow, for tomorrow will worry about itself. Each day has enough trouble of its own."

Matthew 6:34

After all, today is the tomorrow you worried about yesterday.

We are Professional Mariners

As I sat through the many different training classes that MMT provided this year one common factor continued to surface. Magnolia truly has professional mariners!

It is great to see that the experience level that we have worked so hard to achieve is finally a reality. At the beginning of each class as we introduced ourselves we also told how many years experience we have. In the past years it was not uncommon to see a Mate with only a couple of years experience but today our average Mate has a much higher tenure and experience level than ever before. The same goes for our wheelhouse crews as well. Our wheelmen are much more technically oriented and professional than in years past. Our Engineers have to be well rounded and computer savvy to operate and maintain our electronically controlled main engines.

The reasons for this are many but the top four include:

- **Recruitment and Advancement.** We are actually hiring crewmembers with more qualifications today. The bar for entry level employees has steadily risen over the past couple of years. Our goals are set higher on the front end and they are paying off. Background checks are more extensive, multiple references are required and verified, a proven track record must exist if the applicant is to be considered for employment. Through our quality management system an employee must 'qualify' for advancement. This qualification usually comes with not only a time period but also a list of tasks, knowledge and training that must be demonstrated and verified before the employee can advance.

- **Career Choice.** Towboating today is not looked at as a last resort job. Today's towboat jobs are actually attractive career opportunities. Many times, salaries are much higher than land-based jobs. Benefits are outstanding and family friendly. Retirement programs offer a real sense of security. Living conditions aboard

the boats have drastically improved over the years and different work schedules are offered that fit different lifestyles. We have more college graduates on our boats today than ever before. Towboating can be a very rewarding career.

- **Regulatory.** Yes, Uncle Sam probably has something to do with this as well. Mariner Licensing requirements have significantly been tightened over the past few years. The process from Deckhand to Master is very regimented and requires dedication and perseverance to achieve. The USCG is more than ever requiring 'fit and professional mariners'. As a licensed mariner you are expected to maintain your health if you want to maintain your license. More job specific knowledge is required to be

demonstrated and documented if you want to advance. Vessel Security, TWIC, VGP, USCG Inspections, Radar Training and Voyage Planning to name a few, are all an integrated part of being a wheelman today.

- **Company Requirements.** Any

company in this business had better have a strong and robust management system in place. That management system is usually in the form of programs, procedures and policies that not only govern daily operations but also the unexpected incident or crisis. Employees must understand and perform their jobs as described by the management system. In today's world this includes being computer savvy and documenting almost everything that we do. This management system is complex but just adds to the mariners tool chest.

All of the above add together to produce a more competent, knowledgeable and professional mariner. Today, simply being a good wheelman is not enough. Being a skillful mariner means much more than it did just 20 years ago and goes hand in hand with being a Professional Mariner.



ROGER HARRIS

VICE PRESIDENT,
MARINE
OPERATIONS

wheelwash

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An AWO Responsible Carrier
ISO 9000-2000 COMPLIANT

MAGNOLIA MARINE TRANSPORT
IS AN EQUAL OPPORTUNITY EMPLOYER.

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.

Graphic Design
by Marty Kittrell
kittrellmedia@bellsouth.net

THE MUSCLE CARS OF MMT

Bill Fuson (MMT Maintenance Planner)
1946 Chevrolet 1 ton truck:

- Engine: The 327 Chevrolet engine is out of a 1968 Camaro. It has been completely rebuilt. It has a street performance Edlebrock cam with aluminum intake, 600 carburetor, electric fan, aluminum radiator and a built-in transmission cooler. It has a 350 automatic transmission.

- Interior: The interior has been completely stripped, primed and painted. The seat has been reupholstered and has a bullet aluminum panel, auto gauges and new windows.

- Exterior: Between 1944 and 1945, most all of the auto industry were building vehicles for the war effort. In 1946, trucks were once again being sold for civilian use. This was also the last year you could get the front windshield that would crank out from the bottom, had the big chrome grill in the front and the hoods that opened from the sides. I am planning on doing a complete restoration, from the frame up. When I am finished, I would like to paint the truck "torch" red. I have enjoyed working on the truck and it is something I have always wanted to do.



Roger Harris' 1934 Plymouth Coupe: This car has been in my family for almost 50 years. My father bought it in 1961 at a gas station in Hot Coffee, Mississippi. It was not in running condition so he began playing with it and it went through many different stages until it was finally retired to the barn in the early 1980's. I finally talked him out of it and began work in 1999. Three years later it was completed as you see it now. The car is powered by a 392 Chrysler Hemi backed by an overdrive automatic transmission. It has power windows, tilt steering, air conditioner, leather interior and is a great driving car. It has been on the cover of Southern Rodder magazine, featured in Rod and Custom, Mopar Muscle and Hot Rod magazine. We attend shows regularly around the south and my boys love to ride in it. Maybe



one day they will get their turn and keep it in the family another 50 years.

Carson Beck



Carson Beck (Mate M/V Leslie B) does a little custom fabrication in his spare time. This is his 99 Honda Accord that he molded the body kit, installed the air cylinder suspension, and custom fabbed the Lexus GS 300 headlights and then painted it matte orange. This is his passion and as you can see he has great talent for it.

Michael Cummings



Michael Cummings' (Deckhand on M/V Katherine Berry) 1969 Chevelle with a 475 big block engine street car.

Ronnie Cummings



Ronnie Cummings' (Captain on M/V Valda) 1968 Camaro super pro stock race car.



Ronnie Cummings' 1968 Camaro Top sportsman eliminator has a 1300 horsepower engine.

Andy Minyard



Andy Minyard's (Relief Captain on M/V Magnolia) Ford Falcon was a 6-year restoration project. The car is mostly all original with a 144 6 cylinder engine and a 2-speed Fordomatic transmission. It is lowered 3 inches and lots of original parts are chromed on engine. The color is Khaki green with tan interior and YES it could be for sale.

Lee Artz



Lee Artz's (Son of Waverly and Mary Ann Artz) 2006 Mustang GT.

Stats: Vortech V-3 centrifugal supercharger @ 8PSI Boost, BBK Twin 62mm Throttle , Body SLP Loudmouth Cat-Back, 18 Inch GT500 Rims, Brenspeed Tuned 400 HP RWHP

Kenny Brones



Kenny Brones' (Captain M/V Amy Frances) 2008 Dodge Challenger. SRT8 1st Edition is # 2074 out of 6,400 off Assembly line. It has 426 cubic in. with 425 HP .

P.K. Roberts



This Dodge sand dragster with a blown alcohol injected big block motor was built by my husband, P.K. Roberts, (wife Brenda at MMT) and his father Perry beginning in 1994 and finally finished in 1996 ! The frame is made out of 2 by 4 chrome molly steel. It is a replica of a CJ Jeep body.

Danny Guimbellot



I wanted to say hello to everyone. This is my first hot rod that was bought by my father Danny Guimbellot, mate on the M/V W.W. Crum. On my first birthday it is my first Harley Davidson Fat Boy. I have to push start it!

New bridge opens in Greenville



BY
**LESTER
CRUSE**

PORT
CAPTAIN

The new bridge located at Greenville, MS opened on July 26, 2010. The bridge connects Greenville, MS, to Lake Village, AR. and for anyone who has crossed the old narrow bridge the new bridge has room to spare and is a lot safer for vehicular traffic and marine traffic. There are plans for the removal of the old bridge, first by disassembling the upper bridge steel structure, then lowering it onto barges where it will be disassembled along the shore line. The new bridge main span of 1,378 feet is the fourth longest cable-stayed span in North America, and one of the longest bridge spans of any type on the Mississippi River.



Low Lux Camera Mount



Standard Cameras View



With Low Lux Camera

MMT Testing Low Lux Camera System

Night time navigation has been a problem since the first vessel sailed. For years searchlights and radar were used to try and overcome our inability to see at night. To mark dangers man devised many methods some good and some not so good. They have evolved into the navigational aids we see and use today for safe navigation on the waterways. We have been looking at a new system that

employs a low lux camera that needs very little light to show what is lurking in the night just ahead of a tow. This system is proving to be very useful but it is still in the experimental phase of study. The M/V Jennie Dehmer has been the test boat for the system and we are getting very favorable input from this crew and others in the fleet that have seen the system operating at night. Below are some examples of the system at work.



1st Class



2nd Class

2010 Seaman Church Training

We held our Seaman Church Training Institute classes in January and July of this year. This was the first time at a simulator for some of the Wheelman and we all learned a lot about the rules of the Road and how they are to be implemented in the day to day navigation of MMT vessels. This was phase one training at the July class. We will be starting phase two rules of the road and situational awareness training in November of this year. This will help give

the MMT wheelman a new way of thinking during a situation. Knowing the rules and how they are to be put into practice can help when it comes to dealing with any problems. Navigation and vessel are all covered by the navigation rules of the road and CFR's (Code of Federal Regulation). We appreciate everything you do to operate safely and effectively in today's inland business. Any tools that we can provide, such as simulator training, can help in the everyday operations.

MMT'S BIGGEST LOSER

Oglesby wins weight-loss contest

By Stephanie Lovorn
Operations Administrative Assistant

Without a doubt, the #1 principle which makes "The Biggest Loser" a success is total immersion. Each one took themselves away from their everyday lifestyle and give 100% devoted to their physical development. The biggest secret to getting lean is the development of a healthy lifestyle, and total immersion is the quickest way to make a lifestyle change.

Think about the best way to learn a foreign language, you

immerse yourself in the culture. Believe it or not, when you're developing a healthy lifestyle, you're teaching your body a whole new language. You're communicating to it through the foods that you put into it and the activities which you engage it in.

MMT had 23 participants in its Biggest Loser contest. As I talked to several of the crew members they say the weight that they had lost, whether it is five or thirty five pounds, has made such a difference in the way they feel. I know that the life change isn't always an easy



Ed Oglesby



Bubba Thompson



Lee Lane

one but a much needed one. We all have family and we want to be active in their lives so we not only participated in this for ourselves but for them as well. I would just like to take this time to thank each one who participated.

- 1st place \$500 — Ed Oglesby,

M/V Kelly Lee Captain, lost 12% of his body weight.

- 2nd place \$250 — Bubba Thompson, Barge Stripping Supervisor, lost 6% of his body weight.

- 3rd place \$100 — Lee Lane, M/V Valda Pilot, lost 4% of his body weight.

Electronic Recycling Program started

The Magnolia Marine Transport Information Systems Department is proud to announce that they have started an Electronic Recycling Program. With help from Steve Clark, Senior Environmental Scientist with Ergon Corporate, Jackson, MS, MMT I.S. is now collecting any electronics and properly disposing of them. The way the program works is simple — we collect, separate and package old electronics, and then the boxes are collected by LEI, Lamp Electronic Inc, Hammond, LA. LEI will then remove all hazardous chemicals, gasses from parts, and then recycles or disposes of the rubbish properly. We are asking all vessels to try and send in any parts or systems that have been replaced. The items we are looking for are as follows: Computers, Printers, Monitors, Cell Phones, UPS (Battery Backups), and Keyboard/Mouse. A lot of these items are replaced by sending out replacements via crew changes, please try and send back the broken items. With everyone's help we can take one more step to being environmentally responsible.

I am glad to report that we will be staying with Jeppesen Workboat Navigator Electronic Charting

System. After talking to Jeppesen, they have decided to continue support longer than expected. As of print, they have no plans to issue a new release, but will continue to support the existing systems. This will allow us more time for researching other systems. I would like to extend a thank you to Jared Phillips, Electronics Specialist, MIKE'S INC, Wood River, IL, for being helpful with teaching, installing and choosing the different systems that we have already studied. Also, a big thanks to the crews of the M/V Jennie Dehmer, M/V Katherine Berry, M/V Mari Lampton for testing some of these systems.

We have finally reached the installation of the third computer onboard MMT vessels. The third machine has been installed for use by the Engineers. The Electronic Engine Room Logs have been very successful. I appreciate all the Engineers for working with the new system. I would like to give Karen Thomas, aka Engineering Queen, a thank you for all the hard work she has put in, without her help the I.S. Department would still be at a loss trying to implement the Electronic Engine Room Logs.



BY

MIKE LOWRY

INFORMATION SYSTEMS MANAGER

MOVIN' ON UP

We would like to take this opportunity to congratulate and recognize those who have been promoted from April 1, 2010, to Sept. 30, 2010. Through hard work, dedication, determination, and ever present initiative the following employees earned promotions throughout Magnolia Marine Transport:

Wheel House

Captain.....Pete Foret
 Captain.....Willie Harrell
 Relief Captain.....Steve Fillingame
 Relief Captain.....JJ Cochran
 Pilot.....Matt McCorkel
 Pilot.....Carl Richardson
 Steersman I.....Jeff Thonton
 Steersman I.....Chip Wells
 Steersman I.....Thurston Baker
 Steersman I.....Nathan Lilly

Engine Room

Daniel Dunn.....Engineer Trainee I

Deck Crew

Mate.....Mark Springstead
 Relief Mate.....B.J. Gough
 Relief Mate.....Mike Travis
 Relief Mate.....Mike Graham

Tankerman.....Matt Boyd
 Tankerman.....Ricky McDaniel
 Tankerman.....Tim Evans
 Tankerman.....Daniel Rogers
 Tankerman.....Chris Hoxie
 Tankerman.....Dennis Graham
 Tankerman.....Robert Ryan
 Tankerman.....Ethan Thompson
 Tankerman.....Patrick Dukes
 Tankerman Trainee.....Zachary Wood
 Tankerman Trainee.....Jeremy Tucker
 Deckhand.....Tim Young
 Deckhand.....Joseph Ware
 Deckhand.....Jeremy May
 Deckhand.....Fabian Kennedy
 Deckhand.....Andy Jackson
 Deckhand.....Mike Cummings
 Deckhand.....Zachary Holaday
 Deckhand.....Torome Lewis
 Deckhand.....Brian Schmidt
 Deckhand.....Daniel Goss
 Deckhand.....Andy Webb



Taco Soup

By Stephanie Lovorn
Operations Administrative Assistant

These are some of the favorite recipes of Phyllis Long, cook on the M/V Jody McMinn:

Pistachio Salad

9 ounces Cool Whip
Chopped pecans
1 box pistachio instant pudding (just add dry mix)
20 oz. ounce can crushed pineapple (do not drain)
1 cup miniature marshmallows
Combine all ingredients; serve chilled.

Taco Soup

1 lb ground beef
1 large chopped onion
1 can chili beans
1 can black beans
1 can corn
1 15 oz. can tomato sauce
1 small can diced tomatoes
1 envelope taco seasoning
1 envelope ranch dressing mix



Phyllis Long

1 cup water
1 can Ro-Tel tomatoes
Cook beef & onions in large pot until meat is brown and crumble & drain, stir remaining ingredients into beef mixture bringing it to a boil, then simmer. Stir, serve with cheddar cheese, sour cream or Tostitos.

Strawberry Delight Salad

1 large carton of cool whip
1 large can crushed pineapple
1 can Eagle Brand milk
1 8 oz carton sour cream
1 can strawberry or cherry pie filling
1 cup chopped pecans

Mix all ingredients together well in bowl and refrigerate for an hour.

WELCOME ABOARD

29 join the Magnolia Marine team

MMT would like to take this opportunity to say "Welcome Aboard" to the new class of Green Deckhands, Cooks, and Pilots who have come on board from April 1 to Sept. 30. The same goes for other experienced rivermen who recently decided to make MMT their home. We have 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.
• Joseph Ware
• Andy Webb

- Deryl Tolbert
- Daniel Goss
- Brian Schmidt
- Curtis Cole
- Michael Brand
- Curtis Craig
- Ollie McWhorter
- David Pritchard
- Gary Pierson
- Johnny Gore
- Marcus Battles
- Michael Bice
- Kevin Jenkins
- Joe Demarco

- Sam Johnson
- John Woods
- Nathan Oliver
- Ashton Smith
- Michael Myers
- Davis Rogers
- Roy Landers
- Billy McLaurin
- Buck Swarts
- Floyd Ward
- Thomas Hale
- Cody Upshaw
- Chris Sellers



BY
SYD JOHNSTON
PERSONNEL ASSISTANT

THE MAGNOLIA MARINE TRANSPORT FLEET



M/V Mr. Lampton
Official Number: 1181843
Year Built: 2006
Dimensions: 110' x 32' x 10"-3'
Gross Tons: 342
Horsepower: 3000



M/V Linda Taylor
Official Number: 531689
Year Built: 1971
Dimensions: 110' x 32' x 10'
Gross Tons: 375.37
Horsepower: 3000



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



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



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



M/V Kelly Lee
Official Number: 564520
Year Built: 1975
Dimensions: 147' x 38.5' x 9'
Gross Tons: 609
Horsepower: 4300



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



M/V Dennis Ross
Official Number: 544705
Year Built: 1972
Dimensions: 110' x 32' x 10'
Gross Tons: 377.75
Horsepower: 3000



M/V Ana Louise
Official Number: 530987
Year Built: 1971
Dimensions: 141' x 35' x 9'
Gross Tons: 559
Horsepower: 3800



M/V Jennie Dehmer
Official Number: 516188
Year Built: 1968
Dimensions: 100' x 30' x 10'
Gross Tons: 298
Horsepower: 2400



M/V Dorothy Lee
Official Number: 519237
Year Built: 1969
Dimensions: 81' x 26' x 8'
Gross Tons: 185.33
Horsepower: 1900



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



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



M/V Jody McMinn
Official Number: 1218473
Year Built: 2009
Dimensions: 110' x 32' x 10'-3"
Gross Tons: 444
Horsepower: 3000



M/V Leslie B.
Official Number: 514553
Year Built: 1968
Dimensions: 110' x 34' x 8'10"
Gross Tons: 375.37
Horsepower: 2400



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



M/V Katherine Berry
Official Number: 1195204
Year Built: 2007
Dimensions: 110' x 32' x 10'3"
Gross Tons: 444
Horsepower: 3000



M/V Mari Lampton
Official Number: 1208146
Year Built: 2008
Dimensions: 110' X 32' X 10'3"
Gross Tons: 444
Horsepower: 3000



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

Jacob Tyler West

Daniel West (M/V Dennis Ross Mate) and wife Jessica are proud to announce the birth of their son Jacob Tyler. Congratulations on your new addition to your family!



Bo and Kristen Gayle

Bo & Kristen Gayle are expecting their 2nd child in February. Proud grandparents are Poppy & G.G. (Dino & Sheryl Ross)

Rusty and Cynthia Goodwin

Rusty (MMT Maintenance Planner) & Cynthia Goodwin were married on an Island sandbar known as Kellogg Bar south of Vicksburg, MS, Mile marker 422.2 on the lower Miss on July 3, 2010.



Jenna Patrice Artz

Waverley and Maryann Artz wish to congratulate their daughter Jenna, who was a summer graduate at U.S.M. Jenna received her Masters degree in counseling and personal services with an emphasis in college student affairs administration.

Sondra Leach

John (MMT Boilerman) and Meredith Moorhead and David and Claudia Roberts would like to say that they are very proud of their daughter and her accomplishments.

Sondra graduated from Hinds Community College with Honors from the Nursing Allied Campus, and is now employed as an RN on the surgery post OP floor at St. Domincs Hospital in Jackson, Ms.



Sondra and Billy Leach

Lauren Long

Phyllis Long (M/V Jody McMinn Cook) would like to congratulate her daughter Lauren, for graduating from Auburn University with a Master's degree in Elementary Education Curriculum and Instruction on August 9, 2010. Lauren graduated with a 4.0 and Summa Cum Laude, Auburn's highest honors



She has since her graduation, gotten married to Billy Leach who is currently employed at Ergon Maintenance Services as an Electrician.

We would like to give a special thanks to Ergon for their financial student aid program with the support of her continued education.

Sondra to say that we are proud of you is not enough. Just know that we all love you and will be there for you at all times, keep your sights high and you will accomplish your goals.

Mr. and Mrs. Cameron Long

Mr. & Mrs. Cameron Long, married August 1, 2009, celebrate their one year wedding anniversary. They are the Son and daughter-in-law of Phyllis Long (M/V Jody McMinn Cook).



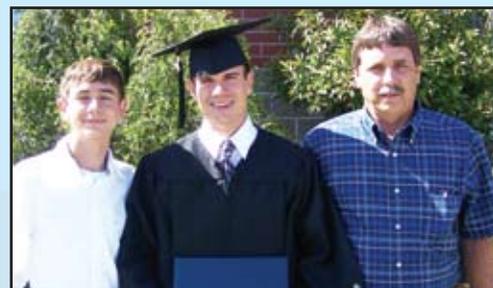
Morgan Ross

Dino (Vice President of MMT Engineering) & Sheryl Ross want to congratulate their daughter Morgan Ross & her horse Bits Perksy Cowgirl for qualifying for the finals at the NBHA Youth World Championships!



Spencer Minyard

Andy (Relief Captain M/V Magnolia & Cindy Minyard) would like to congratulate their son Spencer on his recent graduation in May, from Dyersburg State Community College. Spencer



Sam, Spencer and Andy Minyard

received an Associate of Science Degree in Criminal Justice. He is continuing his education at the University of Tennessee at Martin in Criminal Justice. Spencer has received the Ergon Grant- In-Aid for the past two years. We are very grateful for this assistance. It has helped tremendously with Spencer's education.



Morgan and Rachel Ross

Dino (Vice President of MMT Engineering) & Sheryl Ross want to

congratulate their daughters Morgan & Rachel Ross on making the Varsity & JV cheerleading



M/V Leslie B faced up on Conoco Phillips coking unit. These are the last two pieces of a modular design constructed in Corpus Christi, Texas.

COMPLETED TRAINING

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.

Captains Meetings

- February 2-3, 2010.....13 Attendees
- February 16-17, 2010.....17 Attendees
- March 2-3, 201010 Attendees

Seamens Church Institute Simulator Training (Houston, Texas)

- January 11-13, 201010 Attendees

- July 12-14, 20108 Attendees
- November 15-17, 2010..... ????

Tankerman Meetings

- June 15-18, 201019 Attendees
- June 29-July 2, 201022 Attendees
- July 13-16, 201021 Attendees
- July 27-30, 201012 Attendees

Engineer Meetings

- April 12-16, 2010 8 attendees
- Total 140 attendees



BY
JIM SMITH
COMPLIANCE
MANAGER

M/V Valda

MMT vessel has been serving for 40 years

The M/V Valda was built at Lemay Barge & Supply Company in Greenville, Mississippi, and went into service in 1970. The Valda received its name from a business partner of Mr. Lampton's by the name of Mr. Miller. He selected the M/V Valda in honor of his daughter-in-law, Miss Valda Miller.

The Valda measures is 87' long, 28' wide and has a 9' working draft. The vessel started out in 1970 with two 567-C EMD and was re-powered in 1972 with two 8 cylinder 645 EMD making this vessel 2000 HP. The Valda has the ability to work at a 7' 6" draft which allows the vessel to be operated in very shallow rivers. With this ability to work on shallow rivers it was a perfect vessel for navigation on the Apalachicola River that starts in Florida and runs north into Georgia. The Valda worked many years on this river running into the ERGON Terminal located in Bainbridge, GA on the Flint River which is a tributary river to

the Apalachicola River system. This vessel is equipped with the latest radio and a pair of Furuno radars. It is using the Jeppesen Charting system linked to a Furuno Differentia GPS Compass.

The Crew of the Valda is Captain's Frank Smith and Ronnie Cummins with Pilot, Lee Lane. The Engineers are Chief, Pavel Samoylov and Relief, John Brown. The deck crew is starting with the rank of Mate, Donald Tillman, and Chip Wells. The Tankerman are Aaron Brooks and Ellice Chambers with Deckhands, Cody Shackelford and Rashaad Hawkins. This crew is one that works very well together and this vessel is a shining example of crew pride in their vessel. Thank you for a job well done and for your commitment to make the Valda one of the top vessels in the MMT fleet.



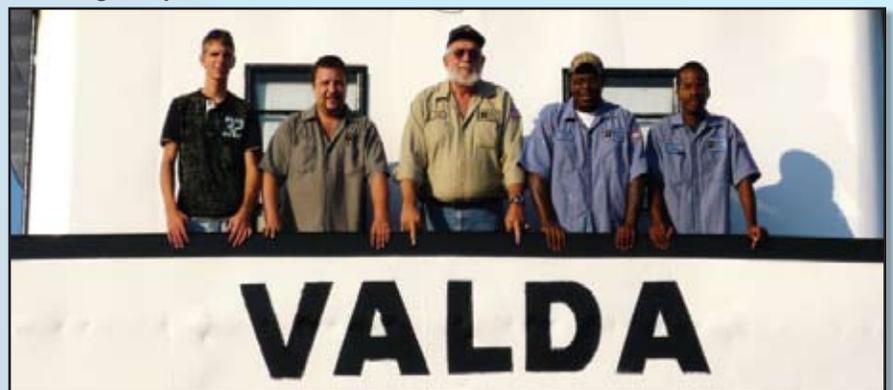
BY
**LESTER
CRUSE**
PORT
CAPTAIN



M/V Valda



The crew of the M/V Valda includes, from left, Pavel Samoylov, Aaron Brooks, Ronnie Cummings, Chip Wells and Lee Lane.



The crew of the M/V Valda includes, from left, Cody Shackelford, Pavel Samoylov, Frank Smith, Ellis Chambers and Donald Tillman.

Vessel General Permit (MVPG) manuals added

As many of you are aware, Magnolia Marine Transport has added a new program to its existing Quality Management System. Back in April of this year we introduced the Vessel General Permit Manual for compliance with EPA environmental regulations. Our program is to control discharges from our vessels and barges to meet applicable water quality standards. By now each vessel has a copy of the VGP Manual and has done numerous inspections of our vessels and barges.



BY
STEPHANIE LOVORN
OPERATIONS
ADMINISTRATIVE
ASSISTANT

In short, a designated person should do a visual inspection of the boat and barge once a week, these inspections should be documented into BoatSys. Furthermore, anytime a barge is picked up or dropped off it must have a visual inspection documented into BoatSys within 12 hours. Just as a reminder, our week begins on Sundays at 0001 and

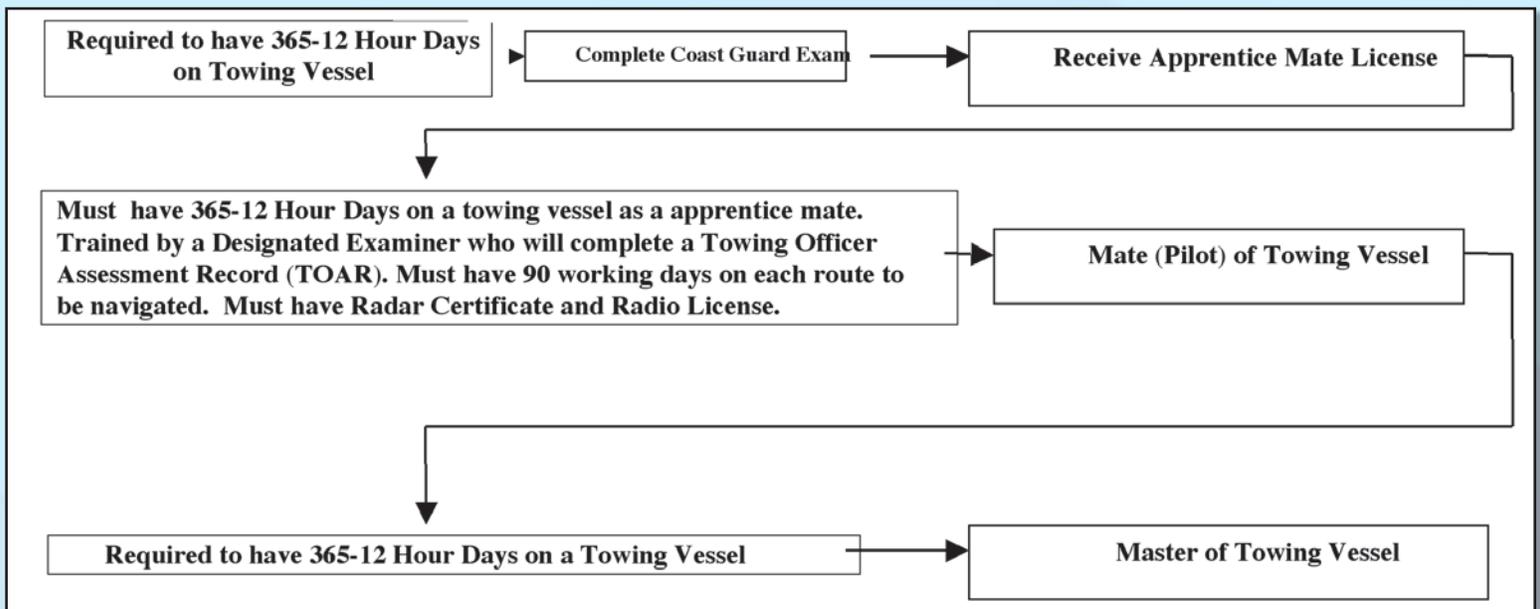


Sample from BoatSys VGP Weekly Visual Inspection Log

ends on Saturdays at 2359.

If a problem is discovered during a routine vessel inspection, corrective actions should be initiated. If the problem discovered is beyond the crews capability a call shall be made into the office and a Problem Report will be issued. If you have any questions please contact Stephanie Lovorn.

MMT WHEELHOUSE LICENSING FLOW CHART



Management has recently been asked about the towing Vessel License requirements. Here is a flow chart that breaks down the different steps to become an Apprentice Mate, Mate-Pilot, and then Master of Towing Vessels Upon Great Lakes, Inland Waters

and Western Rivers. You can refer to this information located in the Vessel Operations Procedures Manual Pilot Trainee Steersman Program document number MOP-DP-002.01. If you have any questions feel free to contact the office about your training.

MMT receives Outstanding Health Safety and Environmental Performance Award

Magnolia Marine recently received the Conoco Phillips "Outstanding Health Safety and Environmental Performance" award for 2010. The award was given at the annual CP Carrier Conference in Houston, TX. MMT was one

of twelve carriers attending the conference. The award was received by Stan Humphreys, Roger Harris and Stan Thigpen on behalf of our crew members. This recognition is further proof that MMT crewmembers are second-to-none.



HUMAN RESOURCES

Open enrollment occurring in November

It's that time of year again! November is open enrollment for insurance benefits with a January 1, 2011 effective date. If you wish to add or drop a dependant, enroll or decline health, dental or cancer benefits please contact Lib Hearon at 1-800-696-5921 or 601-629-6644 before the end of November to receive the proper forms and information of documents needed, such as a copy of your marriage license to add a spouse.

2011 Flexible Spending Account (FSA) Changes

Under the new Health Reform laws only drugs with a doctor's prescription will be eligible for reimbursement under the FSA account. Over the counter medications will no longer be reimbursed. You will still be able to contribute a maximum of \$5,000 to your FSA, but in 2013 it will be cut to \$2500 per year.

I would like to correct some misconceptions under the new healthcare law that's been going around via e-mail. You may go to Factcheck.org and under search type Healthcarelawandw-2 Forms and check the information below:

Q. Does the new health care law require workers to pay income tax on the value of employer provided health insurance?

A. NO! The value will appear on

employee W-2 forms for information purpose but will not be considered taxable income.

Businesses must include the value of the health care benefits they provide to employees on W-2's beginning 2011. The amount is NOT considered taxable income.

BCBS

(Blue Cross Blue Shield of MS)

You can now get immediate access to your medical claims payment history through the Blue Cross website.

Go to www.bcbsms.com

Click on i'm a member at the top of the page.

Click on Register on the right side of the page and complete the requested information. You will need to enter information from your Blue Cross ID card in order to register. (If you check the box on the screen that appears, Blue Cross will no longer mail paper Explanation of Benefit forms to your home address. Blue Cross will not reverse this request if you want paper copies mailed to your home address at a later date.)

Click on My Claims to see your claims history.

Click on a doctor's name to see an actual Explanation of Benefit form. You can



BY
**LIB
HEARON**

CLAIMS
MANAGER

use this version of the EOB when submitting a reimbursement request under our flex spending plan.

For your awareness, our Summary Plan Description is posted under the tab, My Benefits.

401 (k)

Good news! This summer Ergon reinstated the 2% match to your 401(k) plan. All employees were mailed a letter this summer with this information. Also a letter was sent that in addition to the 2% match the company made a 6% profit sharing contribution on your behalf, but this year it was deposited in the 401(k) plan. You are not required to contribute in the 401(k) plan to receive the profit sharing contribution but it is necessary for you to elect a fund or funds where the money will be invested. Enrolled employees can now go to www.myretirement.americanfunds.com and see your 6% contribution.

Remember, you can join the 401(k) at anytime and now that the 2% match is back you may want to reconsider enrolling now!

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.

37 YEARS Jody McMinn	18 YEARS Napoleon Dixon	9 YEARS Shawn Stacy Matthew McCorkel	5 YEARS Jeffrey Niehaus Chester McDougald	2 YEARS J.J. Cochran Cody Shackelford
36 YEARS Kenny Fields	16 YEARS William "Bubba" Bonds	Leon Irwin	Danny Pethan Daniel Davis Syd Johnston	Corey Reno Josh Williams Ben Cooper Ethan Thompson
33 YEARS Foster "Frog" Stevens	Michael Wilkinson Tony Jeffers Barry Bingle George Powe	8 YEARS Bert Lyles John Weibe Bertha Canon Steve Fillingame John Brown Thomas Jewkes David McGraw John Palla	4 YEARS Mark Springstead Mike Travis Robert Richardson Dee Pegram Jr. Ed Lum Tracy Aiken Trent Brown Mike Dollins	Lee Lane Eric Wilson John Williams Kione Zimmerman Michael Gray
26 YEARS Karen Thomas Gaylon Cox Andy Minyard	15 YEARS Jeff Schlegel Michael Carpenter Robert Mosier Chip Porter	7 YEARS Patrick McDaniel Robert "Lee" Hogue Francis Ponder Michael Pierson Ellice Chambers Robert "Bear" Walker Josh Black John Sullivan Daniel West	Jeremy Alexander Danny Guimbellot Charles Crumley Pavel Samoylov Rick Osborn Mike Graham Wayne Lee Nathan "Buzz" Busby	1 YEAR Reginald Horton Marcus White Zachary Holaday Richard Lewis Delvin Kelly Jonathon Costilow Bobby Ford Justin Layton Patrick Dukes Chris Stanley Justin Wyatt Johnny Hill Timothy Young Henry "Hank" Cummings Daniel Rogers Ray Miller
25 YEARS Jeff Heep	14 YEARS Francis Smith Lib Hearon			
24 YEARS Jerry "Moon" Mullins	13 YEARS Richard Weber			
23 YEARS Roger Harris	12 YEARS Betty Guynes Johnny Rowan			
22 YEARS James "Flash" Wilkinson	11 YEARS Rodger Ellis John Gathings Rusty Goodwin	6 YEARS Donald Tillman Brandon Hamilton Paul Ellis Tony Neal Clint Davidson Josh Chavers	3 YEARS Stephanie Lovorn Aaron Brooks Jody Wilcox Delrick Dosson Matthew Boyd Patrick Neal Ricky Greenlee Jeffrey Thornton John Arendale	
20 YEARS Don Ainsworth	10 YEARS John Tallant Tim Corley Frank Smith			
19 YEARS Bob Reynolds Willie Harrell Payton "P.C." Cummins				



Manual coming for Electronic Engine Logs

Electronic Engine Room Logs, via BoatSys, have now been in use by all vessels since June 1st. Everyone is doing a great job entering information into BoatSys. Thanks to John Luo and his team from LucoTech for this wonderful BoatSys program. A special thank you goes out to the following engineers who did some very early testing for us: Danny Pethan, Bert Lyles, Robert Walker, Bob Oldham, & Robert Mosier...thanks guys!!



BY
KAREN THOMAS
ADMINISTRATIVE ASSISTANT TO ENGINEERING

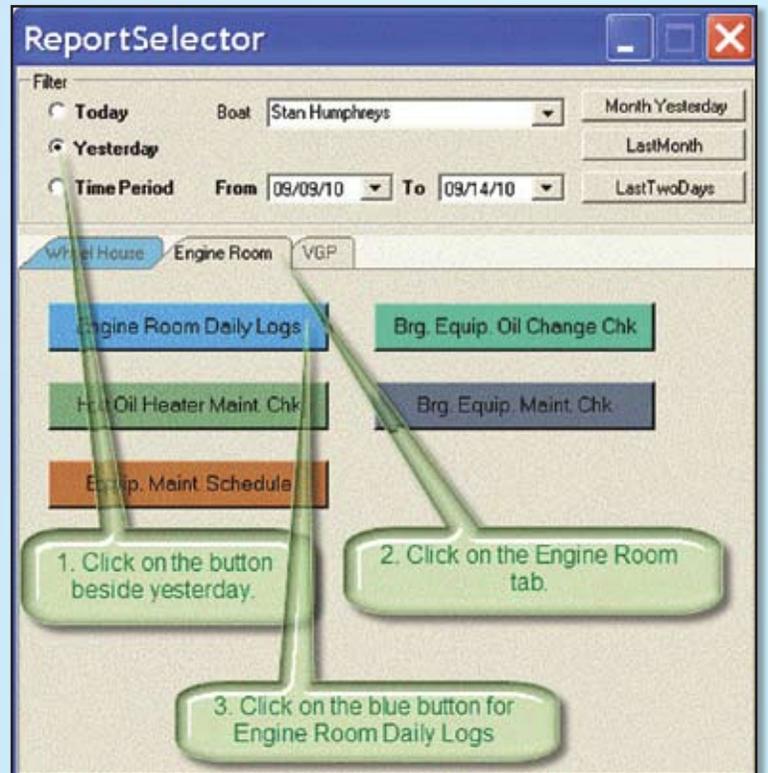
Thanks to everyone else for using BoatSys diligently and for the suggestions you have made. As errors in the program are found or good suggestions are made, we will continue modifying the system to meet our needs.

I am in the process of compiling a user's manual for the electronic engine room logs and hope to have it completed in the near future. I am trying to wait for most of the modifications to the system to be completed before issuing the manuals.

We have six boats in the fleet that do not have a laptop computer for the Engineer. All six laptops have come in and Michael (Hadji) Lowry hopes to have them all installed by November 1st. We know it

is a lot of trouble to share the use of the Wheelhouse computer, so we would like to extend a great big "THANK YOU" to the Wheelhouse personnel and Engineers who are still sharing.

Note to Engineers: It is very important to remember to check the previous day's entries everyday, by going to reports and viewing the Engine Room Log report. This report should be an exact image of your paper log. If all entries do not match your paper logs, it is



MMT ENGINE ROOM DAILY LOGS																																																																																																												
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much easier to catch and fix omissions or errors quickly! Paper logs only get sent in twice a month and it's much more complicated to find errors when two or three weeks have gone by.

If you do not know how to find and correct an error, don't hesitate to give me a call and I will talk you through it. Please do not just change your paper logs to match the electronic log because sometimes the error is in the electronic entry.

I also have access to a program that allows me to log on to "your computer" so we will both be looking at the same screen. This is very handy when I need to show you where something is or how to perform an action item.

A good tankerman should always be thinking ahead

This past year Magnolia Marine held four Tankerman training classes. The first three had about twenty licensed Merchant Mariners attend. For the year 2010 we are 100% for training Tankerman.

Even with all the training, instructions or advice one gets, things still happen. That's what I call having your head in the tank. There is always a lot going on during any transfer. There shouldn't be any one thing that takes ones entire attention.

When a Tankerman is disconnecting a dock hose and there is pressure and cargo coming out, the first thing that has got to go through the Tankerman's mind is the question 'Why'? Why is there still pressure on the hose? How do I go about relieving this pressure?

When a Tankerman is back washing through a by-pass valve and no cargo is back loading into a tank the cargo is supposed to be going, the Tankerman has to be asking himself: Why isn't this product moving? What could be blocking the flow?

A Tankerman should be thinking in advance and should have some sort of plan. With the products that we move, we have to be versatile in order to meet the demands put on us. For instance, loading crude or light oils on asphalt bottoms. One has to plan on pre-heating and



BY
**GAYLON
COX**
OIL MOVEMENTS
SUPERVISOR

flushing the pump during the loading operation up to the process of circulating the product to ensure that the sumps have been circulated to clear them of asphalt.

With the lighter grades of oils we move, we have experienced some issues with the Seirbath pumps. Most of that could be the pump is starving for product by either the strainer stopping up by a suction valve being partially blocked off. The pump engine needs to turn slower when discharging lighter oils due to the fact that lighter oils have less lubricating properties than the pump bearings need.

A program is in place to inspect the strainers. This sounds like a good idea, but at times there are issues. The Tankerman has got to take some precautions when checking the strainer baskets to make sure that the gasket is in good shape and the lid is tightened properly. When a strainer top has been removed and replaced while the barge is empty, it should be checked again after it is loaded to make sure the gasket is not leaking. This can be done by opening the drain valve to the strainer and listen for air that could leak out around the strainer top as product fills the well. This process could also catch a situation that could drag out a discharge transfer due to air being pulled into the piping system and slowing the transfer rate or a discharge to the deck if back pressure is put on the strainer.

A good Tankerman should always know how the barge works and what could be taking place in the barge when different products are loaded on different cargo bottoms. At that time the Tankerman may have to make some plans for the unexpected.

Stokes joins Magnolia Marine team as Information Systems Analyst

By **Stephanie Lovorn**
Operations Administrative Assistant

Please welcome Paris Stokes to the MMT family as Information Systems Analyst. Paris was born and raised in Vicksburg and has worked for Ergon Refining 10 years mostly in IT. Paris has assisted MMT many times on vessel and shoreside IT issues. He is married to Donna and has two young boys Lane and Caden age 2 and 6 months. Paris

is no stranger to the river as his father works with the Corps of Engineers mat-sinking unit in Revetment Operations. Paris has ridden the boats and related mat-sinking equipment many times so he already knows port from starboard. With a third computer now being added to our vessels and all the support we require, this two-person department is very busy trying to keep up with demand so I am sure you will meet Paris soon.





M/V Jody McMinn receiving its UTV inspection sticker as Captain Hank Pouliot (Right) and vessel namesake Jody McMinn (Center) looks on.

Uninspected Vessel Exams: ‘Professional and Friendly’



BY
JIM SMITH
COMPLIANCE
MANAGER

By the time you read this article nearly all of Magnolia Marine Transport’s 19 vessels will have undergone an examination. We’re calling it an examination rather than an inspection because we’re actually calling the Coast Guard when we are ready. The Uninspected Towing Vessel or UTV examination is an introductory phase of the Subchapter M rollout. It gives vessel crew and Coast Guard inspectors a chance to educate themselves about what to expect.

Under Subchapter M, all of our vessels will be designated ‘inspected vessels,’ and Coast Guard inspections will become mandatory. Magnolia Marine Transport vessels have fared really well. We have had a couple minor recommendations that have been resolved, but overall it has been a good experience. The Coast Guard inspectors have been quite professional and very friendly.



Picture taken following the M/V Katherine Berry UTV Examination

Safety-exam stickers like the one above are to be displayed in any starboard wheelhouse window. That’s where the Coast Guard boat crews are trained to look for them.