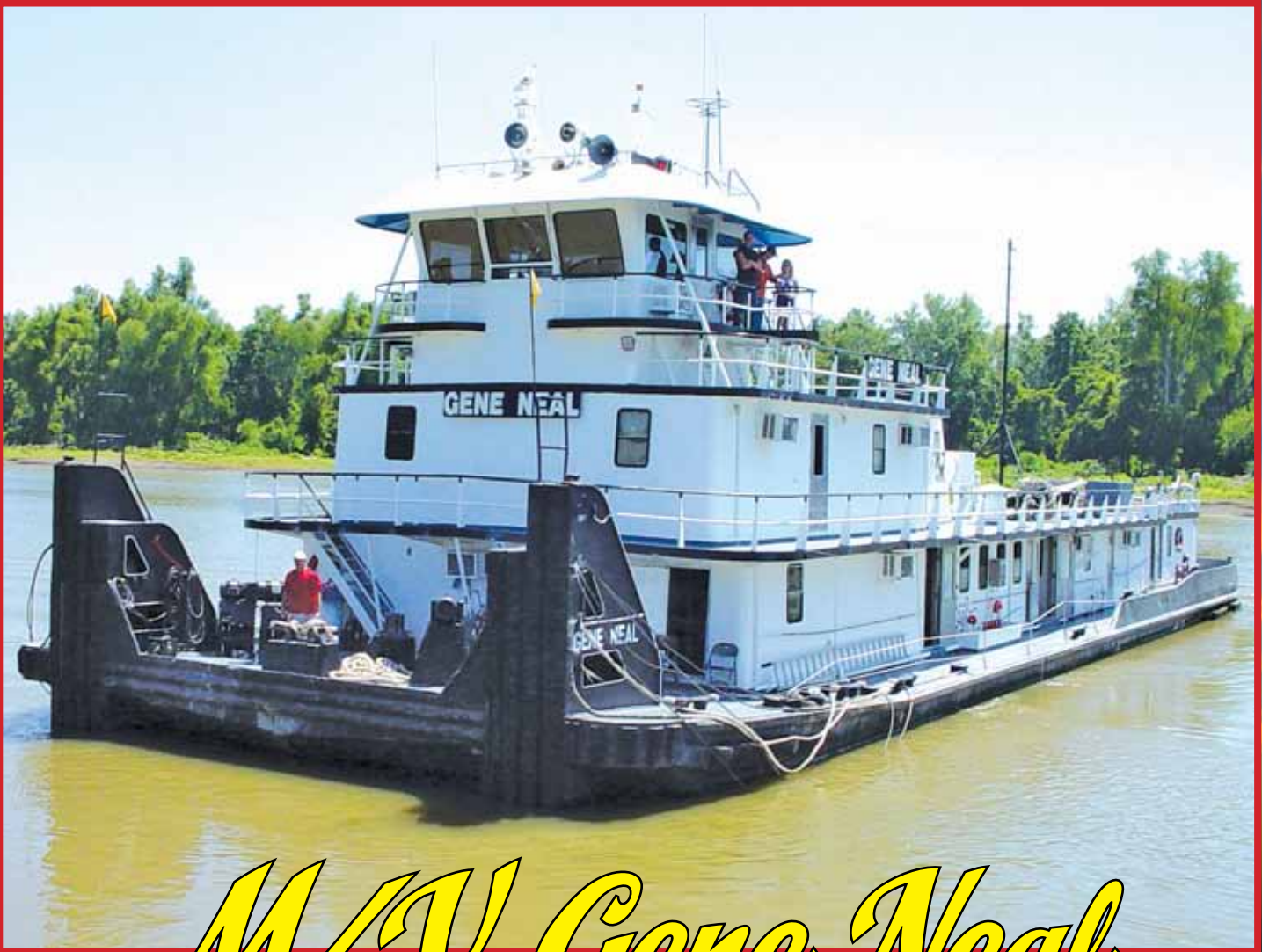


# wheelwash

MAGNOLIA MARINE TRANSPORT ■ APRIL 2012 ■ VOLUME 15, ISSUE 1



## *M/V Gene Neal*

Versatile boat has been serving MMT since 1989

ALSO INSIDE: Captain Pete Foret raises the bar • Safety Recognition Awards



Repeatedly, the Bible says to “serve the Lord with all your heart.” God wants you to serve him passionately, not dutifully. People rarely excel at tasks they don’t enjoy doing or feel passionate about. God wants you to use your natural interests to serve him and others.

How do you know when you’re serving from your heart?

The first telltale sign is enthusiasm. When you’re doing what you love to do, no one has to motivate you, or challenge you, or check up on you. You do it for the sheer enjoyment. You don’t need rewards, or applause, or to be paid, because you love serving in this way.

The opposite is also true: When you don’t have a heart for what you’re doing, you’re easily discouraged.

One characteristic of serving God from your heart is effectiveness: Whenever you do what God wired you to love to do, you get good at it. Passion drives perfection. If you don’t care about a task, it is unlikely that you’ll excel at it.

On the other hand, the highest achievers in any field are those who do it because of passion, not duty or profit.



**LEE  
LAMPTON**

PRESIDENT

We’ve all heard people say, “I took a job I hate in order to make a lot of money, so someday I can quit and do what I love to do.” That’s a big mistake. Don’t waste your life in a job that doesn’t express your heart.

Remember, the greatest things in life are not things. Meaning is far more important than money. The richest man in the world once said, “A simple life in the fear-of-God is better than a rich life with a ton of headaches.”

Don’t settle for achieving “the good life,” because the good life is not good enough. Ultimately, it doesn’t satisfy. You can have a lot to live on, and still have nothing to live for. Aim instead for “the better life” - serving God in a way that expresses your heart.



# 14 months and counting

As I write this today I am so proud to be a part of this team. Our team has truly raised the bar for inland carriers. When met with a challenge we respond. Over the past few years we have been challenged to constantly improve our statistics, our report card if you will.

While our numbers haven't been bad by industry standards, our goal is to constantly improve our game, to be better at what we do than anyone else in the industry. To be better tomorrow than we were today. Our customers measure our performance in many ways, but the most obvious and the one with the biggest impact is repeat business. If we satisfy our customers to the point that they continue to call us first with a piece of business, then we have succeeded.

One measurement on our statistical report card that carries a lot of weight is our oil spill statistics. One must keep in mind the complexity of a heater barge compared to any other barge on the river. Heater barges have countless ways to have an oil release. Our barges have so many oil systems above deck and any one of these failing in any way can result in an oil spill. We have thermal heating oil, gear oil, diesel fuel, cargo, engine oil, waste oil and spare oil all carried above deck of our heater barges. A clean oil, non-heater barge carries some of the same oils above deck but not nearly the volume that heater barges require. In addition to the above deck oils, the other

aspect of a petroleum barge is its cargo. Our barges typically carry about 22,000 barrels of oil cargo each. When added together there's a lot of potential for some of that oil to be in the wrong place at the wrong time and create a spill. Boats are a similar story, but typically do not create the risks that a petroleum barge carries because of the much smaller quantities of oil involved.

Magnolia has now remained Oil Spill Free for over 14 months. We have not had a single drop of oil of any kind hit the water for 14 months and counting.

Last year MMT transferred over 63 million barrels of cargo, conducted over 3,500 cargo transfers and over 1,000 fueling operations on boats and barges. Our spill numbers have always been relatively low and trending downward but it is our people who have made the difference. At each training session we present our numbers, our vital statistics. We analyze each one and discuss how to improve upon it. We have had some great ideas and suggestions from our people who work on the river daily. We have had numerous engineering and design features added to our equipment to reduce the risk. We have worked on operational procedures and practices in an effort

to reduce the risk. But, at the end of the day, it is our team work that puts us over the top. Congratulations to everyone involved in this outstanding record, let's keep it going!



**ROGER HARRIS**

VICE PRESIDENT,  
MARINE  
OPERATIONS

*Magnolia has  
now remained Oil  
Spill Free for over  
fourteen months. We  
have not had a single  
drop of oil of any  
kind hit the water  
for fourteen months  
and counting.*

## wheelwash

is published twice yearly by



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An AWO Responsible Carrier  
ISO 9001:2008 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](mailto:kittrellmedia@bellsouth.net)

# Captain Pete Foret raises the bar

Strong work ethic, high expectations, pride in a job-well-done, and enduring relationships are all just a few of the characteristics Captain Pete Foret (pronounced FORE-RAY) holds near and dear. Based on his career, Capt. Pete certainly has lived these values. From Bourg La., to Captain aboard the M/V Gene Neal, Pete's consistent hard work and diligent effort enables him to achieve his goals. Continuing to raise the bar and setting high standards are the reason why Captain Pete Foret is the "Interesting Person" for this edition of Wheelwash.

Pete attributes his work ethic to the example his parents set. Mr. Eugene and Bernadette Foret worked hard to provide for their family. With parents who supported their sons, Foret did not want to disappoint his parents and he worked hard to make them proud. Pete was raised in Bourg, La., around a family which had a connection to offshore work. The Forets' impact is so profound, Pete commented about his parents by saying: "They made me who I am."

Soon after his high school days, Pete went to work on the river for LeBeouf Brothers Towing. It didn't take long for Pete to earn his way into a tankerman position there. After hearing from a crew member all about MMT, Pete's curiosity was piqued. Pete's



former crewmember at LeBeouf Brothers used to work at MMT and told Pete all about the company. He told Pete all about the M/V Miss Kathy and her crew, how good the Lamptons are to their employees; he mentioned how good the benefits are. Armed with this information, Pete drove up to Vicksburg and applied with Magnolia. In short order, Sam Thigpen hired Pete in as a tankerman. Pete recalled that MMT

didn't usually hire tankermen without hot -oil experience.

The first trip at MMT for this aspiring Captain was aboard the M/V Dennis Ross.

Pete was among a crew of folks which included another future Captain, Terry Holaday, who was the chief engineer at the time. Pete

rose through the ranks and became the relief mate for several boats including the Hal D. Miller and Miss Kathy, and eventually took a position as a shore tankerman for several months. During his service aboard the M/V Miss Kathy, Pete met Captain Jerry Deperrodil, Richard Ryan, and Ed Oglesby, who would eventually help train Pete through the steersman program.

While Pete was a shore tankerman, Captain Gene Neal expanded the steersman program. After a conversation with Capt Gene, and agreeing to start over on deck, Pete gave up his shore tanking career and opted for the steersman program. When



BY  
**SYD JOHNSTON**  
PERSONNEL  
ASSISTANT

## 2012 TRAINING

Listed below are some important past and present training dates to remember for this upcoming year.

### Captain Meeting

.....February 29 - March 1  
.....March 14 - 15  
.....March 28 - 29

### Engineer Meeting

.....April 2 - 5  
.....July 30 - August 2

### Tankerman Meeting

.....May 1 - 4  
.....May 15 - 18  
.....May 29 - June 1  
.....June 12 - 15

### Seamen's Church Institute, Houston, TX. (Wheelhouse Personnel)

.....May 30 - June 1  
.....October 1 - 3



Pete went back on the boats, he started out again as a relief mate on the Hal D. Miller and, in no time, earned his way to the position of mate. In time, Foret moved to the Dorothy Lee, then to the Leslie B. as the mate under Capt. David Hays. During his tenure as a mate, Foret worked in time to “steer” under the watchful eye of Capt Ed Oglesby, who was the relief captain of the Leslie B. and, as they say, the rest is history.

Over the course of the next several years as Foret worked on deck as the mate and worked above and beyond to get “steering” time. Fate would shine its light on a vessel change. Ed Oglesby was asked to be the Captain of the M/V Magnolia. Pete would follow and eventually get turned loose on the M/V Magnolia. As pilot on the Magnolia, Pete became a friend and confidant to his companion wheelmen: Captain Ed and Andy Minyard. This “cast of characters” has remained close to this day, for it was Capt. Ed who encouraged Pete to consider the top job on the Gene Neal.

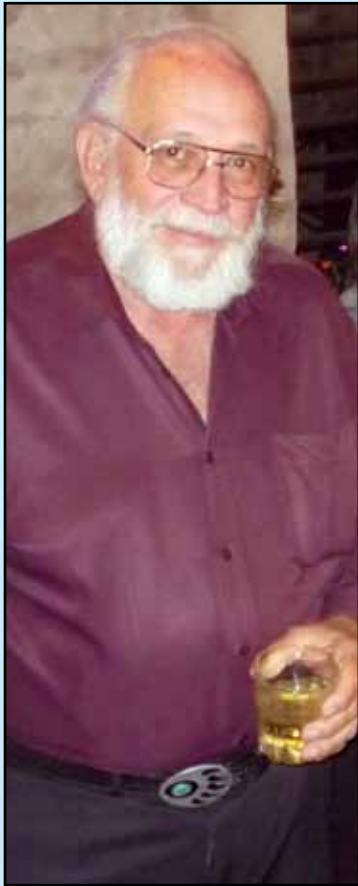
Pete attributes relationships with some of the best wheelmen to some of his success. His close ties to Capt Ed, Andy Minyard, Capt. Jerry DePerrodil, and even Capt Gene Neal, are a model for his leadership role. But make no mistake about it, Pete also gives back. Pete may come across as a bit of a pragmatic manager, and has high expectations from his crew. His standards are high because he hasn’t forgotten where he came from. He remembers what it was like when

a fellow crewmember didn’t pull his weight: other crewmembers (including himself) had to pick up the slack. So when one of Pete’s deck crew works hard and shows willingness and initiative, Pete sees to it that they are compensated accordingly with promotions and adequate training. Such is the case with Duane Pierce, Pete’s mate. Pierce will begin wheelhouse training soon.

Pete is a very private man. He doesn’t talk about his home life with just anyone, which is a testament to the meaning of his preference for his few, but close friendships. But what he would tell Wheelwash is that the reason he works isn’t to feed his own ego. Foret states: “My family is the reason I work.” Pete has provided for his family alright. His “place” is 18 acres of bliss. His time off consists of fishing, activities with his wife, Carla, and his two children, son Dylan and daughter Emily. With so much property, Capt. Pete has to have equipment to keep the place looking good; he tinkers around with his tractor and buggy.

With family as a priority and work as a point of pride, Foret keeps a low profile. His close connections with only a handful of people he has established himself as a well-respected Captain in a fleet full of talent. So if you have the opportunity to ride with Pete, you better bring your “A-game” because Pete is on the constant watch for over-achievers. If you are fortunate enough to get an opportunity to be on Pete’s crew, don’t forget: He’s “raising the bar.”

## CAPTAIN FRANK SMITH RETIRING



Francis “Frank” Smith is retiring from Magnolia Marine at the end of April 2012. Frank started with MMT in August of 1996 as a pilot aboard the M/V Valda. He rose through the ranks and became the Captain of the M/V Valda when Captain Wayne Evans retired. Since that time Frank has been the Captain of the MV Katherine Berry/Grace, the M/V WW Crum and the M/V Hal D. Miller. He returned to the M/V Valda in August of 2009 and has ridden that boat ever since. Frank is looking forward to spending his retirement fishing and being the Captain of his Bayliner Cierra 30. Captain Frank will be missed at Magnolia Marine, but we all wish him well as he enjoys the fruits of his labor.



# Floating visual aids getting out of shape



BY  
**LESTER  
CRUSE**

PORT  
CAPTAIN

The New Year began without much ice on the river, which made for a great start to the 2012 navigation season. I don't think anyone, myself included, will miss the massive ice chunks along the Upper Mississippi and Illinois rivers.

Most of the waters we've navigated have been in good shape so far. Unfortunately, the visual aids (buoys) that our Wheelmen use daily are a little out of shape. This is partially because the U.S. Coast Guard's navigation aids fleet is aging (most of these vessels are older than the men running them). I say this only as a reminder for you to use the electronic charting systems fathometer, or "sounder," to help improve your ability to safely navigate on the river.

Government funds are getting tighter, so the buoy boats may not be making as many trips this year. Even when all the boats are running, the buoys still get out of shape. And this year, some U.S. Coast Guard boats will be out of service for repairs. With boats out of the system, we may see some aid shortages. Safety is always the first priority when getting the job done. If the channel is not well marked, we must operate where we

know the channel is and not depend on floating visual aids.

## Vessel Atta' Boys

We want to thank and recognize some of our crews for going above and beyond on the job:

- The M/V Ana Louise crew responded to a call for help from a sailing vessel on the Tennessee River. The vessel had anchored out for the night in deep water, but the river fell before morning, leaving the keel of the sailboat stuck in the mud. The Captain sent out his skiff and helped the owner of the sailboat reset the anchor so that the vessel could pull out of the mud and into deeper water. Great job, guys.

- The M/V Linda Taylor crew faced one of the most terrifying events for a towing vessel crew: "fire on the vessel." Not only did the crew extinguish the fire, they kept the barges and vessel in the channel and in good order. All this was done without anyone receiving injuries. Our training may seem repetitive at times, but emergencies like the one the M/V Linda Taylor's crew found themselves in show how training pays off in real-world situations. Drills are just drills until an emergency bell rings. Thanks to each of you for going above and beyond to prevent a bad situation from getting worse. Job extremely well done.

## HUMAN RESOURCES

# Take these steps with insurance billing

One of the most attractive points about working for an Ergon company is our health insurance. Our insurance is managed by Blue Cross Blue Shield of MS. As it is, medical billing can be pretty tricky to navigate. In the event you have a problem with BSBC paying a medical claim there a few simple steps you can take. The first and most important step is to call your doctor's office. Speak to one of the billing clerks who can usually clear up any billing mistakes. There are several reasons BCBS may have not paid yet. Usually they are pretty simple mistakes, so verify your date of birth, your insurance I.D. number or your deductible amount paid. Another common complication is if you have received a 60-day past due notice from your doctor. If you have, and BCBS has not picked up their part call your doctor's office. Don't forget, if you let a year go by without followup on a bill that hasn't been filed or processed properly BCBS may not pay. So follow up in a timely manner. Please call Lib if you need any assistance.

## 401(k) Tip

It's tax time again. If you had to pay this year, you might consider increasing your 401(k) contribution. The amount of your contributions reduces your taxable income, which will lower your overall tax bill.

## College Aid

Grant-In-Aid application forms will be mailed to your home address the first week of May. You will need to return the completed application no later than June 30, 2012. The grant amount is \$2,000 per academic school year for students who satisfy all requirements. The application form includes all information needed to receive the grant. If you have a child who qualifies, don't miss out on this opportunity.



BY  
**LIB  
BAGBY**  
CLAIMS  
MANAGER





Feb. 29-March 1 — Front row from left: Kenny Fields, Jimmy Marks, Johnny Mica, John Sullivan, William Ryan, Richard Ryan; Back row from left: Ronnie Cummings, Mike Wilkinson, Simmey Brickhouse, James Wilkinson, Justin Atkinson, Lee Lane; Not pictured: Hank Pouliot



March 14-15 — Front row from left: Tracy Aiken, Jeff Niehaus, Donald Borsenberger, Pete Foret, Andy Minyard, Willie Harrell; Back row from left: Deryl Tolbert, Tony Neal, J. J. Cochran, Lee Hogue, Steve Fillingame, Richard Robertson; Not Pictured: Terry Holaday



March 28-29 — Front row from left: Ed Lum, Gary Cochran, Dan Davis, David Hays, Scott Box, Carson Beck, Ed Oglesby; Back row from left: Bob Reynolds, Dick Weber, Rick Osborn, Mike Blitgen, Floyd Ward, Kenny Brones, John Alexander, Foster Stevens, Ralph Gustafson

## MOVIN' ON UP: OCTOBER 1, 2011-MARCH 31, 2012

We 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

Steve Fillingame .....	Captain
Lee Hogue .....	Captain
Willie Ryan .....	Captain
JJ Cochran .....	Captain
Jimmy Marks .....	Relief Captain
Scott Box .....	Relief Captain
Carson Beck .....	Steersman I

### Engine Room

Michael Myers .....	Chief Engineer
Brandon Meadows .....	Relief Chief
Robert Dean .....	Relief Chief
Daniel Dunn .....	Engineer Trainee
Brian Stephens .....	Engineer Trainee

### Deck Crew

Chris Alford .....	Mate
Francis Ponder .....	Mate
Charles Crumley .....	Mate
Patrick Dukes .....	Relief Mate
Ryan Wade .....	Relief Mate
Daniel Goss .....	Relief Mate

Billy Patrick .....	Relief Mate
Charles Thornton .....	Relief Mate
Ethan Thompson .....	Relief Mate
Corey Bishop .....	Tankerman
Torome Lewis .....	Tankerman
Dennis Graham .....	Tankerman
Tyler Coulson .....	Tankerman
Roy Landers .....	Tankerman Trainee
Gary Pierson .....	Tankerman Trainee
Nathan "Blue" Oliver .....	Tankerman Trainee
Michael Cummings .....	Tankerman Trainee
Chris Sellers .....	Tankerman Trainee
Jeremy Deperrodil .....	Deckhand
James Spencer .....	Deckhand
Roderick Lee .....	Deckhand
Stephen Collins .....	Deckhand
Chase Wells .....	Deckhand
Joseph Day .....	Deckhand
Dusty Davis .....	Deckhand
Matthew Ellis .....	Deckhand
Blake Hynum .....	Deckhand
Grant Stevenson .....	Deckhand
Hagan Curl .....	Deckhand
Jabory Jones .....	Deckhand
Michael Clark .....	Deckhand
Jacob Collins .....	Deckhand
John Boyd .....	Deckhand
Justin Walsh .....	Deckhand
David Masters .....	Deckhand

## WELCOME ABOARD: OCTOBER 31, 2011-APRIL 1, 2012



BY  
**SYD  
JOHNSTON**  
PERSONNEL  
ASSISTANT

Magnolia Marine Transport would like to take this opportunity to say "welcome aboard" and "welcome back" to the new class of Green Deckhands, Cooks, Engineers and Pilots. 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.

- Matthew Ellis
- Bob Hasinbiller
- Jonathan Smith
- Patsy Wyant
- Jeffrey "JB" Good
- Grant Stevenson
- Patrick Bryant
- Andrew

Chambliss

- Kathy Adams
- Grant Berryman
- Scott Box
- Jeremy DePerrodil
- Justin Walsh
- Brett Crumley
- Joseph Day
- Jason Jobe
- Lee Dennison
- Blake Hynum
- Billy Simpkins





## Mexican Chicken

Recipe by Phyllis Long  
M/V Jody McMinn

- 1 package of boneless chicken breast
- 1 medium onion
- 1/2 pound Velveeta cheese
- 1 package Doritos (11.5 oz.)
- 1 can cream of chicken soup
- 1 can cream of mushroom soup
- 1 can Rotel tomatoes

### Preparation

1. Preheat oven to 400 degrees.
2. Bring chicken to a boil until chicken is done. Cut chicken up and place in the bottom of a casserole dish.
3. Slice onion and place over chicken. Dice cheese and place on top of onion rings. Crush half of the Doritos and place on top of the cheese. Combine Rotel tomatoes and soups together and pour on top of the Doritos. Crush remaining Doritos and pour on top. Bake for 45 minutes.

## 5-Layer Delight

Recipe by Patsy Wyant  
M/V Ana Louise

- 1 cup self-rising flour
- 1 stick of melted butter
- 1/2 cup chopped nuts
- 8 ounce cream cheese softened
- 2 cups cool whip
- 1 cup powdered sugar
- 1 package vanilla pudding
- 1 package chocolate pudding
- 3 cups of milk



### Preparation

1. Preheat oven to 375 degrees.
2. Mix butter, flour and nuts together in bowl. Spread out in a 9 x 13 inch pan. Bake for 15 minutes.
3. Mix cream cheese, powdered sugar with one cup of cool whip. Spread over first layer.
4. Mix chocolate pudding with 1 1/2 cup milk for two minutes. Spread over second layer.
5. Mix vanilla pudding and 1 1/2 cup of milk for two minutes and spread over third layer.
6. Spread remaining cool whip over top.



BY  
**STEPHANIE STEVENS**  
OPERATIONS  
ADMINISTRATIVE  
ASSISTANT

## Oooo Gooee Cake



Recipe by Kathy Adams  
M/V Amy Frances

- 1 box yellow cake mix
- 1 stick butter
- 3 eggs
- 1 cup chopped pecans
- 8 ounce cream cheese
- 1 box confectioners' sugar

### Preparation

1. Preheat oven to 350 degrees.
2. Mix cake mix, melted butter, one egg & nuts together
3. Spread mixture into a 13 x 9 pan. Do not mash down.
4. Mix cream cheese, powdered sugar & two eggs together. Spread on top of cake. Bake 40 minutes or until done. Cool completely before cutting.

# 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

# Electronic navigation systems and charts

Charting systems have been the topic of much discussion since we started our migration to the Rose Point ECS. The following information details what an electronic charting system is and how it is regulated.

An Electronic Chart Display and Information System (ECDIS) is a computer-based navigation information system that complies with International Maritime Organization (IMO) regulations. An ECDIS displays the information from Electronic Navigational Charts (ENCs) or Digital Nautical Charts (DNC) and integrates position information from the Global Positioning System (GPS) and other navigational sensors, such as radar and automatic identification systems (AIS). It may also display additional navigation-related information, such as sailing directions and fathometer.

The two types of electronic chart data we use are ENCs and Raster charts.

ENCs are vector charts that conform to the IMO requirements for the chart databases for ECDIS. They have standardized content, structure and format. ENC charts also conform to International Hydrographic Organization (IHO) specifications stated in IHO Publication S-57. ENCs contain all the chart information necessary

*“Technology happens, it’s not good, and it’s not bad. Is steel good or bad?”*

-Andrew Grove  
*Founder of Intel Corporation*

for safe navigation. This includes the information routinely found on paper nautical charts as well as supplementary information that can be displayed together as a seamless chart. Systems using ENCs can be programmed to give warning of impending danger in relation to the vessel’s position and movement.

Raster navigational charts are raster charts that conform to IHO specifications and are produced by converting paper charts to digital image by scanner. The image is similar to digital camera pictures, which could be zoomed in for more detailed information as it does in ENCs. IMO permits ECDIS equipment to operate in a Raster Chart Display System mode in the absence of ENC.

Magnolia Marine Transport Information Systems Department has made the decision to adopt Rose Point ECS software. We believe that this system adheres to the ECDIS standards and is the best possible solution for our Wheelman’s needs. This move will allow the company to comply with new inspection requirements.

As technology is embraced by our industry, we will be adopting regulations that are associated with these technologies. Together we will learn, build, and accept the changing face of the towing industry. These new technologies and regulations might require process changes, but these changes will make for a more productive, efficient and safer industry.



BY

**MIKE LOWRY**

INFORMATION  
SYSTEMS  
MANAGER

## FAMILY FOCUS By Stephanie Stevens Operations Administrative Assistant



David and Melissa Blitgen, children of Captain Mike Blitgen, as they celebrated Fat Tuesday.



Addyson Lynn Blitgen was born on March 6 to Danny and Annie Blitgen. Grandparents are Mike (Pilot on M/V Stan Humphreys) and Elaine Blitgen, and Great Grandparents are Richard and Marge Blitgen all of Bellevue, Iowa. Congratulations on your new addition!



# Documenting operating procedures

Operating procedures can be onerous to develop and maintain, and sometimes too detailed to follow easily. Why have documented procedures? Well, they can help to:

- Ensure that everyone involved in a certain process or service is "on the same page"
  - Ensure that required steps in a process are followed and not overlooked
  - Ensure that certain steps are followed consistently from day-to-day by everyone doing the work
  - Train employees that are new to a position.
- On the other hand procedures can be:
- Too complex and dense to be followed, and they end up not being used

- Too costly, compared to their benefits, to be updated as the process or rules and regulations change
- Not necessary, it would appear, after employees become experienced; then the procedures are ignored until there is a crisis and then everyone realizes that we need the documented procedures.

Everyone dislikes revising, updating, and reviewing procedures; however it's a necessary evil that has to be done. Work on updating your procedures by manual; have the crew members review the updates first and then make your revisions. Work on each packet that Lib sends out individually until everything is complete and then move onto the next.



BY  
**JIM SMITH**  
COMPLIANCE  
MANAGER

## SAFETY CORNER

# Help prevent back injuries from occurring



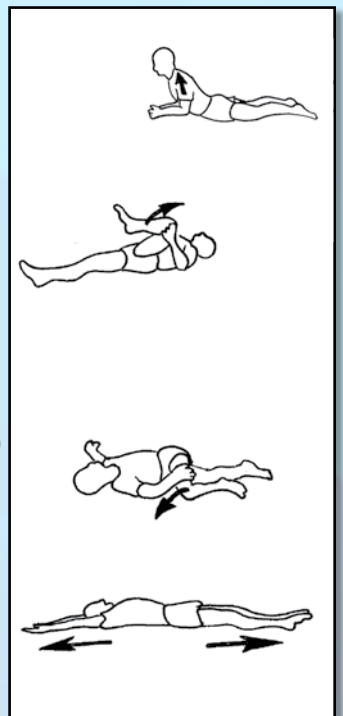
BY  
**KRIS TOWER**  
SAFETY &  
ENVIRONMENTAL  
COORDINATOR

Back injuries remain one of the top causes for work related injuries in the United States; they are typically a result of damage, wear or trauma to the bones, muscles or other tissues of the back. Statistics show that 60 to 80 percent of the population (United States) will suffer from back pain or injuries at some point during their lives. There are many factors that can cause or contribute to a back injury some individual factors include lack of sleep/fatigue, emotional stress, family problems, lack of or too much physical activity, poor muscle endurance, poor trunk/core muscle and excessive weight. Other risk factors include heavy physical work, a static posture, repetitive work (bending, twisting, pushing, pulling and lifting), slips, trips and falls, twisting while the spine is loaded and so on.

There are a variety of exercises that can help prevent back injuries from occurring in the first place. Being active is the key to a healthy back. Exercise is also a great way to reduce stress (a top factor for causing back injuries). Maintaining a healthy weight will reduce the stress on your back and is crucial to overall health. Your core or stomach muscles are extremely important in maintaining a healthy back. Another key is posture, pay close attention to your posture while lifting or stretching, maintain the natural curves in the spine

to avoid a back injury. Slouching will exaggerate your back's natural curves and can lead to muscle fatigue and injury. Try and minimize hazards by removing anything from your workspace that might cause you to slip, trip or fall, all of which can seriously injure your back. Lifting properly is crucial, always lift with your knees and tighten your core muscles, hold objects close to your body and always seek additional help to lift objects that are heavy (+50 lbs.) or awkward. Listen to your body, if you must sit or stand for a prolonged period try to change your position often. Try taking a 30-second break every 15 minutes to stretch, move or relax. The stretches illustrated are excellent to perform when you get up and before you go to bed, try holding the pose for about 5 to 15 seconds.

Addressing stress is also extremely important as it can make you tense and prone to injury. Take time to examine your work environment and address situations that might aggravate your back, look out for it, your back is the only one you have.





The M/V Gene Neal crew, from left, are Pete Foret (Captain); Duane Pierce (Mate); Jeremy Deperrodil (Deckhand); William Bonds (Relief Chief Engineer); and Justin Walsh (Deckhand). Not pictured: Ellice Chambers (Mate); Andrew Jackson (Tankerman); William Kemp (Chief Engineer); Floyd Ward (Relief Captain) and Jeffrey Wilson (Tankerman)



## M/V Gene Neal serving MMT since 1989



BY  
**MICHAEL  
CARPENTER**  
ASSISTANT  
PORT CAPTAIN

The M/V Gene Neal is one of Magnolia's 3800 HP series vessels. The Gene Neal was built in 1975 by Greenville (Mississippi) Shipbuilders Corp. originally as the Nita Vickers for Vickers Towing Co. The vessel was renamed the Creole Jimmy by LeBouf Bros. Towing in 1978. Magnolia Marine purchased the Gene Neal in March of 1989.

The vessel is named in honor of Mr. Gene Neal. Captain Gene was Magnolia Marine Transport Company's Port Captain for over 27 years. Gene was born in Chatham MS, on Nov. 26, 1931. He officially started his river career for Brent Towing in January 1956. He worked for various other towing companies including Crounce and Port City Barge Line before coming to Magnolia Marine as Port Captain on May 28, 1974. Capt. Gene was well respected throughout the industry for his river knowledge of all rivers including the "Mighty Missouri,"



Retired Engineer Henry Dreher presenting model of the M/V Gene Neal to retired Captain Gene Neal.

his personal favorite.

Dictionary.com's definition of honor reads: Honor-Honesty, Fairness or integrity in one's beliefs or actions. All of these were repeatedly used to describe Gene.



Gene retired from MMT on Dec. 31, 2001.

The Gene Neal measures 136'x40'x10', powered by a pair of GM 16-645C EMD diesels producing 3800 HP, making this one of MMT's more powerful vessels. Electronic equipment includes the ESP 1000 Electronic Speed Pilot, Furuno Plotter GP-1600 GPS, Furuno AIS System and electronic charting provided by Rose Point ECS 2011. Ship-to-Shore communications and e-mail are handled by Boatracs Satellite System along with Boat Systems internet.

The vessel is also equipped with a satellite & a flat screen TV in the galley for crew comfort. The Gene Neal is currently undergoing renovations overseen by the watchful eye of Captain Pete Foret. This vessel can accommodate a crew of 11.

The current crew consists of Captain: Pete Foret, Relief Captain: Floyd Ward, Chief Engineer: Bill Kemp, Steersman/Mate: Duane Pierce, Relief-Mate: Justin Layton and Tankerman: Andrew Jackson.

Historically the M/V Gene Neal has had some of Magnolia Marines finest wheelmen from Kenny Brones, Gary Cochran to Pete Foret, the current Captain. Much like its namesake the M/V Gene Neal has always had a well-organized, results-driven crew thanks to its captains.



From left, Bob Reynolds, John Alexander, Joe Hicks, Gene Neal and Sam Thigpen



## M/V Gene Neal

**Official Number:** 563529

**Year Built:** 1975

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

**Gross Tons:** 637

**Horsepower:** 3800



## SAFETY RECOGNITION AWARDS



**Bronze Safety Award:** From left, Dan Davis, Mr. Lampton; David Hays, Mari Lampton; Rick Osborn, Miss Kathy; Bob Reynolds, Magnolia



**Gold Safety Awards:** Ralph Gustafuson, Dennis Ross; Ed Oglesby, Kelly Lee; Foster Stevens, Dorothy Lee



**Silver Safety Awards:** From left, James Wilkinson, Linda Taylor; Roger Harris; Mike Wilkinson, Mark Shurden



**Safety Recognition Award:** From left, Roger Harris; Dick Weber, Linda Taylor



**Bronze Safety Awards:** From left, Richard Ryan, Miss Kathy; Kenny Fields, Magnolia; Roger Harris; Justin Atkinson, WW Crum; John Sullivan, Mr. Lampton

## NEW BOAT/BARGE CONSTRUCTION

Boat	Engine	Type	Delivery	Built At
M/V Ann Elise .....	H/P 3000 .....	Retractable .....	December 2012 .....	Greenville, Ms.
M/V Miles Madison .....	H/P: 3000 .....	Conventional .....	June 2013 .....	Greenville, Ms.
M/V Dorothy Lee .....	H/P: 3000 .....	Conventional .....	December 2013 .....	Greenville, Ms.
Barge	Delivery	Type	Built At	
MM 80.....	March 2013 .....	Lead Asphalt / Crude.....	Madisonville, La.	
MM 82.....	April 2013 .....	Lead Asphalt / Crude.....	Madisonville, La.	
MM 93.....	July 2013.....	Lead Asphalt / Crude.....	Ashland City, Tn.	
MM 95.....	July 2013.....	Lead Asphalt / Crude.....	Ashland City, Tn.	
MM 96.....	July 2013.....	Lead Asphalt / Crude.....	Ashland City, Tn.	
MM 98.....	July 2013.....	Lead Asphalt / Crude.....	Ashland City Tn.	





**Silver Safety Awards:** From left, Dick Weber, Linda Taylor; Ed Lum, Ana Louise



**Gold Safety Awards:** From left, Lee Hogue, Dennis Ross; Steve Fillingame, Jennie Dehmer; Terry Holday, Stan Humphreys



**Bronze Safety Awards:** From left, Jeff Neihaus, WW Crum; Deryl Tolbert, Mari Lampton; Andy Minyard, Magnolia



**Gold Safety Awards:** From left, Jimmy Marks, Kelly Lee; Roger Harris; Simmey Brickhouse, Katherine Berry; Johnny Mica, Stan Humphreys; Ronnie Cummings, Valda; Stan Humphreys; Lee Lane, Valda

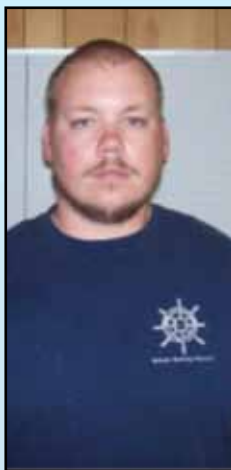


**Gold Safety Award:** Gary Cochran, Katherine Berry



**Safety Recognition Award:** Roger Harris and James Wilkinson, Linda Taylor

## NEW ENGINEERING EMPLOYEES



**Daniel Dunn**

The Engineering Department would like for everyone to join us in welcoming our new shop mechanic, Daniel Dunn. He has been an employee of MMT since December 2007 and comes to the shop from the MV Mark Shurden.

...

The Engineering Department would like for everyone to join us in welcoming our new Barge Maintenance & Inspection Supervisor, Brian Schmidt. He has been an employee of MMT since May 2010 and comes from the M/V Magnolia.



**Brian Schmidt**

# ANNIVERSARIES

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.

<b>38 YEARS</b> Kenneth Brones	<b>23 YEARS</b> Willy Ryan Chris Lenoir Don Ainsworth	<b>14 YEARS</b> Jason Goff John Alexander Jim Smith	<b>6 YEARS</b> Robert Dean Duane Pierce Mark Norwood Chip Wells Thurston Baker David Fuson Tommy Foret Tony Nowell	<b>3 YEARS</b> Dennis Graham Bertha Littles Joshua Kackley Phyllis Long Brenda Roberts Scott Sanders Robert Ryan
<b>37 YEARS</b> Richard Ryan Ralph Gustafson	<b>22 YEARS</b> Ella Perry	<b>13 YEARS</b> Bernadette Miller		
<b>36 YEARS</b> Stan Humphreys	<b>21 YEARS</b> Jerry Duthu	<b>12 YEARS</b> Sherry Silk Joe Ponder Hank Pouliot Randy Butler		<b>2 YEARS</b> Patrick Dukes Johnny Hill Timothy Young Henry "Hank" Cummings Fabian Kennedy Charles Thornton Michael Blitgen Daniel Rogers
<b>35 YEARS</b> David Hays	<b>20 YEARS</b> James "Bubba" Thompson	<b>10 YEARS</b> Ronnie Cummings Justin Brickhouse	<b>5 YEARS</b> Chris Alford Brandon Meadows Antwan Robinson Nathan Lilly Raymond Parson Joseph Fuller Donnie Borsenberger Brian Stephens Raymond Little	
<b>34 YEARS</b> Gary Cochran Dino Ross	<b>19 YEARS</b> Ed Oglesby	<b>9 YEARS</b> Larry Hickman Ron Luker Bill Kemp		<b>1 YEAR</b> Joshua Bishop Blake Cooper Marcus Elder Josh Jones George McGee Larry Lacey Thomas King Steven King
<b>33 YEARS</b> Waverly Artz	<b>17 YEARS</b> Pete Foret			
<b>28 YEARS</b> Andy Minyard Jeff Heep	<b>16 YEARS</b> Mary Cumberland Simmey Brickhouse	<b>8 YEARS</b> Carson Beck Daniel Stapp Carl Richardson Tony King Josh Chavers	<b>4 YEARS</b> Richard Robertson Billy Patrick Ben Alexander Daniel Dunn Donald Mabus Scott Sanders	
<b>26 YEARS</b> Terry Holaday	<b>15 YEARS</b> Jeffrey "Slim" Wilson Beau Cummins Barney Huskey Johnny Miles			
<b>24 YEARS</b> Bill Fuson				



# Michael Carpenter is Assistant Port Captain



Michael Carpenter

Captain Michael Carpenter recently came shoreside as Assistant Port Captain in the Vicksburg office. Shortly after high school Michael began his career as a Green Deckhand aboard the M/V Jennie Dehmer in June of 1995. He worked under the watchful eye of his uncle and longtime MMT Captain, Otis Carpenter who mentored him through the process of advancing through the ranks to the wheelhouse. Others who helped him along the way include Captains Bill Ainsworth, Odis Armstrong and Ralph Gustafson. Almost six years to the date Michael became pilot on the M/V Jennie Dehmer. He served this post until being promoted to Relief Captain then finally to Captain in 2009. Captain Carpenter became a Missouri river expert as he navigated the Big Muddy in plentiful

times and in draught. Captain Carpenter served aboard the M/V Jennie Dehmer until August 2011 when he took a 30/30 day Captain assignment aboard the M/V Jody McMinn working with Captain Hank Pouliot.

Michael is from the Shreveport, La., area and is currently making his home in Vicksburg. He is planning to marry his fiancée Hannah Sullivan this May and she will be joining him here in Vicksburg.

We are confident that armed with his experience gained while moving through the MMT vessel ranks Captain Carpenter will be a valuable asset to the company. In addition, Port Captain Lester Cruse welcomes the help and assistance in keeping our vessel operations second to none.

## NUTS & BOLTS

# Diversity is reason for barge redesigns

One of the driving forces to Magnolia Marine's success over the years is our ability to be diverse. In today's towing market, there are many different types of products we have the potential of moving. To help keep Magnolia Marine flexible, we are redesigning some of our barges to be equipped with two very different types of pumps. The newly added cargo pump will be a 13LS Byron Jackson deepwell pump. This pump is designed to discharge crude oil and other lighter products more efficiently than the existing style pumps. This 13LS Byron Jackson deepwell pump is designed to discharge products with little or no lubrication without damaging the pump. A separate pump engine will be needed, so we will be installing a 6090H John Deere engine on these barges. Twelve of our existing barges will be retrofitted with this new equipment, and six of our newly constructed barges will be built with the new design. We are due to take delivery of these in the 1st quarter of 2013. This will outfit the fleet with 18 barges with the upgraded standards.

We designed MM 83, MM 85, and the six new barges we are building with ABS Limited Load Lines will allow us to operate these barges within the Great Lakes to Whiting area. As of now, we have not decided to add the second pump system on the MM 83 & 85. We are also going through the process of adding the ABS certification to some of our older barges. The process of getting the ABS certification requires several different steps:

1. We present "as built" drawings and other documentations to be reviewed by ABS for approval.
2. After all documentation has been presented to ABS and is

approved, we then set up a dry dock and work with the ABS surveyor.

3. The ABS surveyor will review the inside and outside condition of the barge.

4. At the same time we will have a qualified third party surveyor take hull gauge readings of the barge and submit these readings to ABS for review.

5. If the ABS surveyor finds repairs that are needed, we will then make the necessary repairs to ABS standards.

6. After the repairs are completed, the ABS surveyor will come back and test repaired areas for approval.

7. After all repairs and modifications have been made the ABS surveyor will approve these changes. The ABS limited load line will be placed on the side of the barge and it will be ready for service.

Along with the barge construction we are building three additional boats. The first of the three will be a retractable style vessel and the last two being conventional. The first vessel will be named the M/V Ann Elise and is due to be delivered in November of 2012. The second new vessel will be the M/V Miles Madison due for delivery in June 2013. The final will be the M/V Dorothy Lee due for delivery in December 2013.



BY

**DINO  
ROSS**

VICE PRESIDENT,  
MARINE  
ENGINEERING

# Not all crude oil is the same

When you think about crude oil, the first thing that typically comes to mind is a thick, black, oily material. And to a certain extent, that's what it is. However, the appearance and properties of crude oil vary depending on its type and where it came from.

## Captain Crude / St. James sample

Crude oils fall into two different categories – light and heavy. The American Petroleum Institute (API) gravity range is what separates the two. The clear-cut definition of light and heavy crude varies, because the classification is based more on practical grounds than theoretical. The New York Mercantile Exchange (NYMEX) defines light crude for domestic U.S. oil as having an API gravity between 37° and 42° API, while it defines light crude for non-U.S. oil as being between 32° API and 42° API. The National Energy Board of Canada defines light crude oil as

having a density of less than 30.1° API, and Mexico's state oil company, Pemex, defines light crude oil as being between 27° API and 38° API.

The Marcellus formation, located in the Appalachian Basin, stretches from New York through Pennsylvania, Ohio, Maryland and West Virginia. It also extends under the Great Lakes, crossing into the Canadian province of Ontario. Until recently, it had been overlooked because vertical gas wells drilled through the shale would not give off enough natural gas to be economically feasible. Now, with technological advances in horizontal drilling, recovering large

amounts of natural gas and Appalachian Light Sweet crude from the shale is not only possible, it's profitable.

## ALS Crude

The Appalachian Light Sweet crude oil (ALS) within the Marcellus shale does not fit any of the definitions of light crude we have covered so far. It has a 70° API, which makes for extremely light crude oil.

ALS appears to have no lubrication properties and seems more like a solvent. Without providing lubricating properties to the bearings



BY  
**GAYLON COX**  
OIL MOVEMENTS  
SUPERVISOR

on our barge pumps, the bearings will not hold up during discharge operations. As we venture into these lighter crudes, we will make (and already have made) modifications to our fleet. One simple fix for the transfer system is to add a deep well pump to move these lighter oils. Also, they will have to be equipped with a vapor recovery system due to the requirements of some loading ports.

## Eagle Ford Crude

Eagle Ford crude oil has almost the same

properties as the ALS crude oil, yet it comes out of the ground in southwest Texas. Based on the information in the MSDS of this product, it too has the same API as the ALS crude.

Some intriguing data shows that portions of Appalachia have rocks of the same age, and formed by the same chemical processes, as the giant oil fields of west Texas and the Williston basin, a gigantic chunk of the Great Plains that stretches across Montana and North Dakota into Canada where some of the Bakken Crude oil comes from.



## Bakken Crude Oil

These crude oils are only as good as the refineries that are equipped to use them, and for the payoff after the refining process. One has to assume that there is a group of people discussing millions of dollars worth of equipment modifications and asking, "What crude do we want, and how much of it do we want?" Each crude type has a different weight, different properties, and a different origin point. So when you think of crude, you can think of the tar-like liquids. Just don't forget about the other varieties available, and the work that goes into creating a finished product.

