

# wheelwash

MAGNOLIA MARINE TRANSPORT ■ APRIL 2009 ■ VOLUME 12, ISSUE 1

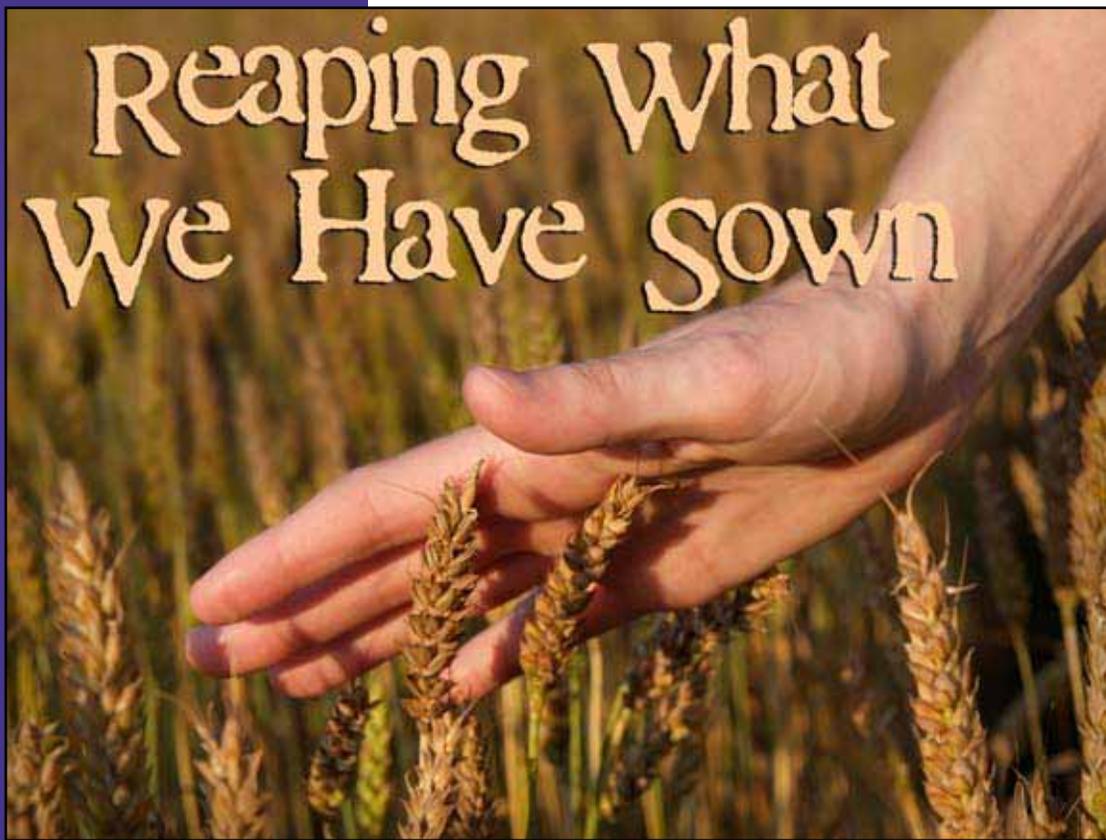


## *M/V Stan Humphreys*

Newest member of MMT fleet is named after a remarkable man

ALSO INSIDE: M/V Jody McMinn expected in July | TWIC now in effect | BoatSys up and running





**LEE  
LAMPTON**

PRESIDENT

A successful businessman was growing old and knew it was time to choose a successor to take over the business. Instead of choosing one of his directors or his children, he decided to do something different. He called all the young executives in his company together. He said, "It is time for me to step down and choose the next CEO. I have decided to choose one of you."

The young executives were shocked, but the boss continued. "I am going to give each one of you a SEED today — one very special SEED. I want you to plant the seed, water it, and come back here one year from today with what you have grown from the seed I have given you. I will then judge the plants that you bring, and the one I choose will be the next CEO."

One man, named Jim, was

there that day and he, like the others, received a seed. He went home and excitedly told his wife the story. She helped him get a pot, soil and compost and he planted the seed.

Every day, he would water it and watch to see if it had grown. After about three weeks, some of the other executives began to talk about their seeds and the plants that were beginning to grow. Jim kept checking his seed, but nothing ever grew. Three weeks, four weeks, five weeks went by, still nothing. By now, others were talking about their plants, but Jim didn't have a plant and he felt like a failure.

Six months went by — still nothing in Jim's pot. He just knew he had killed his seed. Everyone else had trees and tall plants, but he had nothing.

Jim didn't say anything to his

colleagues, however, he just kept watering and fertilizing the soil. He so wanted the seed to grow.

A year finally went by and all the young executives of the company brought their plants to the CEO for inspection. Jim told his wife that he wasn't going to take an empty pot. But she asked him to be honest about what happened. Jim felt sick at his stomach; it was going to be the most embarrassing moment of his life, but he knew his wife was right.

He took his empty pot to the boardroom. When Jim arrived, he was amazed at the variety of plants grown by the other executives. They were beautiful — in all shapes and sizes. Jim put his empty pot on the floor and many of his colleagues laughed; a few felt sorry for him!

When the CEO arrived, he surveyed the room and greeted his young executives. Jim just tried to hide in the back.

"My, what great plants, trees and flowers you have grown," said the CEO. "Today, one of you will be appointed the next CEO!"

All of a sudden, the CEO spotted Jim at the back of the room with his empty pot. He ordered the financial director to bring him to the front. Jim was terrified. He thought, "The CEO knows I'm a failure! Maybe he will have me fired!"

When Jim got to the front, the CEO asked him what had happened to his seed and Jim told him the story.

The CEO asked everyone to

CONTINUED ON PAGE 3.

# MMT will weather the storm

With our economy in a tail spin and unemployment rising at an alarming rate our company is preparing to weather the storm. I am sure you have heard about cutbacks from all over the industry and MMT is well attuned to what is going on. I can't begin to explain cause and effects, but we are seeing a few effects already — and possibly more — as time moves forward.

We were asked months back to watch our expenses closely and tighten our belts at every opportunity. We responded well with a closer eye on expenses and conservative use of resources throughout our fleet.

You also noticed that we are changing our training classes to cut down on redundancy. Wheelhouse meetings this year are postponed and tankerman training classes are being held to a minimum. With these changes in our training regime we are still more than compliant with our Responsible Carrier Program (RCP) requirements, but lean enough to make a large difference in the associated cost of training.



**ROGER HARRIS**

VICE PRESIDENT,  
MARINE  
OPERATIONS

Belt-tightening is not a bad thing — even in good times. It makes good business sense to constantly study expenses in order to create little efficiencies that, when added together, reap big rewards. Shoreside examples include making those company vehicles run a little longer, watching travel expenses, keeping office staff lean and asking staff members to serve multiple functions, performing as much maintenance and upkeep as possible in-house, even watching

our utility usage closely. Truth is, we should always think this way in order to maintain enough dry powder to weather a storm.

The trick to this is getting people out of old habits and out of their comfort zone. In the past, we have had fairly regular routes that we know like the back of our hands. You have noticed lately that we are visiting different docks and being asked to run different areas we are not as accustomed to. This does nothing but expand our horizons, increase our comfort zones and make us more marketable in the industry. Magnolia Marine has always been known as a company that 'goes where water flows'. Our wheelmen are some of the most well rounded on the inland waterways. Keeping with our heritage, when we are presented with a new opportunity, our first thought should be, 'How can we accomplish this?' — instead of offering reasons we cannot. Remaining flexible in a slow marketplace can make the difference in equipment tied to the dock or working the dock.

## REAPING WHAT YOU HAVE SOWN...

CONTINUED FROM PAGE 2.

sit down except Jim. He looked at Jim, and then announced to the young executives, "Behold your next Chief Executive! His name is Jim!"

Jim couldn't believe it. Jim couldn't even grow his seed. How could he be the new CEO, the others asked?

Then the CEO said, "One year ago today, I gave everyone in this room a seed. I told you to take the seed, plant it, water it and bring it back to me today. But I gave you all boiled seeds; they were dead — it was not possible for them to grow. All of you, except Jim, have brought me trees and plants and flowers. When you found that the seed would not grow, you substituted another seed for the one I gave you. Jim was the only one with the courage and honesty to bring me a pot with my seed in it. Therefore,

he is the one who will be the new Chief Executive!"

Remember...

If you plant honesty, you will reap trust

If you plant goodness, you will reap friends

If you plant humility, you will reap greatness

If you plant perseverance, you will reap contentment

If you plant consideration, you will reap perspective

If you plant hard work, you will reap success

If you plant forgiveness, you will reap reconciliation

So, be careful what you plant now; it will determine what you will reap later.

Doesn't it sound familiar to you? That is right — Jesus told this story 2000 years ago... "For the kingdom of heaven is like a man traveling to a far country who called his

servants and delivered his goods to them.

One he gave five talents, to another two and to another one, to each according to his own ability, and immediately he went on a journey... after a long time the lord of those servants came to settle accounts...

You know the rest of the story... to two he said, "Well done, good and faithful servant, you were faithful over a few things, I will make you ruler over many things. Enter into the joy of your lord." To the third servant who did nothing he called him wicked and lazy and cast him into hell where there is utter darkness and weeping and gnashing of teeth.

Honesty, goodness, humility, perseverance, consideration, hard work, forgiveness.. that sounds a whole lot like good and faithful, doesn't it? We reap what we sow.

*He brings  
a rare  
dynamic to  
the table  
— a good  
blend of  
leadership  
and team  
player —  
which sets  
the tone for  
the rest of  
the crew.*

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



# A steadfast guide

From Arkansas to Alaska; from deck to the wheelhouse this steadfast guide stands alone as the “interesting person” for this edition of Wheelwash. Capt. Justin Atkinson was born in Jonesboro, Ark., and raised in Soldotna, Alaska, where most of his childhood was spent. Justin’s early childhood formation included plenty of outdoor recreation — especially fly fishing. As a young man with an adventurous spirit, Justin started guiding fly fisherman along the Kenai River and the Cook Inlet in Alaska. As an Alaskan fishing guide,



he also encountered the maritime tradition of

“decking”.

After honing his decking skills as a fishing guide, Justin started his inland marine career at Apex Towing, where he advanced into a tankerman’s position. After time spent on the river, he decided to make a move to Magnolia Marine Transport in 1996.



BY  
**SYD  
JOHNSTON**

PERSONNEL  
ASSISTANT

Justin was a successful employee with MMT; he climbed the ladder quickly, but left MMT for another towing company. After a brief stint away, he came back in 2002. Since then, Justin has been a pilot and relief captain on the M/V W.W. Crum, M/V



Dennis Ross and M/V Amy Frances. In 2007, he advanced into a 30/30 Captain’s position aboard the M/V Mark Shurden.

Justin still enjoys his outdoor adventures, especially fly-fishing in Arkansas and Alaska. As a

SEE ATKINSON, PAGE 4.



## ATKINSON

CONTINUED FROM PAGE 3.

30/30 Captain, Atkinson has the time and opportunity to guide fishermen in Arkansas. Justin now guides his clients on the Little Red River in Heber Springs. The good captain and his clients stay in hot pursuit of Brown trout and Rainbow trout.

Justin not only fishes and guides fishing trips, he has taken his love of fly fishing into a full-fledged lifestyle — he now ties his own flies for himself and his clients.

Fly fishing isn't the only sport for Justin; he actively pursues turkey and deer and enjoys duck hunting and water skiing.

Justin also has a newer passion in his life as a family man. Justin married his lovely wife, Heather, and they now have a sweet 2-year-old daughter, Gabby.

Between family and fly-fishing clients, Capt. Justin also leads his crew aboard the M/V Mark Shurden. Keeping in regular communication with Capt. Mike Wilkinson, Capt. Justin leads his crew by example.

In the modern era of "players' coaches" such as Mike Tomlin, Atkinson has taken a page out of their playbooks and leads his crew in a similar fashion. Capt. Justin gets his hands dirty, and knows his crew well enough to garner their respect and camaraderie.

Capt. Justin has been an integral part of training

his crew and the level of success the M/V Mark Shurden has enjoyed. He brings a rare dynamic to the table — a good blend of leadership and team player — which sets the tone for the rest of the crew. Atkinson also brings experience and perspectives from other companies he has worked for over the years, as well as unique interpersonal skills.

## Family Focus

By Stephanie Lovorn  
Administrative Assistant

■ Jim 'Flash' Wilkinson is proud to announce the engagement of his daughter Brittney Sullivan to Josh Arnold. The wedding is April 17, 2010.

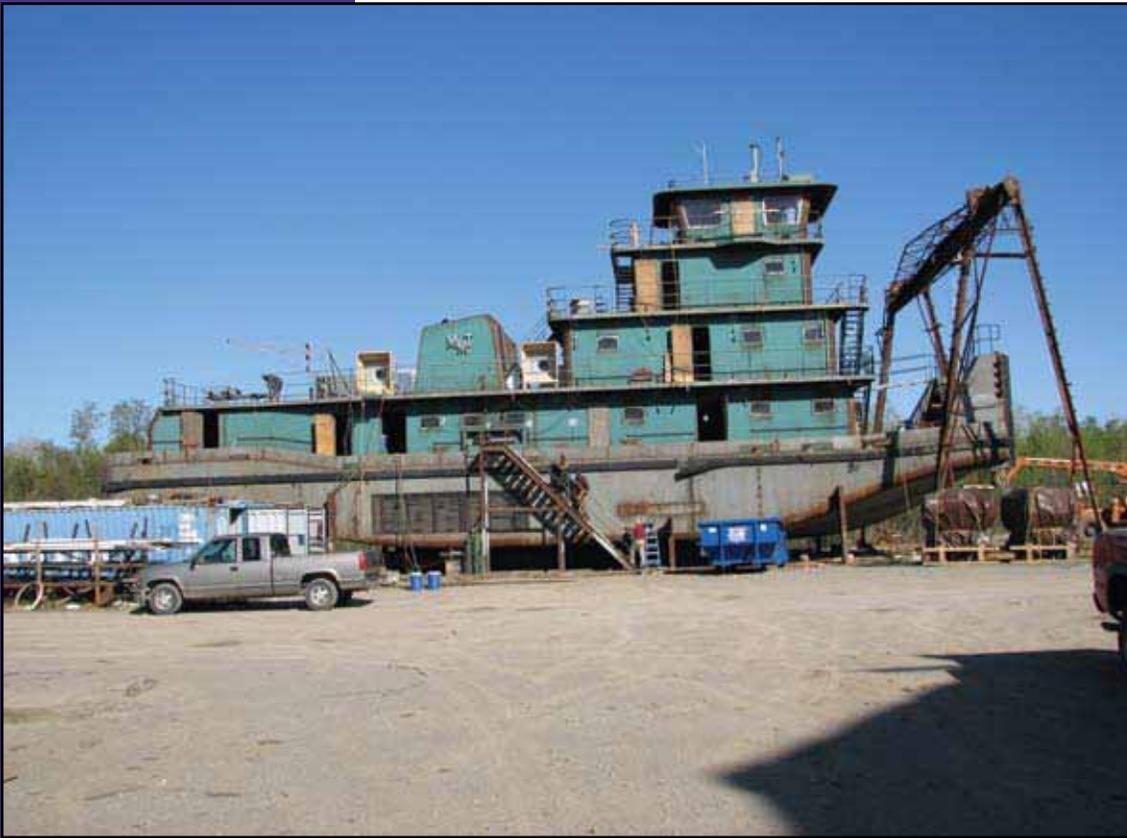
■ Maryann & Waverley Artz congratulate their son, Lee, on receiving his Master's degree in science instructional technology at Mississippi State in December.

■ Syd and Allyson Johnston would like to welcome their new addition to the world. They have given birth to a second daughter, Sophie Elyse. She was born Oct. 9, 2008. Syd's firstborn, Sarah Beth, turned 3. Happy birthday, Sarah Beth!

■ Lib & Stan Hearon would like to congratulate their son, Wes, on graduating high school in May.

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





The M/V Jody McMinn under construction

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



# M/V Jody McMinn expected in July



BY  
**DINO ROSS**  
 VICE PRESIDENT,  
 MARINE  
 ENGINEERING

We have just about finished our winter repairs and are getting ready for what we all hope to be a busy asphalt season. We are finishing up with the repairs to the Valda and the MM 47B at this time, but still have the MM 51B and Dorothy Lee to go. These will be coming in soon.

As everyone knows, we have put our new barge construction on hold for a while until we see where the economy is going. However, our new boat construction with the M/V Jody McMinn is still going strong and is starting to take shape. If all goes as planned, we are due to take delivery of this boat July 1.

After construction on this boat is complete we do not have any plans to build more boats at this time. With the

addition of the Jody McMinn we will have a fleet of 19 boats available to service our customer's needs.

We are all very excited about the new addition. I don't want to say we saved the best for last, but with each boat built since we started our new boat construction with the M/V Mr. Lampton in 2005, we have made improvements along the way that has made each boat a little more comfortable and user friendly. We are all looking forward to putting this boat to work. Let me add a huge heart felt congratulations to Jody on this great honor! It is very well deserved!

Even with our new construction winding down, we still have plenty going on in the engineering department. We are trying to get the engine room logs set up electronically throughout the fleet.

John Deere now offers a retrofit for the 8.1 L pump engines wiring harness that we had to have installed. We had to do this to clear the 835's that were issued by the Coast Guard because the engines were not intrinsically safe. This required us to remove each engine from our clean oil barges, send them to be outfitted, be returned to us and then reinstalled on the barge. We have already completed this task with the 8.1 L engines and are now waiting on the Coast Guard to come up with their checklist so they can inspect the engines and clear the 835s. The retrofit is due to be available from John Deere for the 12.5 L pump engines by July. At that time we will start the process of removing each one and sending them back

SEE REPAIRS, PAGE 7.



M/V Valda is on drydock making repairs in Greenville. The barnacle build-up from working in salt water was bad enough that the hull had to be sandblasted and repainted.

## REPAIRS

CONTINUED FROM PAGE 6.

for the fix. We will then be able to get the 835s cleared on each of those barges at that time. John Deere has spent a lot of time and money on the electronic 8.1 L engine and the 12.5 L engine to outfit each of them with the proper connections throughout the wiring harness to make them intrinsically safe to meet requirements by the Coast Guard.

Starting July 1 and going through June 30, 2010, we also have 12 barges that are due for either dry-docking or internal inspections, some for both. These repairs and inspections will require the barges to come into the shipyard for completion.

In closing, I just want to remind everyone that spring is here and summer is just around the corner. As it starts heating up, everyone needs to remember to be safe when you are working in the heat.



The 8.1 L John Deere engine on the MM 117 has been retrofit with the new wiring harness and connections and now meets Coast Guard requirements and is intrinsically safe.

## 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





M/V Mark Shurden in the snow this year.

# Cold weather can be a challenge for MMT boats... and their crews

Working in a winter wonderland will sometimes challenge men and equipment to their breaking point. These photos are of MMT vessels working in icy conditions. Extreme temperatures from a polar cold spell that lasted for several weeks made the Illinois and Upper Mississippi rivers freeze over.

The harsh effects of winter hit home for MMT vessels that worked in the Chicago area. The barge diesel engines refused to operate at the extreme negative temperatures due to the diesel fuel gelling in the tank and fuel lines. The shore staff worked hard to try to get logistical support to the vessels. The vessel crews, along with one of the engineering shore staff from Wood River, IL, added diesel fuel anti-gel and freezing additive to the fuel tanks and worked very hard to get the equipment back online and running, and continued to operate in spite of Mother Nature's fury.

When working outdoors in winter conditions you expect cold weather and should dress accordingly. When temperatures go sub-arctic, it is the men who suffer the most. There is no amount of clothing sufficient to combat these



BY **LESTER CRUSE**

PORT CAPTAIN

extreme elements. You all did a great job getting this done.

Several companies teamed together this year to battle the extreme ice conditions above Mel Price Lock. Some of these photos are of the M/V Magnolia and Captain Bob Reynolds assisting the M/V Cooperative Mariner that was stuck in ice on the gate sill at Mel Price Lock. With the help of the M/V Magnolia

and another boat, they were able to get the M/V Cooperative Mariner free and back under way. It took 12,000 hp generated by all three vessels to free the barges from the ice and gate sill.

Each one of you had a hand in overcoming the extreme winter conditions. We thank you for doing a professional job in a safe and timely manner.

**M/V Gene Neal**

**Official Number:** 563529

**Year Built:** 1975

**Dimensions:** 136' x 40' x 10'

**Gross Tons:** 637

**Horsepower:** 3800





Photo taken by Derrick Townsend of the Clark Hwy. Bridge at Alton, IL.



M/V Mark Shurden in the snow this year.



The M/V Magnolia Working at Lock #27 on the Upper Miss River.

### New items of interest

There may be a new source of electropower for the United States, and if adopted in the future, we may have to deal with this in our day-to-day operations. One of the companies' Web sites is [www.free-flow-power.com](http://www.free-flow-power.com). Free Flow Power is one of three companies that filed for permits to deploy a new type of power generation unit along the rivers of the United States. Their plan is to mount units at the bottom of the rivers and on bridge piers so the rivers currents flow through a turbine and generate electric power. Free Flow Power filed a pre-application document and notice of intent for its 55 Mississippi River projects. This is a long way off and may never happen, but we will keep you informed about the deployment of the units and how it may affect our business. I do highly advise you to check out the above Web site for more information and some photos of what is being proposed at this time.



Bob Reynolds, Captain, M/V Magnolia



The M/V Magnolia Working at Lock #27 on the Upper Mississippi River.

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



# Near miss

## The one that almost happened



What is a near miss? Webster defines it as a result that is nearly, but not quite, successful. In our business, it simply means that a serious incident almost occurred.

I prefer this definition of near miss: An opportunity to improve environmental, safety and health practices based on a condition or an incident with potential for more serious consequences.

No matter how you define a near miss one thing is agreed by all, the same things that cause accidents cause near misses. At-risk behavior is contributory to near misses and accidents.

We all take some level of risk each day. We drive above the speed limit or roll through a stop sign, the list could go on and on. What makes the difference?

One important factor is identifying and reporting near misses before they become accidents. Once a near miss occurs, report it immediately to the Captain and/or Mate. The Captain and/or Mate shall stop work and make every effort to fix the problem; if the issue is beyond vessel resources, then contact the office. The potential for such incidents exists all over our workplace, so all employees — not just supervisors — must help identify a near miss. If the near miss is a result of an unsafe condition, don't continue to work under that condition, correct the problem. If the incident is a result of unsafe acts, be certain that everyone involved has been alerted to their actions before they continue with the job.

Near misses are a warning. Letting a near miss go unreported provides an opportunity for a serious accident to occur. Correcting these actions or conditions will enhance the safety of our vessels and barges and provide a better working environment for everyone.

Last year we issued the 'Safety Stand Down' procedure. This procedure was issued to give you the forum to gather the crew and discuss actual or potential incidents. Also consult the 'Reporting and Processing Boat and Barge Problem Reports'. Both of these procedures can be found in the Vessel Operations Procedures Manual.



BY  
**JIM SMITH**  
COMPLIANCE  
MANAGER

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



### Upcoming Training Opportunities

Important training dates to remember for this upcoming year:

#### TANKERMAN MEETINGS

- June 16th – 17th
- June 30th – July 1st
- July 14th – 15th
- July 28th – 29th

Tankerman meetings have been reduced to two days this year. Topics covered will be: Special Operations and Cargo Handling,

Respiratory, Hydrogen Sulfide & Benzene Protection, Spirometry & Fit Testing and Supplied Air Training. All Tankermen will be required to attend the first day of training; those who have never attended a class will be required to attend the second day of training. If you have attended this class within the past five years, you are not required to attend the second day of training.

#### ENGINEER MEETINGS

Dates yet to be determined

#### DEFENSIVE DRIVING

This training is offered online; contact Jim Smith for information on how to enroll. Since this is a voluntary training class, a \$100 Wal-Mart gift card is awarded following verification of class completion.

## Recent promotions (Oct. 1, 2008-March 31, 2009)

Magnolia Marine Transport would like to take this opportunity to congratulate and recognize 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:

Danny Davis ..... Captain  
 Donnie Borsenberger ..... Re-Captain  
 Tim Corley ..... Pilot  
 Paul Ellis ..... Pilot  
 Lee Hogue ..... Pilot  
 Tony Neal ..... Steersman II

### Engine Room:

Jason Goff ..... Chief Engineer  
 Tony King ..... Re-Chief Engineer  
 Joshua Black ..... Engineer Trainee I

### Deck Crew:

Daniel Stapp ..... Mate  
 Jeffrey Thornton ..... Relief Mate  
 Charles Crumley ..... Relief Mate

Ben Alexander ..... Tankerman  
 Aaron Brooks ..... Tankerman  
 Mike Graham ..... Tankerman  
 Ricky McDaniel ..... Tankerman  
 Josh Kackley ..... Tankerman  
 Ray Parson ..... Tankerman  
 Jimmy Shamburger ..... Tankerman  
 Jeremy McCaskill ..... Tankerman  
 Tyler Beason ..... Tankerman Trainee  
 Daniel Dunn ..... Tankerman Trainee  
 Nathan Sumrall ..... Tankerman Trainee  
 Brad Blanton ..... Deckhand  
 Adrein Byrd ..... Deckhand  
 Michael Gray ..... Deckhand  
 Cody Shackelford ..... Deckhand  
 Hank Ryan ..... Deckhand  
 Charles Robinson ..... Deckhand  
 Austen White ..... Deckhand  
 Ethan Thompson ..... Deckhand  
 Eric Wilson ..... Deckhand  
 John Williams ..... Deckhand  
 Josh Williams ..... Deckhand  
 Kione Zimmerman ..... Deckhand

## Shoreside personnel changes

By **ROGER HARRIS**

VICE PRESIDENT, OPERATIONS

### BRENDA ROBERTS

joined MMT in October 2008 as Administrative Assistant/ Receptionist. Brenda was born and raised in the Cleveland, Miss., area, but later moved to Vicksburg where she and her husband, P.K., now make their home. Her previous work experience had been in emergency and health-care areas. Please take the opportunity to introduce yourself to her when you have the chance.



**Brenda Roberts**

and then Relief Mate before taking a shore job. Scott worked shoreside for several years and then returned to Magnolia where he regained his Tankerman license and worked his way back up the ladder. Scott and his wife, Kathy, have a 16-year-old daughter, Anna.



**Scott Perrine**

They make their home in Vicksburg. He will remain in Vicksburg to better serve Magnolia's needs in the southern portion of the inland waterways.

**SCOTT PERRINE** recently accepted the position of Shore Tankerman. Scott started his river career in 1992 as Deckhand aboard the M/V Dennis Ross. He quickly advanced to Tankerman

**KEITH MINYARD** has served as Shore Tankerman for many years, mainly in the Ohio River Valley. Because we have seen a continued decline in the need for shore-tanking services in this area, Keith was given several employment options, but chose to return to the vessels as a crew member. Keith plans to return to the M/V Mr. Lampton as Mate soon.

wheelwash

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Please send any correspondence to:

Magnolia Marine Transport  
 697 Haining Road  
 Vicksburg, MS 39183

Phone:

1-800-696-5921

1-601-638-5921

Fax:

601-638-8475

Online:

[www.magnoliamarine.com](http://www.magnoliamarine.com)

An AWO Responsible Carrier  
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MAGNOLIA MARINE TRANSPORT  
 IS AN EQUAL OPPORTUNITY EMPLOYER.

**M/V Katherine Berry**

Official Number: 1195204

Year Built: 2007

Dimensions: 110' x 32' x 10'3"

Gross Tons: 444

Horsepower: 3000





# M/V Stan Humphreys

## Newest member of MMT fleet is named after a remarkable man

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



The M/V Stan Humphreys is the fifth vessel in a series of six to be built at Nichols Boat Company in Greenville, Miss., for Magnolia Marine. The vessel was launched on Nov. 3, 2008.

The M/V Stan Humphreys is named in honor of a remarkable man. I have had the pleasure to work for Stan here at MMT and his commitment to this company is unsurpassed. He is always thinking of new ways to help our customers get the job done safely and effectively. Stan Humphreys is Senior Vice President of Magnolia Marine and a familiar



BY  
**LESTER  
 CRUSE**

PORT  
 CAPTAIN

name in the oil and river industry. Stan started his marine career in 1973 by delivering crews and supplies on the Arkansas River. In 1977, he read an ad in the Waterways Journal for a personnel director needed for a southern-based towing company. He sent his resumé and got an interview at MMT, Vicksburg. Stan got the Personnel Managers job for MMT, a position he started in March 1977. Later in the fall of 1978, Mr. Lampton asked Stan to assist Lee Lampton in the traffic department. He took the assistant traffic manager position located in the Jackson, Miss., office.

That was 31 years ago. Although his title has changed, his devotion to MMT has remained unchanged and Stan has been a driving force behind MMT's success. His foresight and ability

CONTINUED ON PAGE 13.



The crew of the M/V Stan Humphreys

## M/V STAN HUMPHREYS

CONTINUED FROM PAGE 12.

to work any situation that a customer needs has helped make Magnolia Marine the leader in the black oil transportation market.

The M/V Stan Humphreys has 3000 HP produced by a pair of Caterpillar 3512B diesel engines. The main engines are mated to Haley gearboxes and four-blade Bollinger propellers. A pair of 99 KW John Deere generator units supplies the boat's electrical power.

Many 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 sprayed-on insulation throughout the vessel. This coating is made by the 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



**Stan Humphreys**

*Although his title has changed, his devotion to MMT has remained unchanged and Stan has been a driving force behind MMT's success.*

different computer system. Boatracks Satellite System, along with a new 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 comfort.

This vessel can, if needed, accommodate twelve crew members, but will carry an eight-member crew consisting of the Captain, Pilot,

Engineer, Mate, Tankerman and two Deckhands. The proud crew consists of: Captain, Johnny Mica; Relief Captain, Jay Beckham; Pilot, Lee Hogue; Chief Engineer, Bert Lyles; Relief Chief, Rob Walker Jr.; Mate, Mike Travis; Tankerman, Ben Alexander; and Deckhands, Robert Ryan and Josh Williams.

We are very proud of this vessel, its namesake and the crew and look forward to utilizing it to provide excellent service for our customers. This boat has been in service since Dec. 8, and is doing an outstanding job for our customers.

(Left to right)

- Robert Walker, Relief Chief Engineer
- Cody Shackelford, Deckhand
- Robert Ryan, Deckhand
- Charles 'Buddy' Crumley, Relief Mate
- Bert Lyles, Chief Engineer
- Ben Alexander, Tankerman
- Mike Travis, Mate
- Johnny Mica, Captain
- Lee Hogue, Pilot
- Jay Beckham, Relief Captain
- Joshua 'Jo-Jo' Williams, Deckhand

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



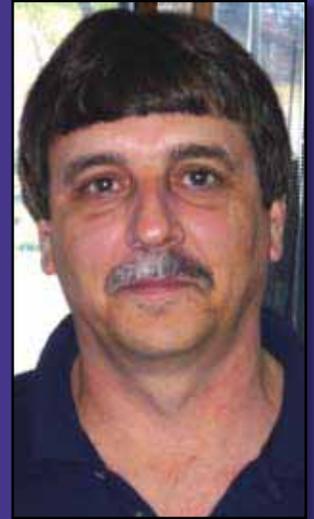


MMT Compliance Manager Jim Smith, left; Chris Hoxie, Tankerman Trainee, and Francis Ponder, Tankerman, aboard the M/V Gene Neal

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



Mike Travis, Mate; and Ben Alexander, Tankerman, aboard the M/V Stan Humphreys



▲ Andy Minyard,  
Relief Captain,  
M/V Magnolia

▼ Robert Ryan, Deckhand,  
aboard the M/V Stan  
Humphreys



Brad Blanton, Deckhand, left; and Ron Luker, Mate, aboard the M/V Magnolia

**M/V Mari Lampton**

**Official Number:** 1208146

**Year Built:** 2008

**Dimensions:** 1103 X 32 X 10'3"

**Gross Tons:** 444

**Horsepower:** 3000



*One thing is for sure, the file cabinet is the proverbial 'junk drawer' that each of us has at home.*

**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**



# To save or not to save, that is the question

Recently, during one of my vessel inspections, I found myself going through a file cabinet looking for some paperwork. While thumbing through the files, I couldn't help but notice the clutter inside.

Let's face it — everyone keeps more stuff than they really need. When you get something, do you think to yourself, "I will need this one day; I should hang onto this." Really? Do you really need to keep that analog phone from 1982?

I will try and answer the question that every packrat hates: Should I keep it or toss it out? One thing is for sure, the file cabinet is the proverbial 'junk drawer' that each of us has at home.

One of the things that I notice inside these cabinets that concerns me is outdated paperwork. When I say outdated paperwork, I'm not necessarily speaking of forms but rather old memos and letters written long ago. When we keep outdated documents around us, we run the risk of relying on them. This could lead someone to making a bad decision or mistake.

One thing that should eliminate the use of outdated forms is the Electronic Forms Disc. A few years ago we sent this out in an effort to make it easier to retrieve forms.

The disc

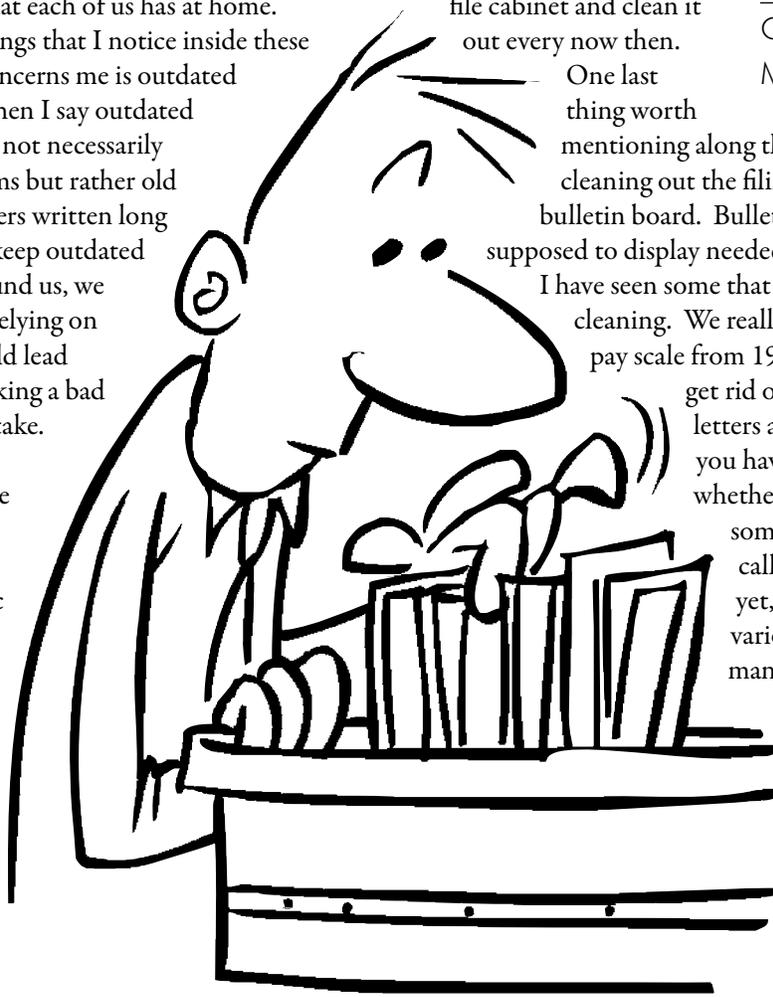
downloads the forms onto the vessel's computer; all the user has to do is look through the table of contents, select and print out the needed form. Unlike those paper forms in your file cabinet, these electronic forms are the 'latest and greatest'. This forms disc is updated anytime a MMT form is changed or revised.

A good practice is to routinely go through your file cabinet and clean it out every now then.

One last thing worth mentioning along the lines of cleaning out the filing cabinets is the bulletin board. Bulletin boards are supposed to display needed information, I have seen some that could use some cleaning. We really don't need the pay scale from 1990 displayed, so get rid of old outdated letters and memos. If you have questions on whether you should save something or not, call me or, better yet, look in the various procedures manuals. Each procedure that requires a form also has a retention period for that form.



BY **JIM SMITH**  
 COMPLIANCE  
 MANAGER



# TWIC now in effect

By **JIM SMITH**  
COMPLIANCE MANAGER

TWIC will be in effect nationwide, including our vessels, by the time you read this article. The effective date for TWIC compliance on vessels was April 15, 2009. This means that all licensed mariners (i.e. Tankermen & Pilots) are required to have a TWIC; failure to possess a TWIC may result in suspension or revocation of your credentials. Furthermore, Vessel Security Officers are required by regulation to obtain a TWIC due to the nature of their security duties. Many of the facilities that you frequent have already been mandated to start TWIC enforcement. The TWIC will be initially employed as a visual identification badge for an individual to be eligible for unescorted access to a secure area. Vessel crew must conduct a positive verification of the TWIC before allowing access to vessels and barges. Verification of the TWIC must take place before the individual is granted access to the vessel or barge. In all cases, the TWIC must be verified at a minimum of once a day, unless under way on a vessel where the entire vessel is a secure area.

Here are some things you need to know about

the TWIC card, particularly how to verify that the card is authentic. TWIC verification processes must include the following provisions for credential verification:

- A match of the photo on the TWIC to the individual presenting the TWIC
- Verification that the TWIC has not expired
- A visual check of the various security features present



on the credential to ensure that the TWIC has not been forged or tampered with.

What actions do you take if, during your ID checks, you encounter an individual needing access to the vessel, but doesn't possess a TWIC? This person will have to be escorted by a TWIC-carrying crew member during their time on the vessel. An example could be a repairman getting on to fix the air conditioner; he doesn't have a TWIC, so someone has to escort him while onboard.

What actions do you take if, during your ID checks, you encounter an individual that has an expired or fraudulent TWIC? This person should be denied access and reported immediately to the onboard Vessel Security Officer. Other details and issues of compliance will be worked out as they come up. We are sure the system will have bumps to work out as we go, so don't hesitate to call.

## Healthy You Visit

Remember to take advantage of the Healthy You Program. Always take the Healthy You code sheet when you go for your visit. Some have questioned why they owe money when the visit should be covered at 100 percent.

In each of these cases, the doctor or facility ordered lab work that was not covered. Tell

your provider that you only want tests done that are covered. If your physician feels you need certain test for health reasons, I recommend you have them done, but you may have to pay for them. The reason for the visit is to make sure we stay healthy and keep abreast of any changes in our health before we have a problem.



BY  
**LIB HEARON**  
CLAIMS  
MANAGER

**M/V Miss Kathy**

**Official Number: 555383**

**Year Built: 1974**

**Dimensions: 140' x 38' x 11'**

**Gross Tons: 686.41**

**Horsepower: 4300**



# Four vessels top safety list

**BY JIM SMITH**  
COMPLIANCE MANAGER

Vessel safety awards are divided in three different categories: Gold, Silver and Bronze. Based on six months' review, the following vessels received six-month safety awards.

Congratulations to everyone for all your hard work.

**Gold Awards** M/V Dorothy Lee; M/V Katherine Berry; M/V Magnolia; M/V Stan Humphreys

**Silver Awards** M/V Dennis Ross; M/V Hal D. Miller; M/V Mr. Lampton

**Bronze Awards** M/V Miss Kathy; M/V Leslie B.; M/V Kelly Lee; M/V Gene Neal; M/V Ana Louise; M/V Amy Frances; M/V Mari Lampton; M/V Valda; M/V W. W. Crum

To qualify for the Gold award a vessel must achieve the following:

- No LTAs
- Submitted all monthly safety meetings and drills paperwork
- Submitted all quarterly paperwork and inspections
- No major vessel accidents or property damage
- Satisfactory vessel inspections
- Satisfactory audit (security, etc...)
- All personnel attend required training,

To qualify for the Silver award, a vessel must achieve the following:

- No LTAs
- 1 discrepancy as described under Gold.

To qualify for the Bronze award a vessel must achieve the following:

- 1 LTA
- 1 discrepancy as described under Gold.



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



# New class joins MMT family



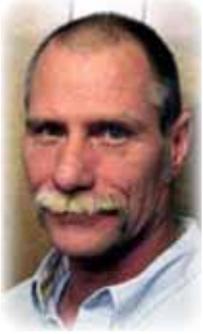
BY  
**SYD JOHNSTON**  
PERSONNEL  
ASSISTANT

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

# Changes made to training



BY  
**GAYLON  
COX**  
OIL MOVEMENTS  
SUPERVISOR

As most of you should know by now, we have made some changes to the training this year. The Tankerman training will only be for two days in order to meet the requirements that MMT Tankerman be fit-tested annually. With some consideration, it was suggested that the trainees and Tankermen who have just been turned loose should sit through some of the material we have gone over in the past. Some of the material is Magnolia Marine specific and this knowledge should be passed along to them.

The Tankermen who have been

through this training will sit through only one day because all Tankermen are required to be fit tested to wear a fresh air mask during hazardous conditions. The first day will be spent at the clinic and being fit tested in the office.

We are going to have some changes in the shoretankerman department. Keith Minyard has decided to go back out on the boats and we will be bringing Scott Perrine in to fill that position. Scott will reside in Vicksburg to better serve the southern area.

## A white Christmas for the Imhof family

Shoretankerman Jeff Imhof sent these photos in. Teresa and Jeff live in Magnolia Miss., and on Dec. 11, 2008, their hometown had a snow white experience. These photos are what Jeff and Teresa experienced on that December day around their place. I have a feeling that their friends and family members will be getting some really nice-looking Christmas cards this year. These could be a picture of what some rarely get to experience in the Deep South.



## College Aid

By **LIB HEARON**  
CLAIMS MANAGER

Soon I will send applications for Ergon's College Aid for the Academic Year 2009-2010 in the boat mail. Please pass this information along to employees with eligible dependents graduating high school this year or returning to college in the fall. The return date deadline is June 30, 2009. One change this year is a first-time freshman will not have to show he/she is in good standing to receive the aid, but from that point on all students will be required to show proof of good standing after the first semester of the freshman year. The second change is the payment will be made by direct deposit.

Full-time college students who satisfy all requirements will receive \$1,000 per session.

Part-time college, technical or trade-school students who satisfy all requirements will receive remuneration for tuition up to a maximum of \$1,000 per session.

For additional information on any of the above subjects, please give me a call at the office.

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



## Crock Pot Chicken & Dressing

By Phyllis Long

- 1 chicken deboned or 4-5 chicken breasts cut up
- 1 can cream of chicken soup
- 1 can cream of celery soup
- 2 cans chicken broth (1 can is to be used with the white bread)
- 8" cornbread pone (crumbled)
- 8 pc white bread (soak in one can of broth to be sure it mixes well w/cornbread)
- 1 t salt
- 4 eggs (raw) beaten
- 1 medium onion chopped
- ½ t pepper
- ¼ cup celery chopped
- 2 t ground sage
- 2 T Butter

Mix all ingredients well & pour in large crock pot. Cook on low for 4 hours. Even better if mixed the night before and refrigerated.



Phyllis Long, Cook, M/V Gene Neal

# My journey with Magnolia Marine Transport

By PHYLLIS NORTHCUTT LONG

COOK, M/V GENE NEAL

Last spring I moved from Birmingham, Ala., to Clifton, Tenn., a river town and hometown of my mom and grandmother. I had good memories of visiting there growing up, but never dreamed I would one day live there. Both my children are grown and making their mark in the world and I'm so proud of them. But it was time for me to

start a new chapter in life.

That summer I started working at a bed-and-breakfast as general manager and cook and also worked as a housekeeper for a family friend who is retired. The house is a mansion on a bluff with a panoramic view of the Tennessee River. From the sunroom I could enjoy watching the barges coming down the river. One morning

SEE LONG, PAGE 21.

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



## LONG

CONTINUED FROM PAGE 20.

I commented to one of the workers, "One day I'm going to be on one of those boats." Then I turned and went back to doing my work. I was thankful to have both jobs, but I would worry at times because I had no benefits.

During the winter, the bed-and-breakfast closed, but I still had my job at the mansion. I desperately needed health insurance and could not afford it. I am a nine-year cancer survivor, but health insurance is still something that everyone needs this day and time. So, I started trying to think about places that I could go to work so that I could take care of myself financially. Another concern was that my age might limit me from getting a good job with a company that provided benefits.

Because Clifton is a river town, I knew that many of the citizens work for boat companies and a few of the women worked as cooks. But I felt that my chances would be slim because jobs seemed scarce, plus I did not know anyone at the companies where they worked. So, I called my sister and asked her to search the Internet and print out all the barge companies. I began calling the ones in surrounding states and was even treated rudely with responses such as "NO! We do not take applications." "NO! We do not have any openings." And "NO! Our crew does their own cooking." Well, I was discouraged but was not going to give up.

In January, I called a company in Jackson thinking it was Jackson, Tenn., because the

## Aunt Mary Lou's Chocolate Gravy

from Cerro Gordo, TN

1 cup sugar  
2-3 T flour  
3 T cocoa  
1 t vanilla flavoring  
4 T margarine (melted)  
2 cups water

Combine sugar, flour and cocoa in saucepan. Add margarine & water to above & cook on medium heat stirring until thick Add vanilla .

Great on hot biscuits and pancakes!

Jackson number was the first number listed on the website, and Jackson, Tenn., is less than an hour's drive from Clifton. I was surprised when the phone was answered by a very kind-sounding lady. Her name was Brenda. She was like a breath of fresh air. She put me at ease enough to ask her, "Do you have any openings for a cook?" When she said, "Well, yes we do," I got so excited! She told me to come by and fill out an application. Then I asked her for directions and when she started telling me how to get to Vicksburg, Miss., I said, "Are you in Mississippi?" She laughed and said, "Well, yes. Where are you calling from?" I told her that I was in Clifton, Tenn., which is six hours away. I thanked her and hung up. Then I thought about it and called her back to see if I could

drive there and bring a resumé and fill out an application. She then transferred me to someone named Syd Johnston who told me that it would be a good idea to get an application on file. Still, I wasn't sure of what I was going to do.

So, I thought about it and decided that if I did drive down to Vicksburg with a resume and fill out an application then maybe, just maybe, they might remember a woman looking for a job as cook coming from Clifton, Tenn., a river town. I left at 3 a.m. and arrived in Vicksburg at 9 a.m. I met Brenda and she was very sweet. Then Syd came to the front and was so personable. He interviewed me, tested me and then thanked me for coming from so far away. I went back home feeling hopeful. Within a couple of weeks, Syd called to set up time for me to come for orientation and physical.

The following Friday, I arrived at Magnolia Marine Transport. On February 9, 2009, my journey began with Captain Johnny and Captain Ed. The captains and all the crew were extremely nice and helpful. This is the first time that I have been on a boat. I enjoy my job and love being on the water. I thank God every day for this blessing. I hope to have many years on this journey thanks to all the fine people of Magnolia Marine Transport.

Included here are some of my family recipes that I use and will share with everyone.

## Peach Cake

By my cousin Brenda Cagle  
from Cerro Gordo, TN

2 eggs beaten  
2 cups sugar  
2 cups flour  
1 T soda  
1 T cinnamon  
1 stick margarine  
1 Large can sliced peaches  
drained

Mix all ingredients; pour into greased and floured Bundt pan; Bake @ 350° for 30-35 min.

While cake cooks, prepare:

## GLAZE

½ cup sugar  
½ cup Carnation milk  
1 stick margarine  
1 t vanilla

Cook until consistency of gravy.  
Pour hot glaze on cake.



**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**

## BCBS Health Insurance Reminder

By **LIB HEARON**  
CLAIMS MANAGER

On Feb. 5, 2009, Blue Cross Blue Shield contacted groups in their plan that the federal government is now requiring group health plans to collect Social Security Numbers on any dependent that is covered under a medical benefits plan. I sent the required forms in the boat mail once with the Feb. 5-12 crew change and then again Feb. 20 -26 crew change. On March 1, I received a list of employees who still haven't returned the dependents' Social Security numbers. I mailed forms to the homes of the employees who were on the list. After Feb. 19, 2009, Blue Cross Blue Shield will be unable to process a claim unless a Social Security number is on file. This means if any dependent goes to the doctor and you receive a bill, but not an Explanation of Benefits (E.O.B.), from Blue Cross Blue Shield, then you need to call Blue Cross Blue Shield to make sure they have those dependents' Social Security numbers. If you ignore this and the claims extend a year before being processed, you will owe the total charge. Blue Cross Blue Shield will not process claims over a year old.

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.

### 34 YEARS

Kenneth Brones

### 33 YEARS

Richard Ryan  
Ralph Gustafson

### 32 YEARS

Stan Humphreys

### 31 YEARS

David Hays

### 30 YEARS

Gary Cochran  
Dino Ross

### 29 YEARS

Waverley Artz

### 26 YEARS

Jeff West  
Sherman Armstrong

### 24 YEARS

Andy Minyard  
Jeff Heep

### 22 YEARS

Terry Holaday

### 20 YEARS

Bill Fuson

### 19 YEARS

Willy Ryan  
Chris Lenoir  
Don Ainsworth

### 18 YEARS

Ella Perry

### 17 YEARS

Jerry Duthu

### 16 YEARS

Larary Newman  
James "Bubba" Thompson

### 15 YEARS

Ed Oglesby

### 14 YEARS

Pete Foret

### 13 YEARS

Marty Cumberland  
Simmy Brickhouse  
Richard Greer

### 12 YEARS

Jeffrey Wilson  
Beau Cummins  
Barney Huskey

### 11 YEARS

Johnny Mica

### 10 YEARS

Jason Goff  
John Alexander  
Jim Smith

### 9 YEARS

Bernadette Miller

### 8 YEARS

Sherry Silk  
Joe Ponder  
Hank Pouliot  
Randy Butler

### 6 YEARS

Carl Perry  
Ronnie Cummings  
Justin Brickhouse

### 5 YEARS

Larry Hickman  
Ron Luker  
Bill Kemp  
Robert Oldham  
Donald Tillman

### 4 YEARS

Michael Cummins  
Carson Beck  
Daniel Stapp  
John Anderson  
Carl Richardson  
Tony King  
Josh Chavers

### 3 YEARS

John Gallagher  
Mamie House  
Robert Dean  
Duane Pierce  
Mark Norwood  
Chip Wells  
Thurston Baker  
Bonnie Hatten  
David Fuson  
Tommy Foret  
Tony Nowell

### 2 YEARS

Connie Smith  
Chris Alford  
Brandon Meadows  
Antwan Robinson  
Rick Smedley  
Nathan Lilly  
John Phillips  
Raymond Parson  
Corey Jones  
Joseph Fuller  
Donnie Borsenberger  
Brian Stephens  
Debra Breland  
Ricky McDaniel  
Raymond Little

### 1 YEAR

Chris Hoxie  
Richard Robertson  
Billy Patrick  
Ben Alexander  
Josh Smith  
Sandra Crosswhite  
Justin Beckham  
Kathy LaPrarie  
Len Baty  
Daniel Dunn  
Donald Mabus  
Jimmy Shamburger  
Scott Sanders  
Barry "BJ" Gough

# BoatSys now up and running

BoatSys is now Magnolia Marine's primary method of communicating operations data throughout the company. Thanks to everyone who made this happen — the wheelmen, shore personnel in Vicksburg and Jackson and, especially, John Luo at Lucotech. This is not to say it's in the final state; we continue to look for ways to improve it. Things seem to be working smoothly with getting the personnel data in the system and updated in a timely manner. We are also working to gather more accurate data in regard to river changeover points and also correct data for facilities. As of January 2009 we have eliminated the 0600 and 1400 WBUI traffic macros. The Traffic Department is able to get the information they need from BoatSys. This means the wheelmen only have to enter data in the computer one time. It also means that it needs to be entered



**JEFF WEST**

INFORMATION  
SYSTEMS  
MANAGER

in a timely and accurate manner, preferably soon after the events occur, but at the latest, at the end of watch.

The electronic Engine Room logs are coming along well with the bugs being worked out on the M/V Katherine Berry. This should be

ready for deployment to the fleet in the near future. We are also close to implementing Safety Reports using BoatSys. Future plans include using BoatSys for Grocery and Deck Supply orders.

Jeppesen Workboat Navigator continues to be a valuable navigation tool and is valued by wheelmen just breaking in, as well as the old-timers. We are still working through some issues with Missouri River charts not being available in vector format. The program is updated on a quarterly basis and the license must be renewed on an annual basis.

AT&T has changed our data plans from unlimited to a 5GB limit. We have fought tooth-and-nail on this, but we are stuck with it. Please use the Internet connection for company business only.

## Useful Web sites for towboaters



BY  
**MICHAEL VAN LOWRY**

INFORMATION  
SYSTEMS  
TECHNICIAN

I have compiled a useful list of Web sites you can access via the company's computers. These Web sites will help you make decisions with operations on your vessel, help a crew change van find the vessel easier and help keep up with unexpected weather conditions that may be happening at home while you are on the vessel.

Please remember that the use of the company's computers and its Internet connection should be used for company-related issues.

**<http://americanwaterways.com>** This is the official AWO, American Waterways Operators,

Web site. You will find useful information on what's happening within our industry, as well as articles discussing upcoming legislation, training and meetings dealing with our industry.

**<http://www.noaa.gov>** National Oceanic and

Atmospheric Administration. This site will give you up-to-date information on river conditions and weather conditions. It provides useful information for trip planning.

**<http://www.weather.gov/ahps/>** A subsite of the NOAA site, it is a direct link to river stages and river forecast.

**<http://homeport.uscg.mil/mycg/portal/ep/home.do>** The official USCG website where you can see what's happening in the industry and keep up with MARSEC levels.

**<http://www.ribb.com/index.php>** River Industry Bulletin Board. It is a great Web site for all types of river conditions and USCG postings. (Capt. Lester Cruse's favorite site)

**<http://www.weather.com>** A commercial weather Web site.

**<http://mapquest.com>** A website to help with driving directions.

**<http://www.google.com>** A great search engine. You can find anything with Google, also no pictures or advertisements load when the page loads, so it works great with slow connections. Just Google it.

**<http://maps.google.com>** Subsite of Google and another way to find driving directions.





Coast Guard officials and Dino Ross, VP of Marine Engineering, clear a CG-835 on the John Deere 8.1 Liter electronic pump engines.



M/V Kelly Lee crew members Tim Evans, Deckhand, and Torome Lewis, Deckhand



Ed Lum, Relief Captain, M/V Gene Neal